Devon County and Torbay Council

Strategic Environmental Assessment (SEA) for the Devon and Torbay Local Transport Plan 4

Environmental Report

July 2024

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Devon County and Torbay Council

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Non-Technical Summary

Introduction

This Non-Technical Summary provides an overview of the Strategic Environmental Assessment (SEA) for the draft Fourth Local Transport Plan (hereafter referred to as the 'LTP4') produced by the Devon County Council and Torbay Council. The following sections of this Non-Technical Summary:

- describes the purpose and scope of the draft LTP4 and the approach to identifying alternatives that have been considered and assessed as part of the SEA;
- describe the SEA process and how it has been applied to the draft LTP4, including the SEA objectives and guide questions used in the assessment;
- present a summary of the findings of the SEA of the draft LTP4 (and reasonable alternatives); and
- set out the next steps in the SEA process.

The assessment, the Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of the Devon County Council and Torbay Council.

The LTP4

The LTP4 is the strategic document that sets out the priorities for transport across Devon and Torbay. The approach to LTP4 is to ensure transport policy and investment support the priorities for creating a better Devon and Torbay. To support this, the LTP4 follows a vision-led approach by setting out how integrated transport policy will support local priorities and a range of interventions to achieve this. The draft vision is as follows:

"Transport will support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport options will create a system that puts people first, facilitates sustainable clean growth, improve travel choice and supports the health and wellbeing of everyone."

Alongside the overarching vision, six objectives have been identified that will contribute to achieving the vision:

- **Decarbonisation:** Supporting reaching net-zero by 2050 at the latest by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels.
- **Reliable & Resilient:** Protecting and enhancing the local transport network and the strategic road and rail links that connect Devon and Torbay to the rest of the country.
- **Easier Travel:** Providing well-integrated, inclusive and reliable transport options for all residents and visitors in both rural and urban communities.

- **Unlock Development:** Supporting sustainable growth by providing a range of transport choices within and to new developments and using technology to improve existing infrastructure.
- **Greater Places for People:** Working with communities, enhancing the attractiveness and safety of streets by reducing negative impacts from vehicles, regenerating the public realm, and facilitating safe active travel movements.
- **The Place to be Naturally Active:** Making walking, wheeling and cycling a natural choice by delivering a network of quieter lanes, expanding the Multi-Use Trail Network and improving facilities in urban areas to enable people to be more active.

SEA Scope and Methodology

A series of SEA objectives and guide questions have been established against which the LTP4 and reasonable alternative have been assessed. The SEA objectives and guide questions used in the appraisal of the LTP4 reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:

- a review of plans and programmes and the associated environmental protection objectives identified (see Chapter 3 and Appendix A of the main Environmental Report);
- baseline information (see Chapter 3 and Appendix A of the main Environmental Report);
- key issues and opportunities (see Chapter 3 and Appendix A of the main Environmental Report);
- a broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and
- responses received to consultation on the SEA Scoping Report (see Chapter 3 and Appendix B of the main SEA Report).

Broadly, the SEA objectives present the preferred environmental, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each SEA objective to provide a detailed framework against which the LTP4 can be assessed. The assessment objectives and guide questions are presented in Table 1-1.

Table 1-1 – SEA Framework

SEA Topic	SEA Objective	Assessment criteria (to deliver this objective the LTP should…)
Nature	1. To protect and recover nature	▪ Conserve and protect species and habitats. ▪ Support a net gain for biodiversity by restoring and creating habitats and improving their connectivity.
Water environment	2. To protect and improve the water environment	▪ Maintain and enhance water quality and resources entering and leaving the transport infrastructure.

		▪ Contribute to enhancing the status of water bodies. ▪ Contribute to the sustainable management of water resources by providing betterment including maximising the use of sustainable urban drainage.
Flooding	3. To minimise the risk and impact of flooding of transport infrastructure and ensure risk of surface water flooding is reduced	▪ Minimise the risk and impact of flooding of transport infrastructure and ensure risk of surface water flooding is reduced. ▪ Protect and improve the resilience of transport infrastructure.
Land and soils	4. To improve and sustain land and soil resources	▪ Maximise the sustainable use of land and the protection of soils. ▪ Safeguard the best and most versatile agricultural land. ▪ Protect and conserve soils and improve resilience to Degradation. ▪ Protect and conserve the best and most productive agricultural land.
Historic environment	5. To conserve and enhance the historic environment and enable public access and enjoyment	▪ Conserve and enhance the character and significance including designated and non-designated heritage assets (which include archaeological features) and their settings. ▪ Promote sustainable access to the historic environment, including historic towns and villages. ▪ Foster regeneration and help to address heritage at risk.
Landscape, townscape and seascape	6. To conserve and enhance landscape, townscape and seascape character.	▪ Minimise the impact on landscape and townscape character. ▪ Respect, maintain and strengthen local character and distinctiveness e.g. through location and design of infrastructure.
Air quality	7. To reduce traffic related air pollution and where possible enhance air quality elsewhere.	▪ Promote options that minimise traffic or reduce congestions. ▪ Promote the use of electrical vehicles. ▪ Promote the use of active travel.

Climate change	8. Mitigate and adapt to climate change.	▪ Reduce carbon emissions and the reliance of the transport network on fossil fuels in line with net zero carbon commitments. ▪ Ensure climate adaptation measures are considered and implemented.
Natural resources	9. To conserve natural resources and increase resource efficiency.	▪ Reduce waste and promote the use of recycled materials in construction and maintenance of local transport assets.
Noise and light pollution	10. To reduce noise and light pollution.	▪ Protect tranquil and remote areas from the effects of noise and light pollution.
Health and wellbeing	11. To improve and enhance the physical and mental health and wellbeing of Devon's residents in rural areas of the county.	▪ Ensure easy access to essential services and to the network of quiet routes and footpaths in the rural areas of the county. ▪ Support the provision of more, better quality and accessible green infrastructure / green space. ▪ Increase the number of residents that have a 15 minutes walk to a green space.
Safety	12. To create transport networks that are safe for all users, including improving personal safety and reducing crime.	▪ Support schemes and strategies which work to improve road safety statistics and trends. ▪ Ensure safety audits are undertaken for new transport projects and schemes.
Sustainable and reliable transport modes	13. To increase the capacity and efficiency of the transportation network in a sustainable way to support demographic changes and to maintain economic vitality, enable well-paid employment and education across the county.	▪ Increase travel by active and sustainable modes of transport. ▪ Provide a reliable transport network, including between urban areas and with areas neighbouring the county boundaries. ▪ Promote the sustainable transport of minerals and waste within Devon. ▪ Support schemes and strategies which seek to improve links from areas of deprivation to opportunities for employment and education.

Assessment of the LTP4

The assessment found that minor negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP4 and other plans, programmes and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, so residual significant effects are unlikely.

In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network alongside the delivery of sustainable development proposed through other plans, programmes and projects. As a result, significant positive cumulative effects are predicted for the sustainable and reliable transport modes SEA objective.

Assessment of Alternatives

The identification of reasonable alternatives through the SEA process focused on options around demand management and investment in sustainable transport to achieve plan objectives.

All three of the options seek some level of reallocation of road scape and investment in public, shared and active transport. Option 3C couples a greater scale of road space reallocation and increased investment in sustainable transport. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would still involve increased investment in public, shared and active transport.

Overall, there is little to differentiate between the options against the ISA objectives at this stage. In the short-term there is likely to be some temporary minor negative effects during the construction phase as a result of increased disturbance for a number of ISA objectives; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant but this is uncertain at this stage.

In the longer-term, there is the potential for minor positive effects against the majority of ISA objectives through the reduction of vehicles on the road through improved access to sustainable transport modes.

Monitoring and Next Steps

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP4;
- Track whether the LTP4has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP4.

Monitoring measures are presented in Chapter 7 of the main Environmental Report.

1 Introduction

1.1 Overview

1.1.1. Devon and Torbay are producing a Devon and Torbay area-wide Local Transport Plan (LTP). The Fourth Local Transport Plan (LTP4) will cover the period from 2026 to 2040 and will replace the existing Third Local Transport Plans (LTP3) for Devon and Torbay that were adopted in 2011. The LTP is the strategic document that sets out the approach for all aspects of transport.

1.1.2. WSP has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the LTP4. The requirement for SEA arises through the Environmental Assessment of Plans and Programmes Regulations 2004[1] (hereafter referred to as the 'SEA Regulations'). SEA is a systematic process carried to ensure that environmental issues are fully integrated and addressed through the development of a plan.

1.2 Local Transport Plans

1.2.1. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[2], introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000[3] (now amended by the Local Transport Act 2008[4]) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to Government guidance and policies on the environment.

1.2.2. The more recent Local Transport Act 2008[4] gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the Strategy and implementation plan elements of the LTP.

1.2.3. The Local Transport Act 2008[4] makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

[1] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[2] Department for Transport, A new deal for transport: better for everyone - White Paper, 1998 [online] available at:https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695
[3] Transport Act 2000 [online] available at: https://www.legislation.gov.uk/ukpga/2000/38/introduction
[4] Local Transport Act 2008 [online] available at: https://www.legislation.gov.uk/ukpga/2008/26/contents

1.3 SEA process

1.3.1. The SEA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

1.3.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[5]. Throughout the course of the development of the plan, policy or programme, the aim of SEA is to promote sustainable development by identifying the potential impact of options proposed in the plan, in terms of their environmental, economic, and social effects. If any adverse effects are identified, these options can then be avoided, or proposals modified to manage or mitigate adverse effects.

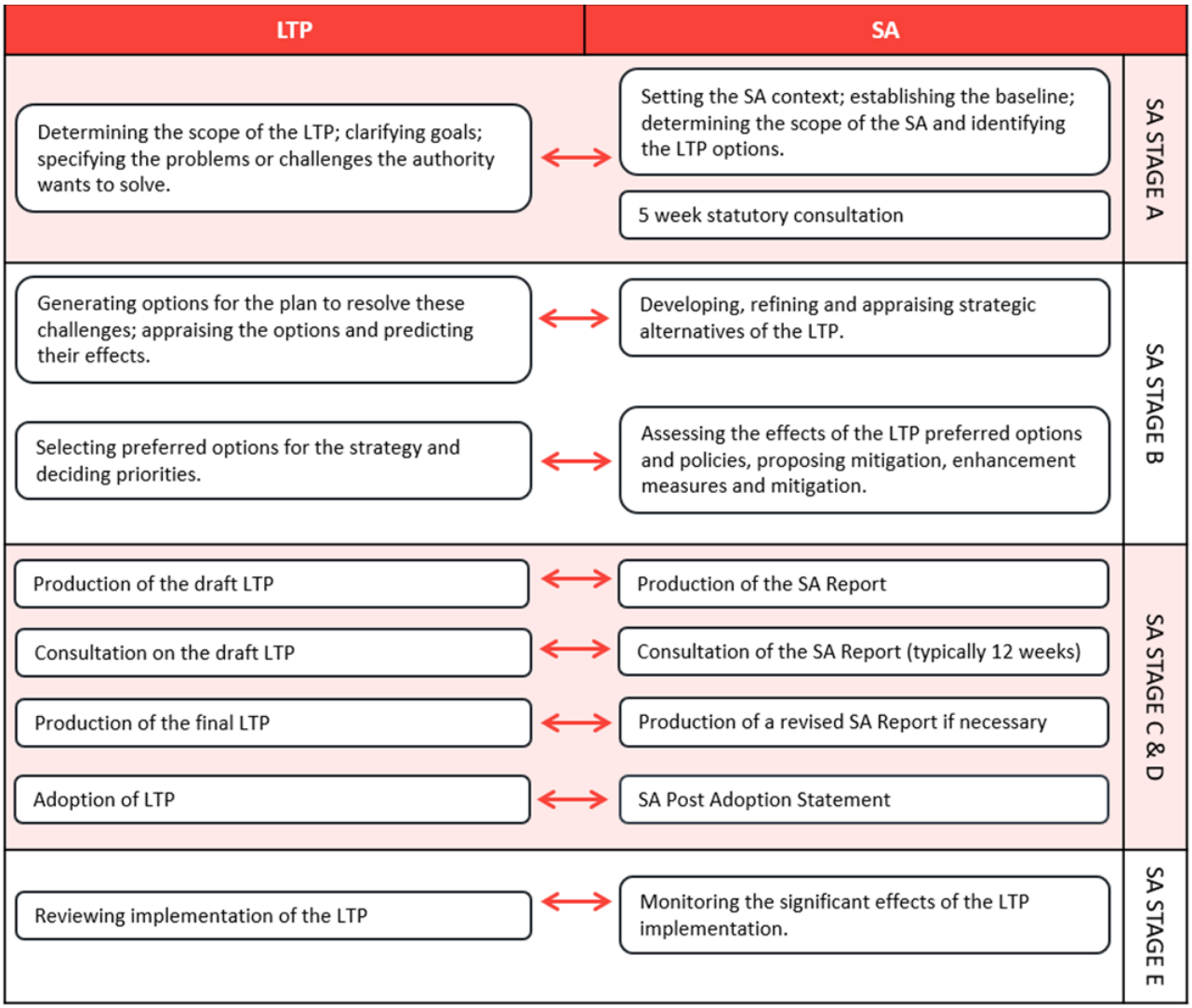
1.3.3. SEA is mandatory for plans and programmes prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, that set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[6].

1.3.4. The integration of the SEA with the LTP process is shown in Figure 1-1. This Report represents Stages B and C of the SEA.

[5] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf

[6] UK Government, The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] available at: The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (legislation.gov.uk)

Figure 1-1 - SEA and LTP Stages



1.4 Purpose of this Report

1.4.1. This Environmental Report presents the findings of the SEA for the LTP4 and will be presented alongside the LTP4 for public consultation. The purposes of the SEA and this Environmental Report are:

- to ensure that the likely significant environmental and socio-economic effects of the LTP4 and any reasonable alternatives are identified, described, and evaluated;
- to help identify appropriate measures to avoid, reduce or mitigate adverse effects and to enhance beneficial effects associated with the implementation of the LTP4 wherever possible;
- to provide a framework for monitoring the potential significant effects arising from the implementation of the LTP4;
- to inform decisions on the LTP4; and

- to demonstrate that the LTP4 has been developed in a manner consistent with the requirements of the SEA Regulations.

1.5 Environmental Report Structure

1.5.1. This Environmental Report is structured as follows:

- **Non-Technical Summary** - Provides a summary of the Environmental Report, including information on both the LTP4 and the key findings of the assessment.
- **Chapter 1: Introduction** - Provides an overview of the LTP4, SEA process and the purpose of this report.
- **Chapter 2: The Local Transport Plan 4** - Describes the purpose and scope of the LTP4 and provides an overview of its structure and contents.
- **Chapter 3: SEA Scope and Methodology** - Provides on overview of the scope of the SEA and outlines the approach to the appraisal of the LTP4 and reasonable alternatives including the appraisal framework (which comprises SEA objectives and guide questions).
- **Chapter 4: Assessment of the Action Plans** - Summarises the likely significant effects for each of the LTP4's six Action Plans.
- **Chapter 5**: **Cumulative Effects -** Presents the findings of the cumulative effects assessment for the LTP4 as a whole, as well as with other plans, programmes and projects.
- **Chapter 6: Assessment of Alternatives** - Sets out the reasonable alternatives and presents the assessment findings.
- **Chapter 7: Monitoring and Next Steps** - Sets out proposed monitoring measures and the next steps for the SEA process.

2 The Local Transport Plan 4

2.1 Introduction

2.1.1. The LTP4 is the strategic document that sets out the priorities for transport across Devon and Torbay. Significant progress has been made in delivering a range of transport projects identified in the previous LTPs (LTP3 2011-2026), including new roads, railway stations and cycle routes.

2.2 Vision and objectives

2.2.1. The approach to LTP4 is to ensure transport policy and investment support the priorities for creating a better Devon and Torbay. To support this, the LTP4 follows a vision-led approach by setting out how integrated transport policy will support local priorities and a range of interventions to achieve this. The draft vision is as follows:

"Transport will facilitate sustainable growth and support reaching net zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport will improve travel choice and benefit the health and wellbeing of everyone"

2.2.2. Alongside the overarching vision, six objectives have been identified that will contribute to achieving the vision:

- **Decarbonisation**: Supporting reaching net-zero by 2050 at the latest by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels.
- **Reliable & Resilient**: Protecting and enhancing the local transport network and the strategic road and rail links that connect Devon and Torbay to the rest of the country.
- **Easier Travel**: Providing well-integrated, inclusive and reliable transport options for all residents and visitors in both rural and urban communities.
- **Unlock Development**: Supporting sustainable growth by providing a range of transport choices within and to new developments and using technology to improve existing infrastructure.
- **Greater Places for People**: Working with communities, enhancing the attractiveness and safety of streets by reducing negative impacts from vehicles, regenerating the public realm, and facilitating safe active travel movements.
- **The Place to be Naturally Active**: Making walking, wheeling and cycling a natural choice by delivering a network of quieter lanes, expanding the Multi-Use Trail Network and improving facilities in urban areas to enable people to be more active.

2.3 Structure and content

2.3.1. The LTP4 is a long-term strategy, accompanied by an action plan of measures. The strategy and action plans are structured as follows:

- Connecting Devon & Torbay;

- Exeter;
- Torbay;
- Growth Areas;
- Rural Devon and Market and Coastal Towns; and
- Our Network.

3 SEA Scope and Methodology

3.1 Introduction

3.1.1. Preparation of the SEA Scoping Report is the first stage in the SEA process, identifying issues, objectives and a framework for assessment of the likely effects of the LTP4. The Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England and Natural England) from 12th September 2023 to 17th October 2023. Only one response was received (from Historic England) and this was taken into account and amendments made to the scoping information where necessary.

3.1.2. The representation received and how it has been taken into account is presented in Appendix B. A final SEA Scoping Report was produced to reflect the comments received and this is presented in Appendix A.

3.1.3. Following the scoping consultation, a Devolution Deal for Devon and Torbay has meant that the Combined County Authority will become the Local Transport Authority and will be responsible for producing a Devon and Torbay area-wide Local Transport Plan (LTP) and overseeing delivery of transport schemes across its geography. As a result, the Scoping Report presented in Appendix A was updated to also include scoping information relevant to both Devon and Torbay.

3.2 SEA Framework

3.2.1. The baseline information and review of plans and programmes informed the identification of a number of key issues (see Appendix A). These were then used to develop an SEA Framework of Objectives, which are presented in Table 3-1 below.

Table 3-1 – SEA Framework

SEA Topic	SEA Objective	Assessment criteria (to deliver this objective the LTP should…)
Nature	14. To protect and recover nature	▪ Conserve and protect species and habitats. ▪ Support a net gain for biodiversity by restoring and creating habitats and improving their connectivity.
Water environment	15. To protect and improve the water environment	▪ Maintain and enhance water quality and resources entering and leaving the transport infrastructure. ▪ Contribute to enhancing the status of water bodies. ▪ Contribute to the sustainable management of water resources by providing betterment

		including maximising the use of sustainable urban drainage.
Flooding	16. To minimise the risk and impact of flooding of transport infrastructure and ensure risk of surface water flooding is reduced	▪ Minimise the risk and impact of flooding of transport infrastructure and ensure risk of surface water flooding is reduced. ▪ Protect and improve the resilience of transport infrastructure.
Land and soils	17. To improve and sustain land and soil resources	▪ Maximise the sustainable use of land and the protection of soils. ▪ Safeguard the best and most versatile agricultural land. ▪ Protect and conserve soils and improve resilience to Degradation. ▪ Protect and conserve the best and most productive agricultural land.
Historic environment	18. To conserve and enhance the historic environment and enable public access and enjoyment	▪ Conserve and enhance the character and significance including designated and non-designated heritage assets (which include archaeological features) and their settings. ▪ Promote sustainable access to the historic environment, including historic towns and villages. ▪ Foster regeneration and help to address heritage at risk.
Landscape, townscape and seascape	19. To conserve and enhance landscape, townscape and seascape character.	▪ Minimise the impact on landscape and townscape character. ▪ Respect, maintain and strengthen local character and distinctiveness e.g. through location and design of infrastructure.
Air quality	20. To reduce traffic related air pollution and where possible enhance air quality elsewhere.	▪ Promote options that minimise traffic or reduce congestions. ▪ Promote the use of electrical vehicles. ▪ Promote the use of active travel.
Climate change	21. Mitigate and adapt to climate change.	▪ Reduce carbon emissions and the reliance of the transport network on fossil fuels in line with net zero carbon commitments.

		▪ Ensure climate adaptation measures are considered and implemented.
Natural resources	22. To conserve natural resources and increase resource efficiency.	▪ Reduce waste and promote the use of recycled materials in construction and maintenance of local transport assets.
Noise and light pollution	23. To reduce noise and light pollution.	▪ Protect tranquil and remote areas from the effects of noise and light pollution.
Health and wellbeing	24. To improve and enhance the physical and mental health and wellbeing of Devon's residents in rural areas of the county.	▪ Ensure easy access to essential services and to the network of quiet routes and footpaths in the rural areas of the county. ▪ Support the provision of more, better quality and accessible green infrastructure / green space. ▪ Increase the number of residents that have a 15 minutes walk to a green space.
Safety	25. To create transport networks that are safe for all users, including improving personal safety and reducing crime.	▪ Support schemes and strategies which work to improve road safety statistics and trends. ▪ Ensure safety audits are undertaken for new transport projects and schemes.
Sustainable and reliable transport modes	26. To increase the capacity and efficiency of the transportation network in a sustainable way to support demographic changes and to maintain economic vitality, enable well-paid employment and education across the county.	▪ Increase travel by active and sustainable modes of transport. ▪ Provide a reliable transport network, including between urban areas and with areas neighbouring the county boundaries. ▪ Promote the sustainable transport of minerals and waste within Devon. ▪ Support schemes and strategies which seek to improve links from areas of deprivation to opportunities for employment and education.

3.3 Methodology

Assessment of the Draft LTP4 and reasonable alternatives

3.3.1. In line with requirements, the ISA process has sought to identify, describe and evaluate the significant effects of the LTP4 and reasonable alternatives. This has been done by identifying the likely changes to the baseline conditions as a result of implementing the LTP4 and the reasonable alternative to it. These changes are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the appraisal has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the appraisal, consideration has been given to:

- baseline information including and key issues;
- the likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
- the regulatory framework;
- the ISA objectives and guide questions; and
- definitions of significance (see Table 3-2).

3.3.2. The six action plans, the Draft LTP4 as well as its reasonable alternatives, have been assessed against the ISA objectives on a topic-by-topic basis to identify likely significant environmental, social and economic effects using an appraisal matrix.

3.3.3. In line with the SEA Regulations, the SEA must detail which of the identified effects are likely to be significant (whether this is significantly positive or negative). The scoring system used in the appraisal and guidance on determining significant effects is summarised in Table 3-2 below.

Table 3-2 – SEA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.

Symbol	Effect Significance	Description
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

3.3.4. For each effect identified, a score will be given using a framework. This will be undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements will be documented.

Appraisal of Secondary, Cumulative and Synergistic Effects

3.3.5. The SEA Regulations require that secondary, cumulative and synergistic effects are considered as part of the ISA. These are defined as follows[7]:

- **Secondary (or indirect):** Effects that do not occur as a direct result of the RLDP's implementation but occur at distance from the direct impacts or as a result of a complex pathway.
- **Cumulative:** Effects that occur where several individual activities which each may have an insignificant effect, combine to have a significant effect. Examples of a cumulative effect resulting from the implementation of the RLDP could include potential effects on a National Sites Network Sites where a habitat or species is vulnerable and the cumulative effects of disturbance and pollutant emissions arising from development and operation causes a significant impact. Cumulative effects will also include the potential effects (if

[7] These terms are not mutually exclusive, often the term cumulative effects is taken to include secondary and synergistic.

any) of a proposed plan or activity under the plan and any other proposed plan and/or consented developments.
- **Synergistic:** Effects that interact to produce a total effect that is greater than the sum of the individual effects.

3.3.6. Through the appraisal of the LTP4, the methodology outlined earlier in this chapter, the cumulative effects of the LTP4 as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and using the scoring system as outlined in Table 3-2.

Technical Difficulties

3.3.7. The following uncertainties have been noted when completing this Environmental Report and could then become material to the subsequent appraisal:

- the precise location of new development is unknown at this stage;
- the timing and delivery of new development is unknown at this stage;
- the detailed design of any development and associated infrastructure is unknown; and
- future changes to the social, economic and environmental baseline beyond those outlined are difficult to predict in light of the length of the plan period and lifespan of development.

4 Assessment of the Action Plans

4.1 Introduction

4.1.1. The LTP4 includes a number of measures under six action plans, which are as follows:

- Connecting Devon & Torbay
- Exeter
- Torbay
- Growth Areas
- Rural Devon and Market & Coastal Towns
- Our Network

4.1.2. An assessment of each of these action plans against the SEA framework was carried and the findings summarised below. The full assessment of the action plans is presented in **Appendix C**.

4.2 Assessment of the Action Plans

4.2.1. **Table 4-1** summarises the findings from the assessment of the Action Plans. The full assessment can be found in **Appendix C.**

4.2.2. The assessment found that the measures proposed under the Action Plans have the potential for both residual minor negative and positive effects on the majority of SEA objectives. While there is the potential for negative effects in the short-term during the construction phase, these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for some individual measures.

4.2.3. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives.

4.2.4. A long-term significant positive effect is predicted for the SEA objective relating to sustainable and reliable transport modes for five of the Action Plans as a result of proposed measures that will improve the reliability of the transport network and accessibility to sustainable transport modes including active travel routes. The assessment for the Asset Management and Road Safety Action Plan found that there is the potential for a long-term significant positive effect on safety as a result of the proposed measures, which include the delivery of a casualty severance reduction programme.

Table 4-1 – Summary of findings from the assessment of the Action Plans

SEA Objectives													
Action Plans	**Nature**	**Water environment**	**Flooding**	**Land and soils**	**Historic environment**	**Landscape, townscape and seascape**	**Air quality**	**Climate change**	**Natural resources**	**Noise and light pollution**	**Health and wellbeing**	**Safety**	**Sustainable and reliable transport modes**
Connecting Devon and Torbay	+/-/?	+/-/?	0/?	-/?	+/-	+/-	+/-	+/?	-/?	+/-/?	+/-/?	+/?	++/?
Exeter	+/-/?	-/?	+/-/?	0/?	+/-/?	+/-/?	+/?	+/?	-/?	+/-/?	+/-/?	+/?	++/?
Torbay	+/-/?	+/-/?	+/-/?	0/?	+/-/?	+/-/?	+/?	+/?	-/?	+/-/?	+/-/?	+/?	++/?
Growth Areas	+/-/?	+/-/?	+/-/?	-/?	+/-/?	+/-/?	+/-/?	+/?	-/?	+/-/?	+/-/?	+/?	++/?
Rural Devon and Market and Coastal Towns	+/-/?	+/-/?	+/-/?	-/?	+/-/?	+/-/?	+/-/?	+/?	-/?	+/-/?	+/-/?	+/?	++/?
Asset Management and Road Safety	+/-/?	+/-/?	+/?	0/?	+/-/?	+/-/?	+/-/?	+/?	?	+/-/?	+/-/?	++/?	+/?

5 Cumulative Effects

5.1 Introduction

5.1.1. The SEA Regulations require that the cumulative effects of the LTP4 are considered when identifying likely significant effects. This includes the cumulative effects of the options comprising the plan, and the effects of the plan in conjunction with other plans and programmes.

5.1.2. Cumulative effects can arise when:

- Several individual policies and sites have a combined effect on an objective; or
- Several policies and sites have insignificant effects individually but when combined, lead to significant effects.

5.1.3. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

5.1.4. This section therefore presents the findings of the following:

- Consideration of how the proposals within the LTP4 may interact with each other and cause cumulative effects (intra-plan effects); and
- Consideration of how the proposals within the LTP4 may interact with proposals in other plans, programmes and projects (inter-plan effects).

5.2 Intra-plan effects

5.2.1. Table 5-1 builds on the assessment of the individual Action Plans and presents the assessment of the intra-plan cumulative effects, i.e. the LTP4 as a whole.

5.2.2. Overall, the assessment found that the LTP4 is likely to have positive effects against the majority of SEA objectives. While there is the potential for negative effects in the short-term during the construction of proposed schemes, there is suitable mitigation available to ensure that these are not significant. However, there is an element of uncertainty given the strategic nature of the LTP4 and lack of detail information provided for individual measures. It is important to recognise that a number of proposed schemes were identified in the previous LTP3 and have either been delivered or are in the process of being delivered. This includes upgrades to J27 to J30 of the M5, the North Devon Link Road Upgrade and Bridge Road Exeter Widening.

5.2.3. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. Significant long-term positive effects are predicted for SEA objectives relating to safety and sustainable and reliable transport modes.

Table 5-1 – Assessment of intra-plan cumulative effects

SEA Objective	Residual significance	Description of potential cumulative effects
1. Nature	**+/-/?**	There are numerous designated sites for biodiversity across the plan area, including National Site Network sites and Sites of Special Scientific Interest. The assessment of individual Action Plans did not identify the potential for significant residual effects once national and local planning policy and available mitigation is taken into account. However, given the strategic nature of plan-making and assessment along with the lack of information available for measures, this is uncertain at this stage. The LTP4 has the potential for long-term minor positive effects as the proposed measures will help to improve accessibility to sustainable transport modes and therefore reduce the number of private vehicles on the road and the disturbance and pollution created as a result of vehicles and traffic. It is important to note that habitats and species can be sensitive to disturbance caused by walking and cycling. As a result, this will be an important consideration when determining the delivery of new or enhanced active travel networks.
2. Water environment	**+/-/?**	The assessment of individual Action Plans did not identify the potential for significant residual effects once national and local planning policy and available mitigation is taken into account. However, given the strategic nature of plan-making and assessment along with the lack of information available for measures, this is uncertain at this stage. Improving access to sustainable transport modes including active travel will help to reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff.
3. Flooding	**+/-/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. There is the potential for a minor positive effect as the enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain.

SEA Objective	Residual significance	Description of potential cumulative effects
4. Land and soils	**-/?**	Where new or enhanced infrastructure is proposed this could result in the loss of some greenfield and/ or agricultural land but this is uncertain at this stage. In line with national and local planning policies it is assumed that previously developed land will be used and lower quality agricultural land where possible. A minor long-term negative effect is predicted at this stage with an element of uncertainty.
5. Historic environment	**+/-/?**	There are numerous designated and non-designated heritage assets across the plan area. The LTP4 proposes a number of measures that relate to the delivery of new or enhanced infrastructure, and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. The assessment of individual Action Plans did not identify the potential for significant residual effects once national and local planning policy and available mitigation is taken into account. However, given the strategic nature of plan-making and assessment along with the lack of information available for measures, this is uncertain at this stage. The LTP4 also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and access to sustainable transport modes and reduce the number of vehicles on the roads.
6. Landscape, townscape and seascape	**+/-/?**	There a number of sensitive receptors within the plan area, including National Parks and Landscapes. In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may have negative impacts, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the landscape, townscape and seascape and provide enhancements where possible. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects.
7. Air quality	**+/-/?**	There are number of designated Air Quality Management Areas (AQMAs) within the plan area. In the short-term, there could be temporary negative impacts on air quality during the construction phase of measures as a result of dust and increased traffic. However, it is assumed that in line with national and

SEA Objective	Residual significance	Description of potential cumulative effects
		local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network and enhancing access to sustainable transport modes will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality. However, this is uncertain at this stage.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the LTP4 proposes a range of measures that will help to meet the ambition net zero by 2050 at the latest and enhance access to sustainable transport modes and active travel routes, which are likely to have a long-term minor positive effect on this SEA objective. A significant positive effect is not considered possible as climate change is a global issue.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise and light pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on health and well-being. This is likely to be temporary

SEA Objective	Residual significance	Description of potential cumulative effects
		and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to sensitive receptors. In the longer-term, improvements to the road network and safety will lead to health and wellbeing benefits for local communities, as will improvements to the active travel network.
12. Safety	**++/?**	The LTP4 proposes a range of measures that will have long-term positive effects on safety. This includes reducing speeds in problem areas, improving road access and layouts and delivery of a casualty severance programme. This alongside measures that enhance access to sustainable transport modes and active travel networks could help to reduce the number of vehicles on the road with an indirect positive effect on safety. Potential for a long-term significant effect against this SEA objective.
13. Sustainable and reliable transport modes	**++/?**	The LTP4 and proposes a range of measures that seek to improve the reliability of the transport network and enhance access to sustainable transport modes. There is the potential for significant long-term positive effect against this SEA objective.

5.3 Inter-plan effects

5.3.1. Table 5-2 broadly identifies the types of plans, programmes and projects that could result in interactions and therefore cumulative effects with the LTP4.

Table 5-2 – Sources of inter-plan cumulative effects

Plans or Projects	Summary of Plans
Regional	**Peninsula Transport Strategy** This Strategy is set out by the Peninsula Sub-National Transport Board and outlines its strategic priorities for the area to 2050. It covers the Cornwall, Devon, Plymouth, Somerset and Torbay local transport authorities, and aims to respond to the region's challenges relating to travel and provide a framework for creating a single, integrated transport system for the peninsula, that is capable of meeting the Government's net zero targets by 2050. The strategy support national priorities for economic growth, levelling up and reducing environmental impacts, as well as the delivery of local land use and transport plans.
Devon County Council	**Devon Minerals Plan 2011-2033** The Minerals Plan sets out the policy framework for decisions by Devon County Council, relating to planning applications for mineral development, as well as non-mineral development by other planning authorities that may affect mineral resources, until 2033. The area covered by the Plan excludes Plymouth, Torbay and Dartmoor and Exmoor National Parks, though development of the plan has regard to Devon's relationship with these areas to ensure cross-boundary issues are accounted for. **Devon Waste Plan** The Plan establishes the overarching principles and policy direction for waste planning in Devon, and identify strategic sites for energy recovery, and planning policies for making decisions on planning applications, across the period to 2031. The area covered by the Plan excludes Plymouth, Torbay and Dartmoor and Exmoor National Parks, though development of the plan has regard to Devon's relationship with these areas to ensure cross-boundary issues are accounted for.
Local Plans	Planning authorities within England are required to prepare a Local Plan to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area. The adopted and emerging Local Plans within Devon County and Torbay and the surrounding areas could interact with proposals in the LTP4.

National Parks and National Landscapes	**Exmoor National Park Partnership Plan 2018-2023** The plan sets out a 5-year vision for the National Park and the overarching ambitions for its management. It describes how the National Park Authority aim to work with others, recognises the importance of its natural and cultural capital, and also responds to the Government's agenda for National Parks, which emphasises the importance of connecting young people with nature, sustainable land management, international tourism, local food, heritage, landscape, health, and well-being. It supports the aspirations of the Government's 25 Year Plan for the Environment. **Exmoor National Park Local Plan 2011-2031** The Local Plan is developed by the Exmoor National Park Authority and, along with Neighbourhood Plans, forms the statutory development plan for the National Park, including minerals and waste development. The plan links to the National Park Partnership Plan, with the vision and objectives in the Partnership Plan shared by the Local Plan. This Local Plan sets out the vision, with additional detail relating to plan making, along with objectives and strategic priorities to guide development in the National Park. A spatial strategy directs this development to the most sustainable locations and helps to conserve and enhance the National Park and achieve sustainable communities and a thriving economy out until 2031. **Dartmoor Partnership Plan 2021-26** This Partnership Plan, also referred to as the 'Management Plan' sets out the vision for Dartmoor's future in conserving and enhancing the natural beauty, wildlife and cultural heritage of the Park, and to promote understanding and enjoyment of Dartmoor's qualities. The Plan calls on those with an interest in the National Park to work together, and with the National Park Authority, to deliver this vision. The Plan outlines the key drivers and challenges facing the park and outlines how these should be addressed. It guides resource allocation and the priorities of the National Park authority and other organisations that are key to its delivery. **Dartmoor Local Plan 2018-2036** The Local Plan sets out the strategy for the future of Dartmoor, responding to challenges through sustainable growth, policies to reduce energy use, and biodiversity net gain. It aims to deliver a mix of housing appropriate for local needs, acknowledging the gap between local incomes and house prices. Business and enterprise which is consistent with the National Park will be encouraged and supported. Overall, the Plan pursues conservation and enhancement of the National Park, decides development required to meet the needs of local communities, and helps to reduce the park's contribution to climate change and reduce the need for local travel.

Neighbourhood	Neighbourhood plans set out planning policies for a specific area and are written by the local communities that they represent, formalising the communities wishes for development of their neighbourhood in the planning system. They are used to decide whether to approve planning applications. Plans must address development and use of land, and conform with Local Plans.
Water Resource Management Plans (WRMPs)	WRMPs are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. South West Water's WRMP and the West Country Water Resources Regional Plan are most likely to interact with the LTP4.
Nationally Significant Infrastructure Projects (NSIPs)	At the time of writing, 16 nationally significant infrastructure projects in the South West region were at various stages; one at pre-examination, seven at pre-application, and eight decided. The projects, their respective developers, and their status at the time of writing are outlined below: ▪ M5 Junction 10 Improvements Scheme, Gloucesteshire County Council, Pre Examination ▪ Xlinks Morocco-UK Power Project, Xlinks 1 Limited, Pre Application ▪ Seabank 3 CCGT, SSE plc, Pre Application ▪ A358 Taunton to Southfields, National Highways, Pre Application ▪ Avon Power Station 950 MW output, Scottish Power, Pre Application ▪ Bere Alston to Tavistock Railway Reinstatement and Associated Trails, Devon County Council, Pre Application ▪ The West Somerset Tidal Lagoon, Longbay Seapower, Pre Application ▪ Hinkley Point C New Nuclear Power Station Material Change 1, NNB Generation Company (HPC) Limited, Pre Application ▪ A303 Stonehenge, Highways England, Decided ▪ A303 Sparkford to Ilchester Dualling, Highways England, Decided ▪ A417 Missing Link, Highways England, Decided ▪ A30 Chiverton to Carland Cross Scheme, Highways England, Decided ▪ Portishead Branch Line – MetroWest Phase 1, North Somerset Council, Decided ▪ A30 Temple to Higher Carblake Improvement, Cornwall Council, Decided ▪ Hinkley Point C Connection, National Grid, Decided ▪ Hinkley Point C New Nuclear Power Station, NNB Generation Company Limited, Decided

Shoreline Management Plans (SMPs)	SMPs identify the most sustainable approach for managing the risk from coastal flooding and erosion over the short (0 to 20 years), medium (20 to 50 years) and long (50 to 100) term. Relevant SMPs include Durlston Head to Rame Head (SP16) and Hartland Point to Anchor Head (SMP18).

5.3.2. Table 5-3 outlines the likely significant effects of the identified plans, programmes and projects, in-combination with the LTP4, that have been identified against each of the SEA objectives.

Table 5-3 – Assessment of inter-plan cumulative effects

SEA Objective	Residual significance	Description of potential cumulative effects
1. Nature	**-/+/?**	Proposals in the LTP4 and other plans has the potential to interact and have cumulative effects on biodiversity. Particularly if they are constructed at the same time and with similar pathways for impacts to travel to the same receptor. National and local planning policies seek to protect and enhance biodiversity, as a result, it is considered that significant residual negative cumulative effects are unlikely. There are likely to be opportunities to deliver a net gain for biodiversity; however, this is uncertain at this stage. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
2. Water environment	**-/+/?**	Proposals set out in the LTP4 have the potential to interact with development proposed through other plans and strategies, leading to both negative and positive cumulative effects on the water environment. Significant cumulative effects on water resources are unlikely given the nature of the proposals in the LTP4. There is potential for negative cumulative effects on water quality if multiple developments were to take place in close proximity or hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. There may also be positive cumulative effects on water quality, as a result of traffic reductions, reducing pollution load in runoff, and the inclusion of sustainable drainage in newly developed infrastructure.
3. Flooding	**-/+/?**	Multiple developments occurring within a catchment could have a negative cumulative effect on flooding through an increase in impermeable surfaces. However, in line with national and local

SEA Objective	Residual significance	Description of potential cumulative effects
		planning policy, it is assumed that development will be directed away from areas of high flood risk, will need to minimise any residual flood risk on site and not exacerbate flood risk elsewhere. As a result, it is considered that residual cumulative effects are unlikely. There is also an opportunity for positive cumulative effects as sustainable drainage and other flood risk management methods could be incorporated as a part of infrastructure and help to reduce levels of flood risk in the area.
4. Land and soils	**-/?**	In line with national and local planning policy it is assumed that any proposals for development will be directed towards brownfield where possible and avoid the loss of best and most versatile agricultural land. Despite this, there is still the potential for proposals in the LTP4 to interact with development proposed in other plans and through projects to result in the loss of greenfield and agricultural land with a residual negative cumulative effect.
5. Historic environment	**-/+/?**	Proposals in the LTP4 and other plans have the potential to interact and have cumulative effects on the historic environment. Particularly if developments are constructed at the same time and within the setting of the same heritage asset (designated or non-designated). In line with national and local planning policy any proposal would be required to conserve and enhance the historic environment, including heritage assets. As a result, it is considered that significant negative cumulative effects are unlikely. There is also potential for positive cumulative effects to arise as improvements to the transport network could reduce the number of vehicles on the roads and also improve sustainable access to the historic environment. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
6. Landscape, townscape and seascape	**-/+/?**	Proposals in the LTP4 and other plans have the potential to interact and have cumulative effects on landscape, townscape and seascape. Sensitive receptors include National Parks and Landscapes. There is potential for negative cumulative effects on townscape, landscape, and seascape if multiple developments were to take place in close proximity. National and local planning policies required

SEA Objective	Residual significance	Description of potential cumulative effects
		proposals for development to protect and enhance the landscape, townscape and seascape. As a result, it is considered that significant negative cumulative effects are unlikely. There is potential for cumulative positive effects, if appropriate design is utilised to improve the setting of, and access to green space, townscapes, seascapes, and designated landscapes. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
7. Air quality	**-/+/?**	If the construction of multiple developments take place in close proximity to one another, there is the potential for temporary negative cumulative effects as a result of increased dust and particulate matter as well as traffic, which could reduce air quality. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during the construction phase. In line with national and local planning policies it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no residual significant effects. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is line with other plans that seek to deliver sustainable development with good access to homes, employment opportunities and facilities by sustainable transport modes. This could result in a positive cumulative effect on air quality through a reduction in traffic emissions during operation.
8. Climate change	**-/+/?**	The LTP4 has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in increased greenhouse gas emissions from increased traffic. In line with national and local planning policy it is assumed that any proposals

SEA Objective	Residual significance	Description of potential cumulative effects
		will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is line with other plans that seek to deliver sustainable development with good access to homes, employment opportunities and facilities by sustainable transport modes. This could result in a positive cumulative effect on climate through a reduction in traffic related greenhouse gas emissions. It should also be noted that the LTP4 proposes the reallocation of road space which helps to reduce the amount of new infrastructure required with positive effects on climate change. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect.
9. Natural resources	**-/+/?**	In the short-term, the delivery of development set out in the LTP4 and other plans will require the need for resources during construction. In line with national and local planning it is assumed that any proposals would seek to encourage the efficient and appropriate use of resources, including the use of secondary or recycled resources. The reallocation of road space proposed through the LTP4 will also help in this regard by reducing the need for new transport infrastructure. There is potential for positive cumulative effects through a well maintained transport network that in line with policies in other plans seek to utilise recycled and recyclable materials, contributing to a circular economy and meeting net zero targets.
10. Noise and light pollution	**-/+/?**	There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in an increased amount of noise and light pollution from construction activities as well as increased traffic. In line with national and local planning policies it is assumed that any proposals for development would seek to minimise impacts of noise and light pollution and that

SEA Objective	Residual significance	Description of potential cumulative effects
		residual significant effects would therefore not occur. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private cars for journeys. This could result in a positive cumulative impact on noise and light pollution through a reduction in traffic related noise and light pollution.
11. Health and wellbeing	**+/?**	Potential cumulative effects on air quality and noise and light pollution are covered under other SEA objectives and are not double counted here. In line with national and local planning policy it is assumed that there is suitable mitigation available to address this, including the phasing of developments to ensure that no residual significant negative effects arise. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of sustainable development that improves access to green infrastructure and multi-functional open space could have positive cumulative effects on health and wellbeing.
12. Safety	**-/+/?**	Short term, temporary, negative cumulative effects on safety could be seen during the construction period if multiple developments take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion in a concentrated area could increase the risk of collisions on the road network. Cumulative positive effects could also be seen, as projects contribute to make a more reliable transport network and increase use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road traffic accidents.
13. Sustainable and reliable transport modes	**++/?**	Significant positive cumulative effects are anticipated for this SEA objective through the delivery of a more reliable and sustainable transport network alongside the delivery of sustainable development proposed through other plans, programmes and projects.

5.3.3. The assessment found that minor negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP4 and other plans, programmes and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, so residual significant effects are unlikely.

5.3.4. In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network alongside the delivery of sustainable development proposed through other plans, programmes and projects. As a result, significant positive cumulative effects are predicted for the sustainable and reliable transport modes SEA objective.

6 Assessment of Alternatives

6.1 Introduction

6.1.1. The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, but only those that are realistic.

6.2 Identifying alternatives

6.2.1. As stated above, for any alternatives to be reasonable they need to meet the objectives of the plan, which are set out earlier in Chapter 2. Individual interventions/ measures cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.

6.2.2. With this in mind, the identification of reasonable alternatives through the SEA process focused on options around demand management and investment in sustainable transport to achieve plan objectives.

6.2.3. The proportion of funding that is invested in different transport modes has a significant impact on transport choice. This is predominantly within the control of the Local Authorities, albeit recognised that a significant portion for funding transport is from operators, new development and external grants.

6.2.4. Changes around demand management relate to how the existing transport network is managed and used, and again is within the ability of the Local Transport Authorities to influence.

6.2.5. Table 6-1 provides a summary of the alternative demand management options identified for the LTP4.

Table 6-1 – Demand Management options

Option	Description	Comments	Carry forward?
1. Do Nothing	No measures to reduce travel demand.	Not aligned with LTP vision and objectives, such an approach would do little to reduce carbon emissions, and as such diverges significantly from adopted carbon targets.	No
2. Continue as present	Handful of schemes, focused on urban centres.	Contributes to LTP vision and objectives, and such schemes align with district council priorities and likely to be deliverable.	Yes

		Contribute towards reducing carbon, but further measures needed to align with targets.	
3. Increasing reallocation of Road space	Increasing amount of road space reallocation schemes. This would include greater focus on reducing through traffic in urban centres, applying it in rural areas and potential use in residential areas. Also supported by speed limit changes.	Principle of reallocating road space from cars to sustainable travel was supported by 70-80% of respondents to the Devon Carbon Plan. Supports Vision themes around Greater Places for People, The Place to be Naturally Active and Carbon Reduction.	Yes
4. Road user charging	Implementation of a road user charging mechanism, such as cordon charging or Workplace Parking Levy (WPPL) in larger urban areas (Growth areas and Exeter).	Shown to reduce travel demand and helps to generate revenue for investment in transport. Devon Carbon Plan shows these measures unlikely to be supported by public. Deliverability uncertain, with risk of significant abortive work.	No

6.2.6. Table 6-2 provides a summary of the alternative options for investment in sustainable transport for the LTP4.

Table 6-2 – Investment in sustainable transport options

Option	Description	Comments	Carry forward?
A. Do Nothing	No investment in sustainable travel modes.	Not aligned with LTP vision and objectives and unlikely to be publicly or politically acceptable.	No

B. Stable Investment Levels	A mix of highway, cycle and public transport projects	Contributes to LTP vision and objectives, albeit negligible impact on reducing carbon.	Yes
C. Increasing investment in public, shared and active transport	Increased focus on Active Travel and Public Transport. Accelerated delivery of LCWIP/Multi Use trail routes, rail enhancements and bus network.	Positive contribution to number of the LTP vision themes and objectives, including Easier Journeys and Place to be naturally active. Contributes towards reducing carbon. Accelerates delivery of well supported schemes, so likely to be politically acceptable.	Yes
D. New Major Public Transport Systems	New Mass Transit Systems, focused on Exeter and possibly larger growth areas.	Shown to reduce travel demand and helps to generate revenue for investment in transport. Devon Carbon Plan shows these area unlikely to be supported by public. Deliverability uncertain, with risk of significant abortive work.	No

6.2.7. Carrying forward the reasonable options above, Table 6-3 then brings them together to identify reasonable plan level alternatives to meet the objectives of the plan.

Table 6-3 – LTP alternatives

	B. Stable Investment Levels	**C. Increasing investment in public, shared and active transport**
2. Demand Management continue as present	**2B** A mix of highway, cycle and public transport projects. Handful of road space reallocation schemes focused in on urban centres. Not taking forward for assessment through the SEA as this alternative is unlikely to have a significant impact on carbon, suggest reject as a reasonable alternative.	**2C** Increased investment to improve public transport and delivery urban and rural network of active travel routes. Road space reallocation focussed in large urban areas only. While this alternative would only make a small contribution towards reducing carbon, and is likely to be insufficient in terms of meeting/ aligning with carbon reduction pathways it has been taken forward for assessment through the SEA.

3. Increasing reallocation of road space	**3B** A mix of sustainable transport investment, with delivery supplemented, and accelerated by reallocation of road space to sustainable modes. Take this alternative forward for assessment through the SEA.	**3C** Increased investment to improve public transport and delivery urban and rural network of active travel routes. Delivery supplemented, and accelerated by reallocation of road space to sustainable modes. Potential to align with carbon reduction pathways. While this alternative is reliant on increased external funding it has been taken forward for assessment through the SEA.

6.2.8. Based on the table above, Options 2C, 3B and 3C were taken forward for assessment through the SEA process.

6.3 Assessment of alternatives

6.3.1. Table 6-4 below sets out the findings of the assessment for the alternatives.

Table 6-4 – Assessment of alternatives

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
1. Nature	**-/+/?**	**-/+/?**	**-/+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. In the short-term this could result in increased levels of disturbance during the construction phase; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. In the longer-term Option 3C could result in less vehicles on the roads with indirect positive effects on this ISA topic through reduced disturbance from road vehicles and improved air quality. Conversely, enhanced and/ or additional walking and cycling routes could result in increased physical disturbance if they pass through or improve access to sensitive receptors. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport as per Option 3C. It is therefore difficult to identify any significant differences between the options in terms of the nature and scale of effects. At this stage the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
2. Water environment	**-/+/?**	**-/+/?**	**-/+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. In the short-term this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. In the longer-term Option 3C could result in less vehicles on the roads with indirect positive effects on this ISA topic through improved air quality and reduced contaminated run off from road surfaces as a result of vehicles. There is also the potential for positive effects through the incorporation of sustainable drainage measures into new infrastructure which contribute to the sustainable management of water. It is difficult to identify any significant differences between the options in terms of the nature and scale of effects. At this stage the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
3. Flooding	**+/?**	**+/?**	**+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. Furthermore, in line with national and local planning policies it is assumed that new infrastructure would be directed away from high flood risk areas and be required to increase flooding elsewhere.

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				Overall, it is considered that the options could deliver a minor long-term positive effect through the incorporation of sustainable drainage measures into schemes which could help to reduce levels of existing flood risk.
4. Land and soils	**-/?**	**-/?**	**-/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. All of the options could result in the loss of some greenfield or agricultural land, the value of which is unknown at this stage. A large proportion of the schemes are likely to involve the enhancement of existing infrastructure, so therefore unlikely to result in the significant loss of greenfield or agricultural land. In line with national and local planning policy, it is assumed that schemes will seek to use previously developed land and avoid the loss of best and most versatile agricultural land where possible. There could be the potential for the remediation of contaminated land but this is not known at this stage. There is little to differentiate between the options at this stage, taking a precautionary approach it is assumed that there is the potential for minor long-term negative effects through the loss of some greenfield and agricultural land.
5. Historic environment	**-/+/?**	**-/+/?**	**-/+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policy it is assumed that the any proposals would seek to conserve and enhance the historic environment, including the significance of heritage assets (designated and non-designated) and their setting. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. In the short-

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				term this could result in increased levels of disturbance during the construction phase to heritage assets (designated and non-designated); however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. In the longer-term Option 3C could result in less vehicles on the roads and a greater scale of improvements to the public realm with indirect positive effects on this ISA topic through reduced disturbance and atmospheric emissions from road vehicles and positive impacts on the setting of heritage assets. There is also the potential for a greater scale of improved public access to heritage assets (designated and non-designated); however, this is uncertain at this stage. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport as per Option 3C. It is therefore difficult to identify any significant differences between the options in terms of the nature and scale of effects on the historic environment. At this stage the potential for minor positive (long-term through improved public spaces and access) and negative effects (through short-term temporary disturbance during construction) have been identified for all the options with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
6. Landscape, townscape and seascape	**-/+/?**	**-/+/?**	**-/+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policies it is assumed that the

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				landscape, townscape and seascape with be protected and enhanced where possible. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. In the short-term this could result in increased levels of disturbance during the construction phase to the landscape, townscape and seascape; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant but this is uncertain at this stage. In the longer-term Option 3C could result in less vehicles on the roads with indirect positive effects through reduced vehicles on the road. There is also the potential benefit of a greater scale of improvements to the public realm and positive impacts on townscape. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport as per Option 3C. It is therefore difficult to identify any significant differences between the options in terms of the nature and scale of effects on the landscape, townscape and seascape. At this stage the potential for minor positive (long-term through reduced vehicles and improved public spaces) and negative effects (through short-term temporary disturbance during construction) have been identified for all the options with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
7. Air quality	**-/+/?**	**-/+/?**	**-/+/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policies it is assumed that the any

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				proposals would minimise impacts on air quality and seek to improve it where possible. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. In the short-term this could result in increased levels of atmospheric pollution during the construction phase; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant but this is uncertain at this stage. In the longer-term Option 3C could result in less vehicles on the roads with positive effects through reduced emissions and improved air quality. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport as per Option 3C. It is therefore difficult to identify any significant differences between the options in terms of the nature and scale of effects on air quality at this stage. Option 3C is likely to have a positive effect of greater significance but this is uncertain. At this stage the potential for minor positive (long-term through reduced vehicles and improved air quality) and negative effects (through short-term temporary increased emissions during construction) have been identified for all the options with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
8. Climate change	**+/?**	**+/?**	**+/?**	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport compared to Option 3B and in line with Option 3C. All of the options will have a long-term positive effect on climate change mitigation through improved access to sustainable transport modes and a reduction in private vehicle use and therefore greenhouse gas emissions. Option 3C is likely to have a positive effect of greater significance but this is uncertain. In line with national and local planning policy, it is assumed that any proposals would be designed and built to be resilient and adaptable to the impacts of climate change.
9. Natural resources	**-/?**	**-/?**	**-/?**	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale is unknown. Construction associated with the alternative options and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted for the options. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**-/+/?**	**-/+/?**	**-/+/?**	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				investment in public, shared and active transport compared to Option 3B and in line with Option 3C. All of the options will have a long-term positive effect on this ISA topic through improved access to sustainable transport modes and therefore less vehicles on the roads generating noise. Option 3C is likely to have a positive effect of greater significance but this is uncertain. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution.
11. Health and wellbeing	**-/+**	**-/+**	**-/+**	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport compared to Option 3B and in line with Option 3C. In the short-term there is likely to be some temporary minor negative effects during the construction phase as a result of increased disturbance to the community; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant but this is uncertain at this stage. In the long-term all of the options are likely to have a positive effect on health and well-being through improved opportunities for active travel. Option 3C is likely to have a positive effect of greater significance but this is uncertain.
12. Safety	**+/?**	**+/?**	**+/?**	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
				greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport compared to Option 3B and in line with Option 3C. It is considered that the reallocation of road space along with measures that seek to enhance access to sustainable transport modes and reduce the number of vehicles on the roads will have a minor long-term positive effect on safety.
13. Sustainable and reliable transport modes	++	++	++	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space reallocation compared to Options 3b and 3C, it would involve increased investment in public, shared and active transport compared to Option 3B and in line with Option 3C. As a result, all three options are likely to have a significant long-term positive effect on this ISA topic with Option 3C having a positive effect of greater significance compared to Options 2C and 3B.
Summary	All three of the options seek the reallocation of road scape and investment in public, shared and active transport at different scales. Option 3C couples a greater scale of road space reallocation and increased investment in public, shared and active transport. While Option 2C would result in less road space reallocation compared to Options 3B and 3C, it would involve increased investment in public, shared and active transport compared to Option 3B and in line with Option 3C.			

SEA Objective	Option 2C residual significance	Option 3B residual significance	Option 3C residual significance	Description of potential effects
	It's assumed that all of the options could result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policies it is assumed that the any proposals would seek to avoid and minimise impacts on sensitive receptors to ensure residual effects are not significant. It is also assumed that any proposals would seek opportunities to provide enhancement where possible. Overall, there is little to differentiate between the options against the ISA objectives at this stage. In the short-term there is likely to be some temporary minor negative effects during the construction phase as a result of increased disturbance for a number of ISA objectives; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant but this is uncertain at this stage. In the longer-term, there is the potential for minor positive effects against the majority of ISA objectives through the reduction of vehicles on the road through improved access to sustainable transport modes. While Option 3C is likely to have a positive effect of greater significance given the increased levels of road space reallocation coupled with increased investment in public, shared and active transport this is uncertain at this stage.			

6.4 Outline reasons for selection or rejection of alternatives

6.4.1. Following the assessment of the LTP alternatives, Option 3B is considered the preferred option to be taken forward at this time.

6.4.2. However, there is an aspiration to move towards Option 3C, albeit changes in funding are likely to be primarily driven by external factors. The proposed Devon and Torbay devolution deal could enable additional funding.

6.4.3. In addition, an up-to-date LTP setting out the priorities for transport in the area should ensure Devon County Council and Torbay Council are best placed to secure more transport funding, enabling Option 3C to become a greater possibility.

7 Monitoring and Next Steps

7.1 Introduction

7.1.1. This chapter sets out proposed monitoring measures and explain the next steps in the SEA process for the LTP4.

7.2 Monitoring

7.2.1. The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP4;
- Track whether the LTP4 has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP4.

7.2.2. Table 7-1 below sets out some proposed monitoring measures.

Table 7-1 – Proposed Monitoring Measures

SEA Objective	Key Performance Indicators	Targets
1. Nature	Biodiversity net gain achieved through implementation of the plan. Condition of designated sites e.g. SSSI's, SAC's, SPA's, etc.	All developments associated with the plan to deliver a minimum of 10% biodiversity net gain. No deterioration, or loss of coverage, of designated habitats.
2. Water environment	Condition of designated and undesignated waterbodies. Number of sustainable drainage related interventions completed.	No deterioration in WFD status, or Bathing Water designation, for relevant waterbodies. Improvement in status of waterbodies entering and leaving the transport infrastructure where possible. For all relevant interventions to incorporate suitable sustainable drainage measures.
3. Flooding	Number of interventions supported by a flood risk assessment. Number of reports of flooding affecting transport infrastructure.	For all relevant interventions to incorporate suitable flood resilience and mitigation measures.

		A decrease in the number of flooding incidents reported affecting transport infrastructure.
4. Land and soils	Condition of land and soils. Area of best and most versatile agricultural land retained and benefitting from enhancement measures as a result of interventions.	No deterioration in quality of land and soils. No loss of best and most versatile agricultural land.
5. Historic environment	The number of historic assets (statutory and non-statutory) negatively affected by the interventions. The number of historic assets (statutory and non-statutory) benefitting from conservation and enhancement measures resulting from plan interventions. The number of visitors to historic assets.	No historic assets negatively affected by the interventions. Increased number of visitors to the historic environment.
6. Landscape, townscape and seascape	Area of landscapes and seascapes benefiting from conservation and enhancement measures resulting from plan interventions.	No objections from the management bodies for National Parks and Landscapes.
7. Air quality	Air quality levels within, and outside of, existing AQMAs.	Removal of Air Quality exceedances within, and outside of, existing AQMA's. Reduced incidences of heavy traffic and congestion.
8. Climate change	Levels of greenhouse gas emissions. Number of climate change adaptation interventions implemented. Carbon reduction and net-zero aims	50% reduction of carbon against 2010 levels by 2030 and carbon net zero by 2050 at the latest. For all relevant interventions to incorporate suitable climate change resilience and mitigation measures.

9. Natural resources	Amount of recycled/re-used materials used. Amount of waste materials associated with construction that have been recycled/re-used.	Utilisation of recycled/re-used materials where possible. Maximum uptake of recycling/re-using waste material from construction.
10. Noise and light pollution	The number and area coverage of noise important areas. Develop Noise Action Plans to tackle specific arising issues if required. Level of noise and light pollution associated with interventions of the plan.	No increase in the number of noise important areas. No degradation to the level of tranquillity in the plan area through noise and light pollution.
11. Health and wellbeing	Utilisation of transport route to essential services and green space/green infrastructure, and the network of quiet roots and footpaths in the rural part of the county. Number of residents within a 15 minute walk of green space. Modal share – number of trips within Exeter made on foot or by bike	Target for 50% of trips by Exeter residents to be made on foot or by bike to 50%. No disruption to access to essential services, green space/green infrastructure and rural routes and footpaths. Improved access to essential services, green space/green infrastructure and rural routes and footpaths, through the interventions of the plan.
12. Safety	Road safety statistics.	The Vision Zero South West partnership aims to cut KSI collisions by 50% by 2030 and to zero by 2040.
13. Sustainable and reliable transport modes	Number of users of sustainable transport and active travel routes, for both private use and mineral and waste transport. Number of users of travel routes between urban areas, into areas neighbouring county boundaries, and from areas of deprivation to areas with opportunities for employment and deprivation.	Increase the number of users of all stated routes, by sustainable transport and active travel.

7.3 Next Steps

7.3.1. This Environmental Report is presented for public consultation alongside the LTP4. The representations received will be documented and considered in reviewing the proposals for the LTP4. A Post Adoption Statement will summarise how the SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP4 and will be issued as soon as is reasonably practicable after adoption.

Appendix A

Final Scoping Report

Appendix B

Scoping Report Consultation Comments

Table B-1 - Historic England Scoping Report Consultation Comments

Section	Comment	Response
2.1 Vision and 2.2 Objectives	We broadly support the draft Vision and Objectives, in particular the transition to net-zero carbon. However, bearing in mind the huge value of Devon's natural, built and historic environment, we strongly believe that the Vision ought to include an environmental dimension. We therefore suggest that the Vision could be improved as follows: Devon's transport will support reaching net-zero carbon by 2050 at the latest. Well integrated, accessible and inclusive transport options will create a system that facilitates clean growth and puts people first, supporting the health and wellbeing of everyone across the county while conserving and enhancing the environment.	Comment noted, however the Vision has come from the Plan itself.

	For the same reason, we consider it vitally important that there is also an objective for The Environment. This recognises the importance of Devon's rich and varied environment and would tie in well with the 'places' section of the Vision document on the Council's website, which highlights the county's 'varied landscapes, townscapes… historic market towns, picturesque seaside villages.. ancient national parks…' (amongst other things). While we would strongly promote the drafting of a new Environment objective, an alternative would be to broaden the Health and Wellbeing objective further to ensure that it covers the build and natural environment, e.g. Health and Wellbeing: We will enhance and protect all people's health and wellbeing through facilitating active and safe travel, improving air quality, conserving, enhancing and improving access to Devon's natural, built and historic environment, and strengthening sense of place. However, the value of the environment goes beyond health and wellbeing alone so an additional objective would be preferable.	Comment noted, however the Objectives have come from the Plan itself.
3.1 Methodology	Along with the SEA guidance referred to in this section, in relation to the historic environment we recommend consulting Historic England Advice Note 8 Sustainability Appraisal and Strategic Environmental Assessment.	Comment noted. The Advice Note will be taken into account during the SEA process, for any matters concerning the historic environment.

4 Stage A1: Other Relevant Policies, Plans and Programmes	Consultation question 1. Are there any additional relevant plans and policies, beyond those covered, that you think are relevant to this appraisal? We suggest the addition of the following to Table 2: - UNESCO World Heritage Convention - The European Landscape Convention - Local Plans for the authorities making up Devon - National Park and AONB Management Plans - World Heritage Site Management Plans - Heritage/Conservation Strategies - Other Strategies (e.g. cultural or tourism) - Conservation Area Character Appraisals and Management Plans We would particularly stress the importance of conservation, enhancement and public access to the landscapes and historic sites within Devon's two World Heritage Sites, two National Parks, and five AONBs.	The suggested policies and plans will be included in the Final SEA Scoping Report, where relevant.
5 Stage A2: Baseline Information **5.3 Devon's Baseline Information**	Consultation question (4): Do you or your organisation have information that you feel would add to the assessment of the objectives or increase the robustness of the baseline data? The baseline information should describe the current and future likely condition of the historic environment in terms of its significance, sensitivity and capacity for change. This can also help in identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them.	Baseline information on the historic environment will be included in the revised Scoping Report.

	While we welcome the information contained in the fourth and fifth paragraphs of this section, we consider that this requires careful review and clarification and to be supplemented with additional information. For example, AONBs and National Parks are, by definition, protected landscapes and so the word 'mostly' should be removed. The statement that 'Much of the coastline is also designated as a heritage asset' would also benefit from clarification – does this refer to the Heritage Coast (a broad, non-statutory environmental designation), parts of the Jurassic Coast World Heritage Site, and/or other assets such as scheduled monuments?	The word mostly will be removed, and further clarification as to the nature of designations along Devon's coast will be included in the revised Scoping Report.
	Advice on sources of evidence for plan making can be found in Historic Environment Good Practice Advice in Planning: 1 The Historic Environment in Local Plans. In preparing a robust baseline for the Devon Local Transport Plan, key sources of information on the historic environment are likely to be the National Heritage List, Devon's Historic Environment Record and Historic Landscape Characterisation. We also recommend that consideration is given to heritage assets at risk.	Comment noted.
	Along with World Heritage Sites, we suggest that the baseline refers to the Devon's other designated heritage assets which include its conservation areas, listed buildings, scheduled monuments and registered historic parks and gardens (currently some information on these assets is provided in section 6). Viewing these assets on a map will provide a greater understanding of their distribution and can highlight sensitive areas. Impacts on both the assets themselves, and their settings, will need to be considered as part of the assessment. However, it's important to note that assessing the potential impacts of transport proposals on these assets will require an understanding of their significance and cannot rely on proximity alone.	Comment noted. A map of heritage assets will be included in Section 5 of the revised Scoping Report.

	The baseline should also refer to non-designated heritage assets including locally listed buildings, and to unknown heritage assets, particularly sites of historic and archaeological interest which may be discovered in the course of planning or implementing schemes.	Non-designated heritage assets will be listed in Section 5 of the revised Scoping Report.
6 Stage A3: Identify Sustainability Issues and Problems **Landscape and Townscape**	6.3.1.13 – we support the intension of this paragraph but suggest that the final sentence would benefit from review to refer to both National Parks and AONBs. We also suggest that consideration is given to better aligning this with the issues meriting conservation and enhancement in these areas, e.g. as highlighted in paragraph 176 of the NPPF and in relation to their statutory purposes.	The final sentence of the paragraph will be amended to include reference to National Parks as well as AONB's in the revised Scoping Report. Consideration will also be given to paragraph 176 of the Natinoal Planning Policy Framework.
	Within 6.3.1.14 we would welcome reference to seascape alongside landscape and townscape. Consideration should be given to any areas where the character and quality of landscape/townscape/seascape is suffering loss or erosion in relation to existing transport infrastructure, or could be significantly impated by new developments.	The sentence will be amended to include reference to seascape in the revised Scoping Report.
Cultural Heritage (including achitectural and archaeological heritage)	Much of the information in the first two paragraphs could be presented within the baseline information. Paragraph 6.3.1.20 should be reviewed with reference to the latest Heritage at Risk Register by Historic England (rather than English Heritage).	Information in paragraphs 6.3.1.19 and 6.3.1.20 will be moved to Section 5 in the revised Scoping Report and the Heritage at Risk Register will be reflected accordingly.

	Paragraph 6.3.1.21 is a little unclear. We suggest the following amendments for clarity and to better align with heritage policy and terminology: The historical environment is increasingly under threat from development pressures, including transport projects and infrastructure. New development can result in harm to the significance of designated and non-designated heritage assets, through direct physical impacts or impacts on their settings.	Paragraph 6.3.1.21 will be amended to reflect the suggested changes in the revised Scoping Report.
	We also suggest that paragraph 6.3.1.22 is adjusted as follows: Transport can adversely impact the historic environment as a result of traffic congestion, noise and light pollution, vehicle damage and emissions, whether in urban areas or rural areas including villages. Ancillary features of transport, such as road signs and markings, as well as car parking, can impair the setting of heritage assets. This indicates a need to conserve and enhance Devon's historic environment and diverse historic landscape character.	Paragraph 6.3.1.22 will be amended to reflect the suggested changes in the revised Scoping Report.
	We suggest that consideration is also given to the following: - Whether transport schemes, or the removal of insensitive past schemes, can contribute to heritage led regeneration and to the vitality and viability of town centres. - Whether there are areas where traffic congestion, air quality, noise pollution or severance are affecting, or could affect, the historic environment. - Whether there are any assets on the Heritage at Risk register that could be impacted (positively or negatively) as a result of transport schemes, or whether schemes may result in additional assets being placed at risk.	Comment noted.

7 Stage A4: The SA Framework	Consultation questions: (2) Do you think that the sustainability objectives are appropriate? (3) Do the objectives cover all the areas of interest without repeating each other? (4): Do you or your organisation have information that you feel would add to the assessment of the objectives or increase the robustness of the baseline data? Historic England is broadly supportive of the objectives that relate to our area of responsibility. We suggest the following adjustments to objectives 5 and 6 to improve their coverage and better align with policy and guidance: 5) To conserve and enhance the historic environment and enable public access and enjoyment 6) To conserve and enhance landscape/townscape/seascape character	Objectives 5 and 6 will be amended to relfect the suggestions in the revised Scoping Report.
	We also suggest that objective 13 (and associated criteria) could be beneficially adjusted to deal with sustainable tourism, bearing in mind its importance to the economy of the county.	Objective 13 and associated criteria will be amended to reflect sustainable tourism in the revised Scoping Report.
	For objective 5 we propose the following adjustment to the existing criterion, along with several additional criteria as follows: - Conserve and enhance the character and significance of the historic environment, including designated and non-designated heritage assets (which include archaeological features) and their settings. - Promote sustainable access to the historic environment, including historic towns and villages. - Foster regeneration and help to address heritage at risk.	Potential Assessment Criteria will be amended to relfect these suggestions in the revised Scoping Report.

	For objective 6 we suggest an additional criterion as follows: - Respect, maintain and strengthen local character and distinctiveness? [e.g. through location and design of infrastructure]	Potential Assessment Criteria will be amended to relfect these suggestions in the revised Scoping Report.
	While these may represent reasonable objectives and criteria for the purpose of SEA Scoping, it is less clear whether they would be a reasonable set of indicators for future monitoring of plan delivery. We suggest that further work is required in this area. Proposed mitigation measures will also be needed as part of the SEA, along with an approach to considering cumulative effects.	Monitoring, mitigation, and cumulative effects will be considered during assessment of the LTP4 and included in the Environmental Report.
	Please note that when using the criteria as a means of assessing different plan options and proposals, we would advise against a purely distance based approach to assessing impacts on the setting of a heritage asset. The SEA should consider impacts on 'historic significance' which requires careful analysis and professional judgement. Our Historic England Advice Note 3 sets out a sequential approach to assessing impacts on significance.	Comment noted.
7.3 Local Transport 4 Vision and Objectives	Please see our response to sections 2.1 and 2.2.	Comment noted.
Conclusions	Historic England strongly advises that the Council's conservation teams and archaeological advisors are closely involved throughout the preparation and assessment of this Local Transport Plan and SEA. They are best placed to advise on: local historic environment issues and priorities, including access to data held in the Historic Environment Record; how the plan proposals can be tailored to minimise potential adverse impacts on the historic environment; the nature of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.	Comment noted.

	This opinion is based on the information provided by you and, for the avoidance of doubt, does not affect our obligation to advise you on, and potentially object to any specific development proposal which may subsequently arise from the plan, and which may, despite the assessment, have adverse effects on the historic environment.	Comment noted.

Appendix C

Assessment of the LTP4

Introduction

This appendix sets presents the assessment of the six Action Plans set out in the LTP4, which are as follows:

- Connecting Devon & Torbay
- Exeter
- Torbay
- Growth Areas
- Rural Devon and Market & Coastal Towns
- Our Network

Assessment of Action Plans

Table C1-1 sets out the key to the assessment.

Table C-1 – Assessment Key

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0

Connecting Devon and Torbay

Table C-2 - Assessment of the Connecting Devon and Torbay Action Plan

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA topic. However, it is recognised that a number of these strategic schemes were previously identified LTP3 and have either been delivered or are in the process of being delivered. This includes upgrades to J27 to J30 of the M5, the North Devon Link Road Upgrade and Bridge Road Exeter Widening. Therefore, it is assumed that there will be no significant effects as these will have been addressed at the project level through an EIA. Some measures are not likely to have a significant effect as they will not result in the delivery of new infrastructure or changes to existing infrastructure. This includes measures relating to digital services, evidence base studies and speed limit reviews. While there are some measures that could result in the delivery of new infrastructure, there is not sufficient information at this stage to identify and evaluate significant effects at this stage. For example, there are no details at this stage in terms of the specific enhancements to bus and cycle routes to Exeter Airport. Further details on the enhancements will likely be available in due course and it would therefore be more appropriate to identify and evaluate significant effects at that stage. However, given national and local planning policies that seek to protect and enhance biodiversity, it is considered unlikely that these and other measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified.

SEA Objective	Residual Significance	Description of potential effects
		There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).
2. Water environment	**+/-/?**	As noted above under the Nature ISA topic, a number of the measures proposed in the strategy have already been delivered or are in the process of being delivered. Some measures will not lead to any new or enhanced infrastructure so are therefore not likely to have a significant effect. Where new infrastructure is proposed this could have impacts on the water environment, if it is delivered in close proximity to a waterbody or hydrologically connected to one. It is assumed that there is suitable mitigation available to ensure that residual negative effects are not significant in the short or long term. Improving access to sustainable transport modes including active travel will help to reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff.
3. Flooding	**0/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. There is the potential for a minor positive effect as the enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain. As a result, it is predicted that there would be a neutral effect with an element of uncertainty.
4. Land and soils	**-/?**	As noted above under the Nature ISA topic, a number of the measures proposed in the strategy have already been delivered or are in the process of being delivered. Some measures will not lead to any new or enhanced infrastructure so are therefore not likely to have a significant effect. Where new or enhanced infrastructure is proposed this could result in the loss of some greenfield and/ or agricultural land but this is uncertain at this stage. In line with national and local planning policies it is assumed that previously developed land will be used and lower quality agricultural land where possible. A minor long-term negative effect is predicted at this stage with an element of uncertainty.

SEA Objective	Residual Significance	Description of potential effects
5. Historic environment	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA topic. However, it is recognised that a number of these strategic schemes were previously identified LTP3 and have either been delivered or are in the process of being delivered. This includes upgrades to J27 to J30 of the M5, the North Devon Link Road Upgrade and Bridge Road Exeter Widening. Therefore, it is assumed that there will be no significant effects as these will have been addressed at the project level through an EIA. Some measures are not likely to have a significant effect as they will not result in the delivery of new infrastructure or changes to existing infrastructure. This includes measures relating to digital services, evidence base studies and speed limit reviews. While there are some measures that could result in the delivery of new or enhanced infrastructure, there is not sufficient information at this stage to identify and evaluate significant effects at this stage. For example, there are no details at this stage in terms of the specific enhancements to bus and cycle routes to Exeter Airport. Further details on the enhancements will likely be available in due course and it would therefore be more appropriate to identify and evaluate significant effects at that stage. However, given national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings, it is considered unlikely that these and other measures would result in a residual significant negative effect during construction during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. The strategy also has the potential for positive effects on the historic environment through measures that seek to improve access to sustainable transport modes and reduce the number of vehicles on the roads as well as reduce negative impacts of freight.

SEA Objective	Residual Significance	Description of potential effects
6. Landscape, townscape and seascape	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA topic. However, as set out above for the historic environment some of the significant measures have either been delivered or are in the process of being delivered. Some measures are not likely to have a significant effect as they will not result in the delivery of new infrastructure or changes to existing infrastructure. This includes measures relating to digital services, evidence base studies and speed limit reviews. While there are some measures that could result in the delivery of new or enhanced infrastructure, there is not sufficient information at this stage to identify and evaluate significant effects at this stage. In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may negatively impact landscape, townscape, and seascape character, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the landscape and provide enhancements where possible. In the longer-term, improving access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on the landscape, townscape and seascape.
7. Air quality	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and significant effects are most likely to arise as a result of them. However, as set out above for other ISA topics, some of the larger scale measures have either been delivered or are in the process of being delivered. Some measures are not likely to have a significant effect as they will not result in the delivery of new infrastructure or changes to existing infrastructure. This includes measures relating to digital services, evidence base studies and speed limit reviews. While there are some

SEA Objective	Residual Significance	Description of potential effects
		measures that could result in the delivery of new or enhanced infrastructure, there is not sufficient information at this stage to identify and evaluate significant effects at this stage. In the short-term, there could be temporary negative impacts on air quality during the construction phase as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network and enhancing access to sustainable transport modes will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality. However, this is uncertain at this stage.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the strategy proposes reducing the dominance of vehicles in the city centre, as well as reducing speed limits and introducing net zero buses. This alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term minor positive effect on this SEA objective. Improving access to sustainable transport modes will also help to reduce reliance on the private vehicle and the number of vehicles on the road with long-term minor positive effects on this ISA topic. It is assumed that any of the proposed measures could be designed to be resilient and adapt to the impacts of climate change.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled

SEA Objective	Residual Significance	Description of potential effects
		resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities in the surrounding areas with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to improve the resilience of the road and rail network and improve access to sustainable modes of transport, including opportunities for active travel. This will have a long-term positive effect for health and well-being.
12. Safety	**+/?**	Investment into road safety, including on the A361 North Devon Link Road which will see improved overtaking opportunities and upgrades to eight junctions, will improve safety, journey time reliability and active travel facilities. Changes to speed limits will also help to improve road safety. Improvements to the rail, bus and active travel network may reduce traffic and this could reduce the number of private vehicles on the road, further increasing safety.

SEA Objective	Residual Significance	Description of potential effects
13. Sustainable and reliable transport modes	**++/?**	The proposed measures seek to enhance the capacity of the road network and enhance accessibility and frequency of sustainable transport modes. Improving opportunities for active travel, such as proposed enhanced sustainable access to Exeter Airport and the airport business park, and other active travel routes, as well as enhanced public transport and road network, will result in a more sustainable and reliable transport network. A significant long-term positive effect is predicted with an element of uncertainty as the significance of the effect will depend on the uptake in use of sustainable transport modes.
Mitigation and Enhancement Measures	For projects of a sufficient scale, it is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, BNG measures are expected to be implemented in line with requirements, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation and assessments may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact upon wellbeing. Any new infrastructure should be located to areas of lower agricultural land quality where possible.	
Summary	The assessment found that the connecting Devon and Torbay action plan will not have significant effects for the majority of ISA objectives. While there is the potential for minor and positive negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the ISA objectives given the strategic nature of the LTP4 and lack of information for individual measures. A long-term significant positive effect was predicted for the ISA objectives relating to sustainable and reliable transport modes	

SEA Objective	Residual Significance	Description of potential effects
	as a result of proposed improvements to the resilience of the road network and access to sustainable transport modes.	

Exeter

Table C-3 - Assessment of the Exeter Action Plan

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA objective. Minor negative effects in the short-term are anticipated as there is potential for the proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity. As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Positive effects are also identified from traffic reduction as increased utilisation of sustainable transport would likely lead to reduced pollution and disturbance to local habitats and species.
2. Water environment	**-/?**	Where new or enhanced infrastructure is proposed this could have impacts on the water environment, if it is delivered in close proximity to a waterbody or hydrologically connected to one, for example the River Exe. New river crossings may result in negative impacts during construction and operation; however, it is expected that best practice construction measures and mitigation measures available during operation will reduce the significance of any residual effects. Improving access to sustainable

SEA Objective	Residual Significance	Description of potential effects
		transport modes including active travel will help to reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff. However, at this stage given the proposed river crossing a precautionary approach has been taken and overall residual minor negative effect identified.
3. Flooding	**+/-/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. However, there are areas of high flood risk within Exeter, predominantly associated with the River Exe and its tributaries. There is the potential for a minor positive effect as delivery of new and enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain. As a result, it is predicted that there is the potential for both minor positive and negative effects with an element of uncertainty.
4. Land and soils	**0/?**	Given the urban nature of this strategy area it is not anticipated that there would be any negative effects through the significant loss of land and soils. Given the predominant use of brownfield land there could be opportunities to remediate contaminated land but this is uncertain at this stage.
5. Historic environment	**+/-/?**	There are numerous designated and non-designated heritage assets within Exeter. The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure, and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. Given national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings a significant negative effect is considered unlikely. As a result, a minor negative effect is identified in the short-term as a result of construction activities. The strategy also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and access to sustainable transport modes and reduce the

SEA Objective	Residual Significance	Description of potential effects
		number of vehicles on the roads. The strategy aims to ensure that Exeter city centre continues to be a destination known for its historic, cultural and entertainment offer, continuing to draw in visitors through cultural attractions such as the Cathedral, which will have a positive impact on the historic environment.
6. Landscape, townscape and seascape	**+/-/?**	In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may negatively impact townscape character, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on Exeter's townscape.
7. Air quality	**+/?**	There is an existing AQMA within Exeter as in recent years objectives for certain pollutants have not been met along Alphington Street, the junction of Blackboy Road and Pinhoe Road, and along the Heavitree corridor into the city. The proposed strategy seeks to reduce the dominance of cars in the city centre and enhance access to sustainable transport modes and active travel networks across the city. The proposed measures are considered likely to have a significant long-term positive effect on air quality by reducing the number of vehicles on the road. While there is the potential for minor negative effects in the short-term during construction it is considered overall that significant positive effects are likely given the ongoing air quality issue in the city centre.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the strategy proposes reducing the dominance of vehicles in the city centre, as well as reducing speed limits and introducing net zero buses. This

SEA Objective	Residual Significance	Description of potential effects
		alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term minor positive effect on this SEA objective. Improving access to sustainable transport modes will also help to reduce reliance on the private vehicle and the number of vehicles on the road with long-term minor positive effects on this ISA topic. It is assumed that any of the proposed measures could be designed to be resilient and adapt to the impacts of climate change.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise and light pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to

SEA Objective	Residual Significance	Description of potential effects
		improve health and well-being with a minor positive effect. Establishment of core walking areas in the city centre, completion of an accessible pedestrian and cycle network, linking of cycle routes from the West end of East Devon to the Exeter cycle network, and establishment of 'Green Lanes' from villages into the city will improve health and wellbeing for residents and visitors by encouraging active travel and providing improved access to green space.
12. Safety	**+/?**	Changes to road access and layout, improvements to cycling and pedestrian crossings, as well as reduced speed limits, could lead to improved safety. Enhanced access to sustainable transport modes and active travel networks could help to reduce the number of vehicles on the road with a positive effect on safety.
13. Sustainable and reliable transport modes	**++/?**	The focus of the strategy is to improve sustainable travel choices, increasing walking and cycling and reducing reliance on vehicles within Exeter. Improvements to active travel routes and public transport, as well as wider infrastructure for cars and cycling, will result in a more sustainable and reliable transport network. A significant long-term positive effect is predicted with an element of uncertainty as the significance of the effect will depend on the uptake in use of sustainable transport modes.
Mitigation and Enhancement Measures	It is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, biodiversity net gain measures are expected to be implemented, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact	

SEA Objective	Residual Significance	Description of potential effects
		upon wellbeing. Transport links should be routed so as to minimise impacts on best and most versatile agricultural land.
Summary		The assessment found that the Exeter action plan will not have significant effects for the majority of SEA objectives. While there is the potential for minor negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for individual measures. The proposed measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. Long-term significant positive effects are predicted for the SEA objective relating to sustainable and reliable transport modes as a result of reducing the dominance of cars in the city centre and proposed improvements to sustainable transport modes and active travel routes.

Torbay

Table C-4 - Assessment of the Torbay Action Plan

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA objective. Minor negative effects in the short-term are anticipated as there is potential for the proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. Sensitive receptors in this strategy area include numerous SSSIs, South Hams SAC, and Berry Head NNR. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity. As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Positive effects are also identified from traffic reduction as increased utilisation of sustainable transport would likely lead to reduced pollution and disturbance to local habitats and species.
2. Water environment	**+/-/?**	Where new or enhanced infrastructure is proposed this could have impacts on the water environment, if it is delivered in close proximity to a waterbody or hydrologically connected to one, for example the River Dart. It is assumed that there is suitable mitigation available to ensure that residual negative effects are not significant in the short or long term. Improving access to sustainable transport modes

SEA Objective	Residual Significance	Description of potential effects
		including active travel will help to reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff.
3. Flooding	**+/-/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. However, there are areas of high flood risk in and around Edginswell and Collaton St Mary are in Flood Zone 3, with several other areas within Tobray also sitting within Flood Zones 2 and 3. There is the potential for a minor positive effect as delivery of new and enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain. As a result, it is predicted that there is the potential for both minor positive and negative effects with an element of uncertainty.
4. Land and soils	**0/?**	Given the urban nature of this strategy area it is not anticipated that there would be any residual significant negative effects through the significant loss of land and soils. Given the predominant use of brownfield land there could be opportunities to remediate contaminated land but this is uncertain at this stage.
5. Historic environment	**+/-/?**	There are numerous designated and non-designated heritage assets within this strategy area. The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure, and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. Given national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings a significant negative effect is considered unlikely. As a result, a minor negative effect is identified in the short-term as a result of construction activities. The strategy also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and access to sustainable transport modes and reduce the number of vehicles on the roads.

SEA Objective	Residual Significance	Description of potential effects
6. Landscape, townscape and seascape	**+/-/?**	In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may negatively impact landscape, townscape and seascape, as works may result in temporary disturbances to land, as well as increased traffic. Sensitive receptors include the South Devon National Landscape. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects.
7. Air quality	**+/?**	In the short-term, there could be temporary negative impacts on air quality during the construction phase as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network and enhancing access to sustainable transport modes will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the strategy proposes reducing the dominance of vehicles in the city centre, as well as reducing speed limits and introducing net zero buses. This alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term minor positive effect on this SEA objective. Improving access to sustainable transport modes will also help to reduce reliance on the private vehicle and the number of vehicles on the road with long-term minor positive effects on this ISA topic. It is

SEA Objective	Residual Significance	Description of potential effects
		assumed that any of the proposed measures could be designed to be resilient and adapt to the impacts of climate change.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise and light pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to improve health and well-being with a minor positive effect. The strategy aims to provide improved facilities and opportunities for active travel, such as >27km of cycle routes associated with the Bay Trails, that will be connected to other trails across Devon via the South Devon Cycle Way, and providing cycle hire schemes. The strategy also aims to encourage walking, through reducing traffic

SEA Objective	Residual Significance	Description of potential effects
		and improving pedestrian facilities in the region, and improving the attractiveness and safety for both cyclists and pedestrians.
12. Safety	**+/?**	Changes to road access and layout, improvements to cycling and pedestrian crossings could lead to improved safety. Enhanced access to sustainable transport modes and active travel networks could help to reduce the number of vehicles on the road with a positive effect on safety.
13. Sustainable and reliable transport modes	**++/?**	The strategy will improve facilities for active travel throughout Torbay, and connecting Torbay to the wider region of Devon. New public transport routes will also be implemented, and there will be a move to make existing services more sustainable through implementation of net zero buses and EV charging facilities. Improving and extending night services provides sustainable travel opportunities to those who would normally rely on private transport due to irregular or late working hours. A significant long-term positive effect is predicted with an element of uncertainty as the significance of the effect will depend on the uptake in use of sustainable transport modes.
Mitigation and Enhancement Measures	It is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, biodiversity net gain measures are expected to be implemented, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact upon wellbeing. Transport links should be routed so as to minimise impacts on best and most versatile agricultural land.	

SEA Objective	Residual Significance	Description of potential effects
Summary	The assessment found that the Torbay action plan will not have significant effects for the majority of ISA objectives. While there is the potential for negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for individual measures. The proposed measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. A Long-term significant positive effect is predicted for the SEA objective relating to sustainable and reliable transport modes as a result of improved accessibility to sustainable transport modes including active travel routes.	

Growth Areas

Table C-5 - Assessment of effects for the Growth Areas Strategy

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA topic. However, it is recognised some schemes were previously identified LTP3 and have either been delivered or are in the process of being delivered, which includes the North Devon Link Road Upgrade. Minor negative effects in the short-term are anticipated as there is potential for the proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity. As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Positive effects are also identified from traffic reduction as increased utilisation of sustainable transport would likely lead to reduced pollution and disturbance to local habitats and species.
2. Water environment	**+/-/?**	Where new or enhanced infrastructure is proposed this could have impacts on the water environment, if it is delivered in close proximity to a waterbody or hydrologically connected to one. It is assumed that there is suitable mitigation available to ensure that residual negative effects are not significant in the short or long term. Improving access to sustainable transport modes including active travel will help to

SEA Objective	Residual Significance	Description of potential effects
		reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff.
3. Flooding	**+/-/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. However, areas of Newton Abbot, Tiverton and Barnstaple town centres are within Flood Zone 3, as is the previous site of Cullompton Train Station. There is the potential for a minor positive effect as delivery of new and enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain. As a result, it is predicted that there is the potential for both minor positive and negative effects with an element of uncertainty.
4. Land and soils	**- /?**	Where new or enhanced infrastructure is proposed this could result in the loss of some greenfield and/ or agricultural land but this is uncertain at this stage. In line with national and local planning policies it is assumed that previously developed land will be used and lower quality agricultural land where possible. A minor long-term negative effects is predicted at this stage with an element of uncertainty.
5. Historic environment	**+/-/?**	There are numerous designated and non-designated heritage assets within the Growth Areas. The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure, and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. Given national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings a significant negative effect is considered unlikely. As a result, a minor negative effect is identified in the short-term as a result of construction activities. The strategy also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and access to sustainable transport modes and reduce the number of vehicles on the roads.

SEA Objective	Residual Significance	Description of potential effects
6. Landscape, townscape and seascape	**+/-/?**	In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may negatively impact townscape character, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. Sensitive receptors include National Parks and Landscapes. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on Exeter's townscape.
7. Air quality	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and significant effects are most likely to arise as a result of them. In the short-term, there could be temporary negative impacts on air quality during the construction phase as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network and enhancing access to sustainable transport modes will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality. However, this is uncertain at this stage.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the strategy proposes measures such as public transport enhancements, transition to lower emission fuels, zero emission buses, improved EV charging infrastructure, reduced speed limits and development of a 10MW Green Hydrogen Electrolyser that can provide low carbon energy for shipping and larger road vehicles will make a significant step towards reducing carbon emissions. Improving access to sustainable transport modes will also help to reduce reliance on the private vehicle and the number of vehicles on the road with long-term minor positive

SEA Objective	Residual Significance	Description of potential effects
		effects on this ISA topic. It is assumed that any of the proposed measures could be designed to be resilient and adapt to the impacts of climate change.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities in the surrounding areas with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to improve the resilience of the road and rail network and improve access to sustainable modes of transport, including opportunities for active travel. This will have a long-term positive effect for health and well-being.
12. Safety	**+/?**	Changes to road access and layout, improvements to cycling and pedestrian crossings could lead to improved safety. Enhanced access to sustainable transport modes and active travel networks could help to reduce the number of vehicles on the road with a positive effect on safety.

SEA Objective	Residual Significance	Description of potential effects
13. Sustainable and reliable transport modes	**++/?**	The development of the Market Street Transport hub, as well as public transport and active travel route enhancements will lead to an increase in sustainable travel options throughout the Growth Areas and more widely. A significant long-term positive effect is predicted with an element of uncertainty as the significance of the effect will depend on the uptake in use of sustainable transport modes.
Mitigation and Enhancement Measures	It is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, biodiversity net gain measures are expected to be implemented, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact upon wellbeing. Transport links should be routed so as to minimise impacts on best and most versatile agricultural land.	
Summary	The assessment found that the Growth Areas action plan will not have significant effects for the majority of ISA objectives. While there is the potential for negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for individual measures. The proposed measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. A Long-term significant positive effect is predicted for the SEA objective relating to sustainable and reliable transport modes as a result of improved accessibility to sustainable transport modes including active travel routes.	

Rural Areas and Market and Coastal Towns

Table C-6 - Assessment of the Rural Areas and Market and Coastal Towns Action Plan

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA objective. Minor negative effects in the short-term are anticipated as there is potential for the proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. Sensitive receptors in this strategy area include numerous SSSIs, National Site Network sites (including Exe Estuary, East Devon Heaths and Dartmoor) and NNRs. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity. As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Positive effects are also identified from traffic reduction as increased utilisation of sustainable transport would likely lead to reduced pollution and disturbance to local habitats and species.
2. Water environment	**+/-/?**	Where new or enhanced infrastructure is proposed this could have impacts on the water environment, if it is delivered in close proximity to a waterbody or hydrologically connected to one, for example the Exe Estuary. It is assumed that there is suitable mitigation available to ensure that residual negative effects are not significant in the short or long term. Improving access to sustainable transport modes including

SEA Objective	Residual Significance	Description of potential effects
		active travel will help to reduce the number of vehicles on the road with indirect positive effects on water quality through a reduction in polluted runoff.
3. Flooding	**+/-/?**	In line with national and local planning policy it is assumed that any proposal would seek to avoid areas of high flood risk and not exacerbate flood risk elsewhere. However, there are areas of high flood risk between Braunton and Willingcott, Sidmouth and Sidbury, Seaton and Colyford, and Tavistock and Plymouth. There is the potential for a minor positive effect as delivery of new and enhancement of existing infrastructure could provide opportunities to reduce existing levels of flood risk but this is uncertain. As a result, it is predicted that there is the potential for both minor positive and negative effects with an element of uncertainty.
4. Land and soils	**- /?**	Where new or enhanced infrastructure is proposed this could result in the loss of some greenfield and/ or agricultural land but this is uncertain at this stage. In line with national and local planning policies it is assumed that previously developed land will be used and lower quality agricultural land where possible. A minor long-term negative effect is predicted at this stage with an element of uncertainty.
5. Historic environment	**+/-/?**	There are numerous designated and non-designated heritage assets within the rural areas and market and coastal towns, including the West Devon Mining Landscape World Heritage Site. The strategy includes a number of measures that relate to the delivery of new or enhanced infrastructure, and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. Given national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings a significant negative effect is considered unlikely. As a result, a minor negative effect is identified in the short-term as a result of construction activities.

SEA Objective	Residual Significance	Description of potential effects
		The strategy also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and access to sustainable transport modes and reduce the number of vehicles on the roads. The strategy aims to ensure that Exeter city centre continues to be a destination known for its historic, cultural and entertainment offer, continuing to draw in visitors through cultural attractions such as the Cathedral, which will have a positive impact on the historic environment.
6. Landscape, townscape and seascape	**+/-/?**	In the short-term, the construction phase of schemes that propose new or enhanced infrastructure may negatively impact townscape character, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. Sensitive receptors include National Parks and Landscapes. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on landscape, townscape and seascape.
7. Air quality	**+/-/?**	In the short-term, there could be temporary negative impacts on air quality during the construction phase as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network and enhancing access to sustainable transport modes will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality. However, this is uncertain at this stage.
8. Climate change	**+/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. However, the strategy proposes improvements to EV charging infrastructure, digital accessibility, as well as public transport and active travel infrastructure, and speed limit reductions, will have a positive impact on this objective through a reduction in transport related

SEA Objective	Residual Significance	Description of potential effects
		greenhouse gas emissions. The strategy aims to support the transfer of journeys to more sustainable modes where possible, and to zero emission vehicles where necessary. This alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term minor positive effect on this SEA objective.
9. Natural resources	**-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.
10. Noise and light pollution	**+/-/?**	Construction associated with measures that involve new and/ or enhanced infrastructure and their maintenance during operation is expected to result in the temporary generation of noise and light pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise and light pollution. In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise and light pollution.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to improve health and well-being with a minor positive effect.

SEA Objective	Residual Significance	Description of potential effects
12. Safety	**+/?**	Delivering safety improvements in rural areas, including changes to speed limits, alongside improved accessibility to sustainable transport modes could lead to improved safety. The proposed measures could help to reduce the number of vehicles on the road with a positive effect on safety.
13. Sustainable and reliable transport modes	**++/?**	Actions within this strategy would increase the resilience and sustainability of transport in Devon by increasing travel options within the County, through improvements to active travel and public transport infrastructure, as well as frequency of journeys. A significant long-term positive effect is predicted with an element of uncertainty as the significance of the effect will depend on the uptake in use of sustainable transport modes.
Mitigation and Enhancement Measures	It is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, biodiversity net gain measures are expected to be implemented, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact upon wellbeing. Transport links should be routed so as to minimise impacts on best and most versatile agricultural land.	
Summary	The assessment found that the Rural Areas and Market and Coastal Towns action plan will not have significant effects for the majority of ISA objectives. While there is the potential for negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for individual measures. The proposed measures seek to improve access to sustainable transport modes, including active travel, along with a range of	

SEA Objective	Residual Significance	Description of potential effects
		other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. A Long-term significant positive effect is predicted for the SEA objective relating to sustainable and reliable transport modes as a result of improved accessibility to sustainable transport modes including active travel routes.

Our Network: Asset Management and Road Safety

Table C-7 - Assessment of the Our Network Asset Management and Road Safety Action Plan

SEA Objective	Residual Significance	Description of potential effects
1. Nature	**+/-/?**	The proposed measures relate to the maintenance of existing infrastructure rather than the delivery of new infrastructure. Despite this, there is the potential for negative effects in the short-term through disturbance during the maintenance activities and this will depend on the location of works and potential pathways to sensitive receptors. It will be important to ensure that maintenance to active travel routes do not cause disturbance to sensitive habitats and species and do not significantly increase the number of visitors to designates sites that are sensitive to disturbance. In line with national and local planning policies it is assumed that any maintenance works would seek to minimise impacts on nature. As a result, it is considered unlikely that the proposed maintenance measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement.
2. Water environment	**+/-/?**	Continued road, bridge and active travel route maintenance could have impacts on the water environment, if it is being carried out in close proximity to a waterbody or hydrologically connected to one. It is assumed that there is suitable mitigation available to ensure that any residual negative effects are not significant. Improved maintenance for active travel routes will help to contribute to a reduction of private vehicles on the roads with indirect minor positive effects on water quality through a reduction in polluted runoff.

SEA Objective	Residual Significance	Description of potential effects
		Continued road, bridge and active travel route maintenance near water sources may cause temporary, negative impacts on water quality. In certain cases, this may negatively impact WFD waterbodies. It is assumed that appropriate mitigation strategies will be implemented.
3. Flooding	**+/?**	The maintenance of existing infrastructure could provide an opportunity to reduce existing levels of flood risk through he incorporations of sustainable drainage measures should these not be in place. However, this is uncertain at this stage.
4. Land and soils	**0/?**	Continued road, bridge and active travel route maintenance may cause temporary, negative impacts to the surrounding land and soils, including best and most versatile agricultural land. However, as road maintenance is expected to take place on previously developed land/ existing infrastructure, and any disturbed land is expected to be reinstated, little negative impact is expected. It is assumed that appropriate mitigation strategies will be implemented.
5. Historic environment	**+/-/?**	Construction works associated with maintenance of existing infrastructure may restrict access to heritage assets during construction, and cause temporary disturbance through increased vehicles and noise. In line with national and local planning policy it is assumed that any maintenance work will seek to minimise impacts on the historic environment and sensitive heritage assets. In the longer-term, improved maintenance of the transport network could have a minor positive effect by improving access to heritage assets and contributing to a reduction of private vehicles on the roads.
6. Landscape, townscape and seascape	**+/-/?**	The maintenance of existing infrastructure could negatively impact landscape, townscape, and seascape character during construction. In line with national and local planning policy it is assumed that any maintenance work will seek to minimise impacts on the landscape, townscape and seascape, particular any impacts on National Parks and Landscapes. In the longer-term, improved maintenance of the transport network could have a minor positive effect by improving access to the rural and coastal landscape and contributing to a reduction of private vehicles on the roads.

SEA Objective	Residual Significance	Description of potential effects
7. Air quality	**+/-/?**	In the short-term, there could be temporary negative impacts on air quality while undertaking the maintenance as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy the works would seek to avoid and minimise impacts on air quality and traffic during. In the longer-term, improving the resilience of the transport network, including active travel routes, will help to reduce traffic and the number of vehicles on the road with minor positive effects on air quality. However, this is uncertain at this stage.
8. Climate change	**+/?**	Maintenance work could increase vehicle movements, and subsequently increase traffic and congestion, resulting in short-term, temporary negative impacts due to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. Long-term positive effects are anticipated however, as the scheme includes a number of decarbonisation initiatives including a transition to zero emission buses, reduced carbon emissions from streetlights, introduction of a low carbon procurement strategy and a Carbon Design Toolkit, as well as the Live Labs project and an improved electric vehicle charging network.
9. Natural resources	**?**	While it is anticipated that resources will be required and waste generated during maintenance activities, this is unlikely to be at the same scale as for the delivery of new infrastructure. It is expected that best practice measures will be utilised, and recycled and recyclable materials will be used where possible.
10. Noise and light pollution	**+/-/?**	During maintenance activities, some minor short-term negative, temporary effects are anticipated on noise and light pollution. In the long-term, improved funding and maintenance of active travel routes will contribute to a reduction in private vehicle use but this is unlikely to be significant.
11. Health and wellbeing	**+/-/?**	In the short-term during construction, the maintenance of infrastructure could result in disturbance to communities with a negative effect on health and well-being. This is likely to be temporary and in line with national and planning policies it is assumed that any maintenance work would seek to avoid or minimise disturbance to the local population. In the longer-term, improvements to the road network and

SEA Objective	Residual Significance	Description of potential effects
		safety improvements will lead to wellbeing benefits for local communities, as will improvements to the active travel network.
12. Safety	**++/?**	A number of measures will work to improve safety on the transport network, including: reducing speed limits; delivery of a casualty severance reduction programme; introduction of School Streets; improvements to the A361 using the Safer Roads Fund; and additional safety improvements in areas of poor collision performance and high number of vulnerable users. Further to this, the measures seek to provide winter maintenance on the most-used active travel routes. Potential for significant long-term positive effect on safety.
13. Sustainable and reliable transport modes	**+/?**	The continued maintenance of the transport network alongside improvements to active travel routes and low carbon methods of travel are predicted to have a long-term positive effect on this SEA objective.
Mitigation and Enhancement Measures	It is assumed that best practice construction methods will be utilised during maintenance works, and project level Construction Environmental Management Plans will be produced, detailing how negative environmental impacts will be mitigated. Recycled materials should be used where possible, and any waste produced should be dealt with following the waste hierarchy. Any land disturbed during construction is expected to be reinstated, biodiversity net gain measures are expected to be implemented, and flood mitigation such as sustainable drainage should be utilised where necessary and practicable. Where maintenance is required close to sensitive receptors then additional, project level, investigation may be required. Construction should be sensitively phased, if possible, to avoid cumulative construction impacts upon sensitive receptors. Where appropriate and practicable, community liaison should be established to identify potential mitigation measures to minimise impact upon wellbeing. Transport links should be routed so as to minimise impacts on best and most versatile agricultural land.	

SEA Objective	Residual Significance	Description of potential effects
Summary	The assessment found that the asset management ad road safety action plan will not have significant effects for the majority of ISA objectives. While there is the potential for negative effects these are unlikely to be significant once mitigation is taken into account, although there is an element of uncertainty across all the SEA objectives given the strategic nature of the LTP4 and lack of information for individual measures. The proposed measures seek to maintain existing infrastructure, improve safety, active travel routes and low carbon methods of travel with the potential for minor long-term positive effects for a number of SEA objectives. A Long-term significant positive effect is predicted for the SEA objective relating to safety. A number of measures will work to improve safety on the transport network, including: reducing speed limits; delivery of a casualty severance reduction; introduction of School Streets; improvements to the A361 using the Safer Roads Fund; and additional safety improvements in areas of poor collision performance and high number of vulnerable users. Further to this, the measures seek to provide winter maintenance on the most-used active travel routes.	

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