

Crewe Hub Area Action Plan – Draft Development Strategy and Further Options

Habitats Regulations Assessment

February 2020

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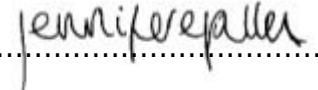
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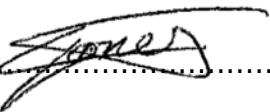
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Contract

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Purpose

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Abbreviations

AONB	Area of Outstanding Natural Beauty
CHAAP	Crewe Hub Area Action Plan
DCLG	Department for Communities and Local Government
DfT	Department for Transport
DTA	David Tyldesley Associates
ECJ	European Court of Justice
EIA	Environmental Impact Assessment
EU	European Union
GB	Great Britain
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment
HS2	High Speed 2
JNCC	Joint Nature Conservation Committee
LNR	Local Nature Reserve
LRN	Local Roads Network
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
PP	Plan or Programme
PRoW	Public Right of Way
RES	Rural Exception Sites
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
UK	United Kingdom

1 Introduction

1.1 Background

Cheshire East Council is currently in the process of developing its Local Plan, which is made up of three key documents; Local Plan Strategy, Site Allocations and Development Policies Document, and the Minerals and Waste Plan. The Local Plan Strategy recognises the importance of Crewe Railway Station as a communications hub and, therefore, the Council is preparing a Crewe Hub Area Action Plan (CHAAP), which addresses the additional development and growth directly associated with the station and its local environs.

1.2 Project Background

The arrival of High Speed 2 (HS2) to Crewe will require significant re-modelling of Crewe Railway Station to create additional passenger capacity and facilities. In turn this will create the need for complementary and supporting development in the environs of the station. The Crewe Commercial District will increase job availability, skills development and sustainable growth. There will be a net improvement in the quality of new and enhanced public realm and green spaces. The local highways network will receive investment to improve infrastructure, capacity and parking facilities.

In early and mid-2019 the Council consulted on the Crewe Hub Development Strategy and Further Options document for the area around Crewe Railway Station. The purpose of this strategy was to progress the ideas set out in the Council's 'Crewe Station Hub Area Action Plan: Issues and Options' paper and pave the way toward a publication version of the CHAAP.

The comments received have now been considered and a revised CHAAP has been produced ahead of submission to the Secretary of State.

1.3 Habitats Directive

Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora, known as the 'Habitats Directive' was adopted in 1992. The Directive establishes the requirement for a European ecological network of protected sites by designating SACs and SPAs, which together make up the Natura 2000 network of designated sites. The Directive is transposed into law through the Conservation of Habitats and Species Regulations 2017 (hereafter 'the Regulations'). The Regulations (HMSO, 2017) require that an HRA is undertaken by a competent authority prior to the issue of any consent to consider whether a proposed project is likely to have a significant effect on a Natura 2000 site. Government guidance also requires that Ramsar sites (listed under the Convention on Wetlands of International Importance [Ramsar Convention]) are included within an HRA (together, SACs, SPAs and Ramsar sites are known as 'European sites').

For all plans and projects, which are not wholly directly connected with, or necessary to, the conservation management of the site's qualifying features, a formal test for likely significant effects (either alone or in-combination with other plans or projects) on a European site(s) is required. This assessment is based on available ecological information on the designated site(s), other plans, projects and policies relevant to the area and details of the proposed works.

If the assessment concludes that the works may have a significant adverse effect on the conservation objectives of the site(s), or that such an effect cannot be ruled out (adopting a precautionary approach) an Appropriate Assessment must be carried out. An Appropriate Assessment involves an assessment of the potential effects of a development on the conservation objectives of the site(s). If

significant adverse effects are identified, mitigation or avoidance measures can be applied.

Following the recent European Court of Justice (ECJ) judgement in the case of "People over Wind & Sweetman" (Case C-323/17), measures that are necessary to avoid or reduce impacts on the European site, even when considered standard environmental best-practice, cannot be considered at the screening stage.

If the screening assessment concludes that the project may have a significant adverse effect on the conservation objectives of the site(s), or that such an effect cannot be ruled out (adopting a precautionary approach) an Appropriate Assessment must be carried out. An Appropriate Assessment involves an assessment of the potential effects of a project on the conservation objectives of the site(s). If significant adverse effects are identified, mitigation or avoidance measures can be applied.

If it cannot be concluded that the works will not adversely impact upon the integrity of the site(s), the project will not be able to proceed without further conditions and/or assessment.

1.4 Scope of Assessment

This report comprises a test of likely significant effects and Appropriate Assessment of the CHAAP, and is based on an examination of the information available from Natural England and the Joint Nature Conservation Committee (JNCC), as well as other readily accessible internet resources, concerning the nature and wildlife value of the designated site(s).

The methodology used for this assessment is based upon the following guidance documents:

- The Habitats Regulations Assessment Handbook (DTA Publications, 2019).
- Assessment of plans and projects significantly affecting Natura 2000 sites (European Commission, 2001).
- Planning for the protection of European Sites: Guidance for Regional Spatial Strategies and Local Development Documents (Department for Communities and Local Government, 2006).
- Planning Inspectorate's Guidance Note 10, Version 8 (November, 2017).

This report takes the following format:

- Evidence gathering: Identifying European site(s) and any potentially affected qualifying features.
- Appraisal of hazards: Identifying potential hazards to qualifying features associated with the proposed project.
- Assessment: Deciding whether or not the development is likely to have a significant effect upon the interest features of the European site(s).

It should be noted that this assessment is of the latest revised version of the CHAAP (February 2020) and further HRA may need to be undertaken as the CHAAP is finalised.

2 Habitat Regulations Assessment Screening

2.1 Habitat Regulations Assessment Methodology

Habitat Regulations Assessment follows a three-stage process as outlined in the DCLG guidance "*Planning for the Protection of European Sites: Appropriate Assessment*". These stages are described in Table 2-1, below.

Table 2-1: The HRA Process.

Stage/Task	Description
HRA Task 1 – Pre-screening and Screening	<p>This process identifies the likely impacts upon a European site of a project or plan, either alone or in-combination with other projects or plans, and determines whether these impacts are likely to be significant. Following the recent ECJ judgement in the case of "people over wind" (Case C-323/17), measures that are necessary to avoid or reduce impacts on the European site, even when considered standard environmental best-practice, can only be considered at Stage 2.</p> <p>If no adverse impact is determined, the project or plan can proceed. If an adverse impact is identified, Task 2 is commenced.</p>
HRA Task 2 - Appropriate Assessment	<p>Task 2 is subsequent to the identification of likely significant effects upon a European site in Task 1. This assessment determines whether a project or plan would have an adverse impact on the integrity of a European site, either alone or in-combination with other projects or plans.</p> <p>In reference to the recent ECJ case C-462/17 (Nov 18) <i>Holohan v An Bord Pleanala</i>, the Appropriate Assessment needs to include all typical habitats and species present within and outside of the boundaries of the European site, if they are necessary for the conservation of the habitats and species listed for the protected area.</p> <p>If no adverse impact is determined, the project or plan can proceed. If an adverse impact is identified, task 3 is commenced.</p>
HRA Task 3 - Mitigation and Alternatives	<p>Where a plan or project has been found to have adverse impacts on the integrity of a European site, potential avoidance/mitigation measures or alternative options should be identified.</p> <p>If suitable avoidance/mitigation or alternative options are identified, that result in there being no adverse impacts from the project or plan on European sites, the project or plan can proceed.</p> <p>If no suitable avoidance/mitigation or alternative options are identified, as a rule the project or plan should not proceed. However, in exceptional circumstances, if there is an 'imperative reason of overriding public interest' for the implementation of the project or plan, consideration can be given to proceeding in the absence of alternative solutions. In these cases, compensatory measures must have to be put in place to offset negative impacts.</p>

2.1.1 HRA Task 1 Screening – Methodology

The following section details the methodology of the screening assessment undertaken to identify the likely impacts of the CHAAP upon European sites, and to determine whether these impacts are likely to be significant and whether an Appropriate Assessment, and mitigation and assessment of alternatives (HRA Task 2 and 3) are required.

Methodology

In order to complete the screening assessment it is necessary to:

- Identify the European sites within and outside the plan area likely to be affected, reasons for their designation and their conservation objectives.
- Describe the plan and its aims and objectives and also those of other projects or plans that in-combination have the potential to impact upon the European sites.
- Identify the potential effects on the European sites.
- Assess the significance of these potential effects on the European sites.

The Precautionary Principle

If there is uncertainty, and it is not possible, based on the information available, to confidently determine that there will be no significant effects on a site then the precautionary principle will be applied, and the plan will be subject to an Appropriate Assessment (HRA Task 2).

Consultation

It is a requirement of the Habitat Regulations to consult the appropriate nature conservation statutory body. Consultation on the approach to this HRA screening and the information on European sites considered will be undertaken with Natural England and Natural Resources Wales as required, by sending them this HRA report.

2.2 European Sites

European sites are often collectively known as Natura 2000 sites. Natura 2000 is an EU-wide network of nature protection areas established under the Habitats Directive. The aim of the network is to assure the long-term survival of Europe's most valuable and threatened habitats and species.

Natura 2000 consists of:

- **Special Areas of Conservation (SACs)** - these are designated under the UK Regulations made under the Habitats Directive to protect those habitat types and species that are considered to be most in need of conservation at a European level (excluding birds).
- **Special Protection Areas (SPAs)** - these are designated under the UK Regulations under the Birds Directive to protect rare and vulnerable birds, and also regularly occurring migratory species.
- **Ramsar sites** - these are wetlands of international importance designated under the Ramsar Convention.

Although not included in the European legislation, as a matter of policy, Ramsar sites in England are protected as European sites. The vast majority are also classified as SPAs and Sites of Special Scientific Interest (SSSIs).

2.2.1 European Sites in and around Crewe Railway Station

Best practice guidance suggests that sites occurring within a wider area of approximately 10km to 15km from the boundary of the area directly affected by a plan or project should be identified and assessed as part of the HRA screening process, in addition to those sites located within the plan or project boundary. However, it is important to consider the possibility of impacts for any European site that might be affected, whatever their location, given the activities included in the plan and their range of influence. This may extend some distance from the area within the immediate influence of a plan. For the CHAAP a buffer of 10km has been applied given the relatively small size of the proposed boundaries and it is

considered that no pathways, including hydrological connections, exist that would impact upon any European sites beyond this extent.

There are no SACs, SPAs or Ramsar sites located within the CHAAP boundary.

There is one SAC and two Ramsar sites within 10km of the Plan area, these sites are listed in Table 2-2 below and shown on Figure 2-1.

Table 2-2: Designated sites within the zone of influence.

Designation	Site	Distance and Direction from Crewe Train Station
SAC	West Midlands Mosses	3.4km SW
Ramsar	Midland Meres and Mosses Phase 1	4.1km E
Ramsar	Midland Meres and Mosses Phase 2	3.9km SE / 5.4km SE

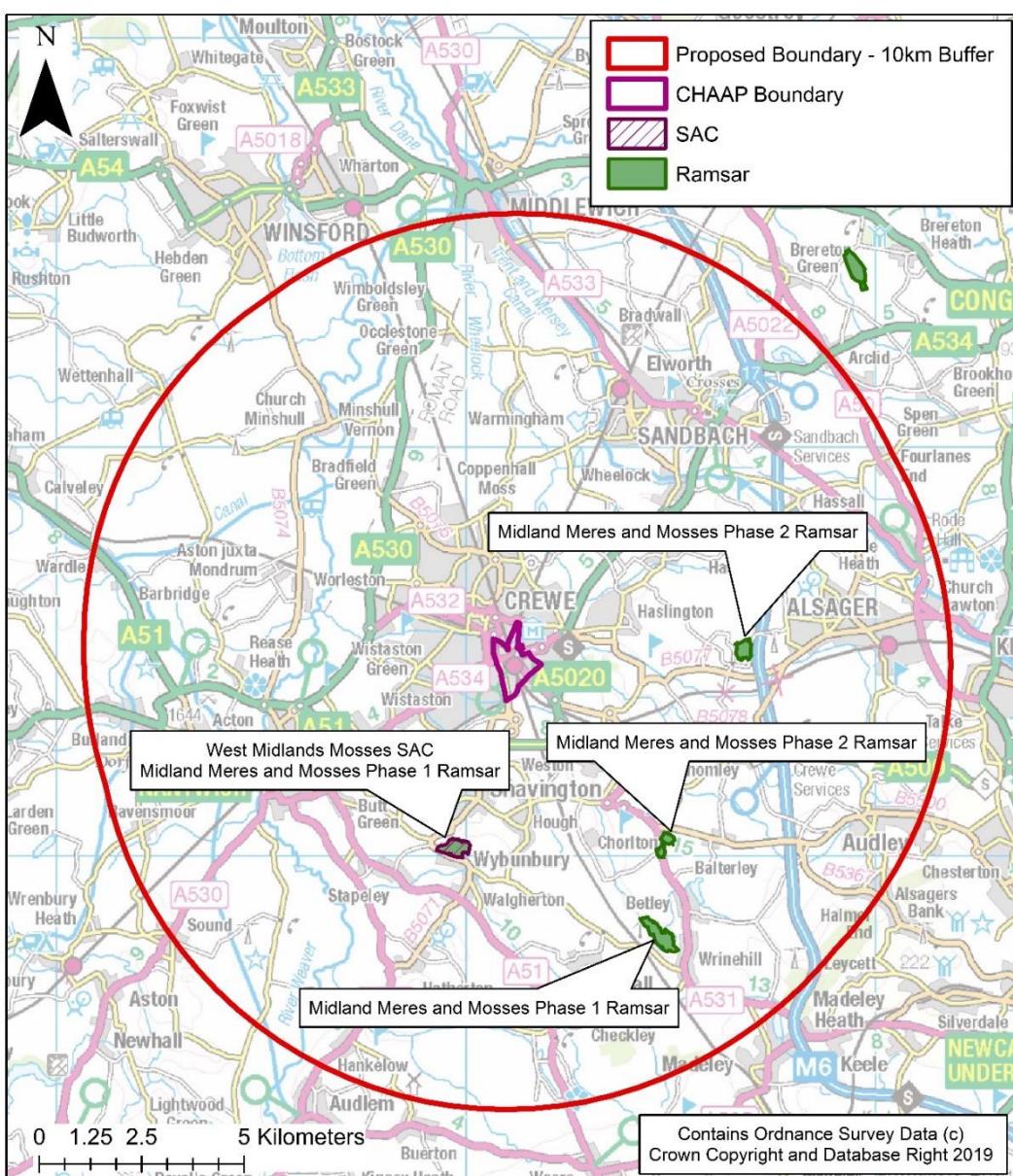


Figure 2-1: Location of European Sites within the 10km buffer from the CHAAP proposed boundary.

Table 2-3: Details of European Sites within 10km of the CHAAP.

European Site	Qualifying Feature (Broad Habitat/Species Groupings) (Environment Agency, 2013)	Qualifying Features and Conservation Objectives	Site Vulnerability
<p>West Midlands Mosses SAC</p> <p>Component SSSI within the zone of influence: Wybunbury Moss SSSI</p> <p><i>Site Area: 184.62</i></p>	<p>Standing waters (sensitive to acidification)</p> <p>Bogs and wet habitats</p>	<p>Natural dystrophic lakes and ponds; Acid peat-stained lakes and ponds.</p> <p>Transition mires and quaking bogs; Very wet mires often identified by an unstable 'quaking' surface.</p> <p>Conservation Objectives</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> - The extent and distribution of qualifying natural habitats - The structure and function (including typical species) of qualifying natural habitats, and - The supporting processes on which qualifying natural habitats rely. 	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> - Water pollution - Hydrological changes - Air pollution - Inappropriate scrub control - Game management: pheasant rearing - Forestry and woodland management
<p>Midland Meres and Mosses Phase 1 Ramsar</p> <p><i>Site Area 510.88ha</i></p> <p>Component SSSI within the zone of influence: Wybunbury Moss SSSI</p> <p>Betley Mere SSSI</p>	<p>n/a</p>	<p>Ramsar Convention Criteria:</p> <p>Criteria 1 - The site comprises a diverse range of habitats from open water to raised bog.</p> <p>Criteria 2 - Supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).</p> <p>Noteworthy flora:</p> <ul style="list-style-type: none"> - Six-stamened Waterwort <i>Elatine hexandra</i> - Needle Spike-rush <i>Eleocharis acicularis</i> 	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> - Eutrophication - Introduction of non-native plant species

European Site	Qualifying Feature (Broad Habitat/Species Groupings) (Environment Agency, 2013)	Qualifying Features and Conservation Objectives	Site Vulnerability
		<ul style="list-style-type: none"> - Cowbane <i>Cicuta virosa</i> - Marsh Fern <i>Thelypteris palustris</i> - Elongated Sedge <i>Carex elongata</i> <p>Noteworthy fauna:</p> <ul style="list-style-type: none"> - Caddisfly <i>Hagenella clathrata</i> - Cranefly <i>Limnophila fasciata</i> - Spider <i>Carorita limnaea</i> - Rove Beetle <i>Lathrobium rufipenne</i> - Reed Beetle <i>Donacia aquatica</i> - Cranefly <i>Prionocera pubescens</i> - Cranefly <i>Gonomyia abbreviata</i> - Spider <i>Sitticus floricola</i> <p>Conservation Objectives</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> - The extent and distribution of qualifying natural habitats and habitats of qualifying species - The structure and function (including typical species) of qualifying natural habitats - The structure and function of the habitats of qualifying species - The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely - The populations of qualifying species, and, - The distribution of qualifying species within the site. 	
Midland Meres and Mosses Phase 2 Ramsar Site Area 1588.24ha	n/a	<p>Ramsar Convention Criteria:</p> <p>Criteria 1 - The site comprises a diverse range of habitats from open water to raised bog.</p>	The site is vulnerable to: <ul style="list-style-type: none"> - Eutrophication - Introduction of non-native plant species

European Site	Qualifying Feature (Broad Habitat/Species Groupings) (Environment Agency, 2013)	Qualifying Features and Conservation Objectives	Site Vulnerability
Component SSSI within the zone of influence: Oakhanger Moss SSSI Black Firs & Cranberry Bog SSSI		<p>Criteria 2 - Supports a number of rare species of plants associated with wetlands, including the nationally scarce Cowbane <i>Cicuta virosa</i> and, Elongated Sedge <i>Carex elongata</i>. Also present are the nationally scarce bryophytes <i>Dicranum affine</i> and <i>Sphagnum pulchrum</i>.</p> <p>Also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth <i>Glyptopteryx lathamella</i>, the caddisfly <i>Hagenella clathrata</i> and the sawfly <i>Trichiosoma vitellinae</i>.</p> <p>Noteworthy flora:</p> <ul style="list-style-type: none"> - Narrow Small-reed <i>Calamagrostis stricta</i> - Elongated Sedge <i>Carex elongata</i> - Cowbane <i>Cicuta virosa</i> - Marsh Fern <i>Thelypteris palustris</i> - Golden Bog-moss <i>Sphagnum pulchrum</i> - Undulate Dicranum Moss <i>Dicranum undulatum</i> <p>Noteworthy Birds:</p> <ul style="list-style-type: none"> - Northern Shoveler <i>Anas clypeata</i> - Great Cormorant <i>Phalacrocorax carbo</i> - Great Bittern <i>Botaurus stellaris stellaris</i> - Water Rail <i>Rallus aquaticus</i> <p>Noteworthy invertebrates:</p> <ul style="list-style-type: none"> - True fly <i>Limnophila heterogyna</i> - True fly <i>Atylotus plebeius</i> - Caddisfly <i>Hagenella clathrata</i> - Cranefly <i>Limnophila fasciata</i> - Spider <i>Carorita limnaea</i> - Micro-moth <i>Glyptopteryx lathamella</i> - Sawfly <i>Trichiosoma vitellinae</i> 	<ul style="list-style-type: none"> - Pollution from pesticides, agricultural run-off

European Site	Qualifying Feature (Broad Habitat/Species Groupings) (Environment Agency, 2013)	Qualifying Features and Conservation Objectives	Site Vulnerability
		<ul style="list-style-type: none"> - Moth <i>Eilema sericea</i> - Sawfly <i>Brachythops wuesteneii</i> - <i>Pachinematus xanthocarpos</i> - Spider <i>Sitticus floricola</i> - Moth <i>Lampronia fuscatella</i> - Horse fly <i>Hybomitra lurida</i> <p>Conservation Objectives</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> - The extent and distribution of qualifying natural habitats and habitats of qualifying species - The structure and function (including typical species) of qualifying natural habitats - The structure and function of the habitats of qualifying species - The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely - The populations of qualifying species, and, - The distribution of qualifying species within the site. 	

2.3 Potential Hazards to European Sites

The proposed CHAAP can potentially have adverse impacts on the habitats and species for which European sites are designated. These impacts can be direct such as habitat loss, fragmentation or degradation, or indirect such as disturbance from recreational activities or pollution from construction and transportation.

This section identifies the potential hazards to European sites within the 10km buffer around the CHAAP that may arise as a result of the implementation of the CHAAP, and then goes on to identify the types of hazards to which the qualifying features present within the sites are particularly sensitive.

2.3.1 Hazards to Sites

The European sites located within the 10km buffer mainly consist of mires and bog habitats. The hazards identified in Table 2-4 are based on those identified in the Environment Agency's EU Habitats Directive Handbook, however local conditions have also been considered during the hazard identification process.

Table 2-4: Potential Hazards to European Sites

Potential Hazard	Description
Habitat loss	This is a loss of habitat within the designated boundaries of a European site – it is expected that there would be no direct loss as a result of implementation of the CHAAP.
Habitat fragmentation	This is where activities result in the separation of available habitats or split extensive areas of suitable habitat. Most likely to affect species.
Changes in physical regime	These are changes to the physical process that will alter the present characteristics of the European site e.g. fluvial and geomorphological processes, erosion processes, deposition.
Physical damage	This includes recreational pressures such as trampling and erosion, and where sites are close to urban areas, other damaging activities may occur such as rubbish tipping, vandalism, arson, and predation, particularly by cats.
Habitat/community simplification	Changes to environmental conditions, due to human activities, that result in a reduction and fragmentation of habitats that will reduce biodiversity.
Disturbance (noise, visual)	Activities which result in disturbance, causing sensitive birds and mammals to deviate from their normal, preferred behaviour, such as construction, recreational, traffic.
Competition from invasive non-native species	Activities may cause the introduction or spread of invasive non-native animals and plants which could result in changes to community composition and even to the complete loss of native communities.
Changes in water levels or table	Activities which may affect surface and groundwater levels, such as land drainage and abstraction, may have adverse impacts on water dependant habitats and species.
Changes in water quality	Activities which may impact upon water quality, such as accidental pollution spills, run-off from urban areas, nutrient enrichment from agriculture, and discharge from sewage works, may adversely affect wetland habitats and species.
Changes to surface water flooding	Activities which may result in a reduction or increase in the frequency and extent of surface water flooding which may affect riverine and floodplain habitats.
Turbidity and siltation	Increases in turbidity within water environments can impact upon aquatic plants, fish and wildfowl due to sedimentation and reduction in penetrable light.

Potential Hazard	Description
Pollution	Activities which may lead to the release of pollutants to the air such as oxides of nitrogen, oxides of sulphur or ammonia, or pollutants deposited on the ground through acidification or terrestrial eutrophication via soil (deposition of nitrogen).

2.3.2 Qualifying Features and Sensitivity to Hazards

The table below shows the qualifying features of the European sites that are within 10km of the CHAAP and identifies the hazards to which they are most sensitive. Their qualifying features have been grouped based on guidance from the Environment Agency (2013) to facilitate the sensitivity assessment.

It must be noted that during the assessment of the potential impacts of the CHAAP on a European site, all of the potential hazards will be considered.

Table 2-5: Sensitivity of Qualifying Features to Potential Hazards

Potential Hazards	Pollution	Turbidity and siltation	Changes to surface water flooding	Changes in water quality	Change in water levels or table	Competition from invasive non-native	Disturbance (noise, visual)	Habitat/ community simplification	Physical Damage	Changes in physical regime	Habitat Fragmentation	Habitat Loss
Sac/Ramsar habitat groups												
Fens and wet habitats	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Bogs and wet habitats	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Riverine habitats and running waters	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Standing waters (sensitive to acidification)	✓			✓	✓		✓	✓	✓	✓	✓	✓
Dry woodlands and scrub	✓			✓	✓		✓			✓		✓
Dry grassland	✓			✓	✓		✓			✓		✓
Dry heathland habitats	✓			✓	✓		✓			✓		✓
Upland	✓			✓	✓		✓	✓		✓		✓
Coastal habitats	✓		✓	✓	✓		✓	✓	✓		✓	✓
Coastal habitats (sensitive to abstraction)	✓		✓	✓	✓		✓	✓	✓		✓	✓
Estuarine and intertidal habitats	✓		✓	✓	✓		✓	✓	✓		✓	✓
SAC/Ramsar species groups												
Vascular plants of aquatic habitats	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓

Potential Hazards		Pollution	Turbidity and siltation	Changes to surface water flooding	Changes in water quality	Change in water levels or table	Competition from invasive non-native	Disturbance (noise, visual)	Habitat/ community simplification	Physical Damage	Changes in physical regime	Habitat Fragmentation	Habitat Loss
Vascular plants, lower plants and invertebrates of wet habitats	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mosses and Liverworts	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Anadromous fish	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Non-migratory fish and invertebrates of rivers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mammals of riverine habitats	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Amphibia	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SPA/Ramsar bird species groups													
Birds of uplands	✓	✓	✓	✓	✓	✓				✓			✓
Birds of lowland wet grasslands	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓
Birds of lowland freshwaters and their margins	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓
Birds of farmland	✓	✓	✓	✓	✓	✓					✓		✓
Birds of coastal habitats	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓
Birds of estuarine habitats	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Birds of open sea and offshore rocks	✓	✓	✓	✓	✓	✓				✓			✓

2.4 Potential Impact Pathways

2.4.1 Recreational Impacts

Many European sites will be vulnerable to some degree of impact as a result of recreational pressure, although the effects of recreational impacts are complex and very much dependent on the specific conditions and interest features at each site. For example, some bird species are more sensitive to disturbance associated with walkers or dogs than others; some habitats will be more sensitive to trampling than others; and some sites will be more accessible than others.

Most recreational activities with the potential to affect European sites are 'casual' and pursued opportunistically (e.g. walking, walking dogs, riding), which makes it difficult to quantify or predict the impacts of these activities on European sites and harder to control or manage. It also means it is difficult to explore in detail all potential impacts of recreational pressures at the strategic level. However, it is

possible for plans and strategies to influence recreational use of European sites through the planning process, for example by increasing the amount of green/open space and leisure/recreational facilities required within or near developments if potentially vulnerable European sites are located nearby.

The screening assessment will consider the potential for recreational pressures on a European site by taking into consideration the vulnerability of their interest features to such pressures, the accessibility of the site to the public, the likely attractiveness of the site and its habitats/species to visitors, and the proximity of the site to sites allocated for development.

2.4.2 Hydrological impacts

New development and population increase can result in hydrological effects to existing watercourses and groundwater resources. Such effects can include changes to surface and ground water flows, quality and levels; this can have subsequent effects on habitats and supported species. The main types of potential hydrological effects are water abstraction and water discharges.

The screening assessment will consider the potential for impacts on a European site due to changes in water levels and/or quality by taking into consideration the vulnerability of their interest features to such impacts, and the pathways i.e. the hydrological connectivity between the site and the areas proposed for development.

2.4.3 Air Quality effects

New developments and an increase in population have the potential to result in an increased use of the road network by vehicles, which could have adverse effects on air quality. This could have subsequent effects on habitats sensitive to air quality changes and higher deposits of nitrogen dioxide, particulates and sulphur dioxide (diesel trains) such as the West Midlands Mosses SAC, and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites. For example, there is the potential for effects on the health of Sphagnum (which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site).

It should be noted that the likelihood of this effect is greatly reduced as the distance increases between the deposit area (typically the road network) and the European site. Pollutant levels can be expected to fall substantially at a distance less than 50m from the source and can be expected to fall to background levels at a distance of more than 200m (Design Manual for Roads and Bridges (DMRB) Volume 11).

This assessment will consider how the potential impact of new development/housing and the associated increase in traffic has the potential to generate increases in atmospheric pollution. This will be considered in relation to the European sites identified, taking into account the vulnerability of their interest features, proximity to proposed development sites and likely associated traffic increases. Potential point source emissions from industrial developments are also considered.

This assessment takes into account the High Court judgment in Wealden v SSCLG [2017] ('the Wealden Judgment 2017') and Natural England's guidance on significance thresholds in relation to traffic emissions for roads within 200m of European Sites (Natural England, 2018).

2.5 Other Relevant Plans and Projects that might act in-combination

A series of individually modest effects may in-combination produce effects that are likely to adversely affect the integrity of one or more European sites. Article 6(3) of the Habitats Directive tries to address this by taking into account the combination

of effects from other plans and projects. The Directive does not explicitly define which other plans and projects are within the scope of the combination provision. Guidance in section 4.4.3 of 'Managing Natura 2000 sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC', published by the European Commission, states:

'When determining likely significant effects, the combination of other plans or projects should also be considered to take account of cumulative impacts. It would seem appropriate to restrict the combination provision to other plans or projects which have been actually proposed'.

Table 2-6 lists the relevant plans and projects that have been identified as having the potential to result in adverse effects on European sites in-combination with the CHAAP. These plans and projects are outlined in Appendix A and B, respectively.

Table 2-6: Other Plans and Projects considered in the assessment.

Other Relevant Plans and Projects
Strategic Economic Plan. Cheshire and Warrington Matters
Cheshire East Corporate Plan 2017 to 2020
Cheshire East Local Transport Plans and Implementation Plans
Cheshire East Local Plan Strategy 2010 – 2030
Publication Draft Cheshire East Local Plan Site Allocations and Development Policies Document (August 2019)
Cheshire East Rights of Way Improvement Plan 2011 – 2026 and Implementation Plan 2015 – 2019
Housing Strategy 2018 to 2023
Local Air Quality Strategy for Cheshire East Council and Action Plan
Cheshire East Visitor Economy Strategy 2016 – 2020
Cheshire Replacement Minerals Local Plan 1999
Cheshire Replacement Waste Local Plan 2007
Saved Policies from the Congleton Borough Local Plan, Borough of Crewe and Nantwich Local Plan and Macclesfield Local Plan
High Speed Two (HS2)
Sydney Road Bridge Improvement Crewe
A500 Dualling
North West Crewe Package (road scheme)

3 Screening Assessment

This section considers the objectives and policies identified in the CHAAP that are considered to have an impact on European sites and identified whether or not they are likely to have significant effects on site integrity, either alone or in-combination with other plans or projects, as detailed in Table 3-1.

Taking into account the location of the European sites in relation to the CHAAP and the identified potential hazards and impact pathways associated with the objectives and policies of the CHAAP, an assessment has been made as to whether the CHAAP, alone and in-combination with other plans and/or projects, will have likely significant effects on any European sites. This pre-screening assessment is detailed in Table 3-1.

Full wording of the proposed policies can be found within the CHAAP. The assessment criteria used against each of the policies in the CHAAP is provide in Appendix C.

3.1 Area Action Plan Objectives

This section provides a summary of the four CHAAP objectives which will enable the council to deliver their vision for Crewe Hub Station. For full objective wording please refer to the CHAAP document.

Objective 1 Maximising Development Opportunities

Provide a new Commercial District and mixed use commercial and residential development in other locations to support and enable the delivery of an upgraded Crewe railway station.

Objective 2 Improving Connectivity

Development across the Crewe Hub will embed the most advanced digital infrastructure and vastly improve physical connectivity and accessibility to, from and around the Crewe railway station, and across the wider sub-region.

Objective 3 Delivering Sustainable Development

Development across the Crewe Hub will be underpinned by appropriate environmental and social infrastructure that also contributes to sustainable place making.

Objective 4 Improving Environmental Quality

A new innovative design dynamic will be promoted across the Crewe Hub with an emphasis on enhancing environmental quality through development that is coherent, connected and makes best use of local character and heritage to establish a sense of place.

Table 3-1: Screening assessment of CHAAP Objectives and Policies on European Sites

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
Vision	Overarching vision which underpins the plan for the new sub-centre and upgrades to Crewe Railway Station.	General aspirations that cannot in themselves cause an impact upon any European sites.	Not applicable (zero effect alone)	A Screened out
Objectives	Objective 1 Maximising Development Opportunities	A general aspiration that cannot cause an impact upon any European sites.	Not applicable (zero effect alone)	A Screened out
	Objective 2 Improving Connectivity	A general aspiration that cannot cause an impact upon any European sites.	Not applicable (zero effect alone)	A Screened out
	Objective 3 Delivering Sustainable Development	A general aspiration that supports sustainable development and cannot cause an impact upon any European sites.	Not applicable (zero effect alone)	A, B Screened out
	Objective 4 Improving Environmental Quality	A general aspiration that cannot cause an impact upon any European sites.	Not applicable (zero effect alone)	A Screened out
Development Opportunities Policies				
DO1 Crewe Hub Development Principles	Proposals that are consistent with the Crewe Hub Masterplan, or more detailed design codes produced after the adoption of the Crewe Hub AAP, will be supported in principle. Development in the Crewe Hub should be brought forward comprehensively with individual sites relating well to one another in their use, design, layout and function contributing to improved connectivity across the area. Development should: a) Make the most efficient use of land to deliver regeneration opportunities, residential development and	This policy states that any proposed development should support other sites including their connectivity within the Crewe Hub area and they will be supported if they are consistent with the Crewe Hub Masterplan. As this policy is concerned with the design of proposed developments and does not state any specific development proposals, it is considered that it will not result in any effects upon European designated sites.	Not applicable (zero effect alone)	B Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<ul style="list-style-type: none"> a) economic growth. b) Significantly contribute to improving the environment, character, and function of the Crewe Hub. c) Be designed to incorporate features that facilitate the use of walking, cycling and public transport. d) Contribute either directly or through legal agreements to the delivery of the primary Green Routes identified in policy IC2. e) Be accessible and inclusive. 			
DO2 Supporting Crewe railway station	<p>New development should support the delivery and successful operation of an upgraded Crewe railway station; development that impedes delivery of Station improvements, supporting infrastructure, facilities, access and entrances will not be permitted.</p> <p>Development of Crewe railway station and immediate environs should incorporate excellent public realm, easy and safe access for pedestrians and cyclists and high quality features that support sustainable travel options.</p>	<p>This policy details that development surrounding Crewe railway station must maximise and not impede opportunities. As this policy is focussed on ensuring any future development proposals will not negatively impact upon Crewe railway station, it is considered that this policy will not result in any effects upon European designated sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>G Screened out</p>
DO3 Economy and Employment	<p>Proposals for the re-use, re-development or intensification of the use of land within existing employment areas will be permitted in accordance with policies DO5 and DO9.</p> <p>Proposals for new employment uses should be concentrated on the provision of B1a and B1b uses.</p> <p>Increased scale, height and massing of B1a and B1b uses will be supported at the Commercial District (DA 3) to enable new commercial, knowledge based,</p>	<p>This policy is concerned with the type of employment uses to be provided. B1a and B1b are offices and research/development uses. Therefore, this policy will not have a negative effect on European sites.</p>	<p>Not applicable (polices have zero affect alone)</p>	<p>G Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>science and creative sector industries to locate close to the railway station. Development in this area should contribute to the creation of an attractive environment for offices.</p> <p>Additional B1a and B1b uses in other locations will be supported in accordance with policies DA1 to DA6, and will be supported where they form part of mixed use schemes.</p>			
DO4 New Residential Development	<p>The development of new, high quality homes will be supported where a density of at least 40 dwellings per hectare is achieved. Residential development at a greater density, massing and height will be supported where:</p> <ul style="list-style-type: none"> - Proximity and connectivity to sustainable transport services at Crewe railway station, alongside their provision of facilities that enable use of sustainable transport, significantly reduces the need to travel by car. - It can be demonstrated that higher levels of land efficiency and environmental quality are achieved. - High quality design standards can be achieved both within the building itself and the surrounding public realm. - Such buildings, or groups of buildings, make a positive contribution to the skyline. 	<p>This policy is concerned with the quality and design of new homes. Therefore, this policy will not have a negative effect on European sites.</p>	<p>Not applicable (polices have zero affect alone)</p>	<p>B Screened out</p>
DO5 Mixed Use Development	<p>Mixed use development will be supported where such uses are consistent with the approach set out in policies DA1-6 and a mixed use is necessary to support the</p>	<p>The policy is concerned with the mix of development and that the proposals are consistent with other policies within the Plan. It is</p>	<p>Not applicable (polices have zero affect alone)</p>	<p>B Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>viability of a scheme, and in other cases where uses serve a community need or create activity at the ground floor frontage of the building.</p> <p>In B1 led mixed use schemes residential development will be supported where the Council are satisfied that such proposals are necessary to ensure scheme viability and that the residential element of the scheme is of a scale subservient to employment uses on the site.</p>	considered that this policy will not have a negative effect on European sites.		
DO6 Affordable Housing	<p>In developments of 15 or more dwellings (or 0.4hectares), 30% of all residential development will be required as affordable housing.</p> <p>The requirement should be met on site delivering a tenure and housing mix suitable to the area and split between 65% affordable rented accommodation and 35% intermediate affordable housing.</p>	This policy is concerned with the delivery of affordable housing. Therefore, this policy will not have a negative effect on European sites.	Not applicable (polices have zero affect alone)	B Screened out
D07 Crewe Hub Local Urban Centre	<p>A Crewe Hub Local Urban Centre is defined on the adopted policies map at DA4 Station Hub and the frontage of DA3 Commercial District.</p> <p>Within the Crewe Hub Urban Local Centre, individual units for main town centre uses should:</p> <ol style="list-style-type: none"> 1. provide small scale convenience and comparison goods only. Bulky goods retail provision will not be permitted. 2. cumulatively not exceed 6000sqm gross floorspace <p>Outside of the Crewe Hub Local Urban</p>	As this policy is concerned with commercial uses within the main town and does not propose any development sites, it is considered that this policy will not have a negative effect on European sites.	Not applicable (zero affect alone)	B Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>Centre, retail and leisure proposals that exceed 500sqm gross floor space, including proposals to extend A1 stores, or to vary the range of goods permitted to be sold, must be accompanied by an impact assessment and demonstrate that they do not have a significant adverse impact on:</p> <ul style="list-style-type: none"> a) The delivery of existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and b) The vitality and viability of any existing centre, including local consumer choice and trade in the town centre and relevant wider retail catchment, up to five years from the time the application is made. <p>For major schemes where the full impact will not be realised in five years, the impact should be assessed up to ten years from the time the application is made.</p> <p>Where any proposal fails to satisfy the sequential test and/or is likely to have a significant adverse impact on one or more of the considerations set out in criterion a), it will be refused.</p>			
Improving Connectivity				
IC1 Improving Connections	All development by virtue of its form, design, layout, landscaping and external treatment should maximise the opportunities to improve permeability for pedestrians and cyclists and connections	This policy states that all development should maximise accessibility between the railway station and the town centre. As this policy is concerned with	Not applicable (zero effect alone)	G Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>between Crewe railway station and Crewe town centre.</p> <p>Development will not be permitted that impedes physical access or fails to improve it where it is reasonably possible to do so, given its location, form and scale.</p>	<p>accessibility it is considered that it will not result in any effects upon European designated sites.</p>		
IC2 Primary Green Routes	<p>The Primary Green Routes are:</p> <ul style="list-style-type: none"> a) Gresty Road and Mill Street b) Weston Road and Macon Way c) Nantwich Road <p>At the Primary Green Routes identified on the adopted policies map, schemes that upgrade existing transport corridors should:</p> <ul style="list-style-type: none"> a) Deliver enhanced green and blue infrastructure that contributes to the creation of tree-lines boulevards, a linked network of local green spaces and enhanced urban habitats; and b) Incorporate high-quality pedestrian and cycling networks in accordance with policy IC4. <p>Building facades along the identified routes will be expected to be set back from the highway to incorporate high quality design and public realm features that create additional space for pedestrians, active streets and contribute to enhanced environmental sustainability in accordance with policies EQ1 and EQ2.</p>	<p>This policy safeguards the Primary Green Routes and it is, therefore, considered that this policy will not have a negative effect on European sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>B, G Screened out</p>
IC3 The Crewe Hub Green Link	<p>Within DA 1: Mill Street, and DA6 Nantwich Road Corridor, highways improvements and the layout of new development should create a Crewe Hub</p>	<p>This policy promotes the creation of a new green route linking Crewe Railway Station and Crewe town centre; this is not</p>	<p>Not applicable (zero affect alone)</p>	<p>B Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>Green Link, establishing a new route that connects Crewe Railway Station to Crewe town centre through the area.</p> <p>Such a route should be identified in development proposals and incorporate:</p> <ul style="list-style-type: none"> a) A clear route that links Crewe railway station to Mill Street, and beyond to the town centre; b) Pedestrian and cyclist priority in the road hierarchy; c) New green infrastructure, and where relevant, the retention and improvement of existing green infrastructure; and d) High quality facades and frontage public realm including features that create active streets and contribute to enhanced environmental sustainability. 	anticipated to have an impact on European Sites.		
IC4 Pedestrian and Cycling Networks	<p>Major new development will be required to demonstrate how proposals contribute to the provision of a high quality pedestrian and cycling network that:</p> <ul style="list-style-type: none"> a) Is accessible for all users, regardless of disability. b) Incorporates excellent way-finding. c) Includes secure cycle parking d) Achieves the design principles set out within the Department for Transport's Local Cycling and Walking Infrastructure Plan technical guidance. e) Segregates cyclists from motorised traffic and provides high quality routes and facilities in line with Cheshire East Council's Cycling 	This policy ensures suitable pedestrian and cycling networks will be incorporated within developments; this is not anticipated to have an impact on European sites.	Not applicable (zero affect alone)	B Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>Strategy and the Department for Transport's Local Cycling and Walking Infrastructure Plan guidance.</p> <p>Key pedestrian and cycling routes are identified on the adopted policies map. Development that would impede the successful operation of such routes, or which fails to fully contribute to their delivery and improvement, will not be supported.</p> <p>Key cycling and pedestrian routes identified are:</p> <ul style="list-style-type: none"> a) Nantwich Road; b) Mill Street corridor to Crewe town centre; c) Weston Road; d) Macon Way; e) Crewe Road; f) Gresty Road; and g) Southern Link Road Bridge 			
IC5 Transport and Highways Infrastructure	<p>Development in the Crewe Hub will be required to make appropriate contributions to highways infrastructure that underpins the efficient operation of the network in the Crewe Hub and beyond.</p> <p>To optimise the performance and benefits of the local network, proposals for the following measures will be supported, and appropriate contributions sought toward their delivery:</p> <ol style="list-style-type: none"> 1. Southern Link Road Bridge 2. Highways enhancement measures 3. Vehicular Access Corridors 	<p>Policies either are environmental policies to reduce potential impacts, or are policies that will not lead to any conceivable impacts upon any European Sites.</p>	<p>Not applicable (polices have zero affect alone)</p>	<p>B, G Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>4. Local Vehicular Access 5. Public Transport and Taxis</p> <p>Development that prevents the delivery of such improvements, hindering the ability to improve the capacity and efficiently of the local network, as identified on the adopted policies map, will not be permitted.</p> <p>The Southern Link Road Bridge: A new rail crossing (the Southern Link Road Bridge) south of the existing station is necessary to create capacity on the network that accommodates growth in the area. The corridor, access route, buffer and landings of the Southern Link Road Bridge (SLRB) are identified on the adopted policies map. Only development that supports the delivery of the SLRB will be supported in these locations.</p> <p>Highways Enhancement Measures: A series of local highways enhancement measures will be required to secure the efficient operation of the network and where relevant, contributions will be sought to:</p> <ul style="list-style-type: none"> a) Improvements to the Crewe Arms roundabout b) Improvement scheme at Nantwich Road/Mill Street/South Street; c) Dualling of A500 Weston Road; d) Dualling of the A500 between Junction 16 of the M6 and the 			

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>Meremoor Moss roundabout (A500/A5020/A531junction);</p> <p>e) Dualling of Gateway and Second Avenue;</p> <p>f) A scheme to reduce through-traffic using streets west of Gresty Road;</p> <p>g) Improvement scheme at A5020 Weston Gate Roundabout;</p> <p>h) Public transport, walking and cycling infrastructure improvements; and</p> <p>i) Crewe Railway Station public transport interchange.</p> <p>Vehicular Access Corridors:</p> <p>Schemes that provide appropriate signing and information to guide vehicular users to the most appropriate and preferred access route, will be supported at the following locations:</p> <p>i)The M6 J16;</p> <p>ii) A500 east and west of Crewe;</p> <p>iii) David Whitby Way;</p> <p>iv) Weston Road;</p> <p>v) Gresty Road; and</p> <p>vi) Jack Mills Way (via SLRB).</p> <p>Local Vehicular Access:</p> <p>Local improvements to the road network will be supported where they are viable and help relieve congestion within the Crewe Hub and surrounding area. Such schemes could include the redesign of Mill Street and Edleston Road to become a gyratory incorporating increased footway width along Mill Street to create a wide shared route for bicycles and</p>			

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>pedestrians.</p> <p>The area encompassed between the junctions of Eddleston Road and Arthur Street along Nantwich Road is a declared AQMA. Interventions which lead to improved air quality in this area will be supported.</p> <p>Public Transport and Taxis:</p> <p>Proposals for a public transport hub at Crewe Railway Station should support modal shift by providing relevant information for users to make informed choices and encouraging onward travel by means of public transport and sustainable modes of transport.</p> <p>The public transport hub should be located as close to Crewe Railway Station as possible, provide a dedicated area for use by bus services, with access routes into the interchange designed to improve reliability and avoid delay to services, and minimise impact on the local highways network. The public transport hub shoud be delivered to a high-quality standard and include:</p> <ol style="list-style-type: none"> 1. Provision of real time information (RTI) displays and bus timetables 2. Provision of CCTV to improve the perception of safety 3. Provision of access routes for bus services that avoid delay; 4. Capacity for sufficient bus stands at Crewe Hub to serve future services that have covered waiting facilities and lighting; 5. Onward travel information to 			

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>encourage integration with other modes: rail, taxi, cycling and walking</p> <p>Taxis are also an important element that provide local connectivity and access to and from Crewe Station. Taxi ranks should be in suitable location close to the station, be accessible to all and designed to allow a free flow of movement by Hackney Carriages (HCs) with good connections onto the local road network.</p> <p>Taxi ranks will be clearly lined with active enforcement to ensure their use by HCs only. Sufficient space will also be dedicated for separate holding areas/pick-up/drop-off points/and kiss and ride areas or Public Hire Vehicles (PHVs). Additionally, Electric Vehicle (EV) charging infrastructure should be provided to promote uptake of EVs.</p>			
IC6 Bus Priority	<p>Proposals that introduce bus priority measures for main bus corridors linking to the Crewe Hub will be supported in principle. Whilst the measures required will depend on highway interventions and the evolution of the bus network, new development will be required to contribute to the following measures:</p> <ul style="list-style-type: none"> a) Access routes for bus services that avoid delay; b) Bus priority measures on Weston Road between Crewe Arms Roundabout and the entrance to the public transport interchange; c) Bus priority measures for bus routes linking the Crewe Hub and Crewe Bus Station; and d) Retaining and enhancing bus priority 	<p>This policy cannot in itself lead to development that could impact upon any European sites.</p>	<p>Not applicable (zero affect alone)</p>	<p>F Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>measures along Crewe Road as part of any revised highway layout.</p> <p>New bus stops within the Crewe Hub should incorporate:</p> <ul style="list-style-type: none"> a) Real time information displays and bus timetables b) Measures that improve safety and the perception of safety, including CCTV c) Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking. 			
IC7 Re-Use of Existing Car Parks	The re-use of existing car parks for recreation purposes will be supported where it can be demonstrated that their loss will not have a significantly harmful impact on the local highways network and proposals include facilities and features that promote use by and serve the everyday recreation needs of the community.	As this policy is concerned with the re-use of existing car parks for recreational purposes, it will not result in any effects upon European sites.	Not applicable (zero affect alone)	B Screened out
IC8 Parking Provision	This policy outlines the parking standards for: <ul style="list-style-type: none"> - Strategic Car Parking; - Residential Car Parking; - Business Car Parking; and - Bicycle Parking. 	The provision of car parking for residential and business use in the area could encourage more road users on the main road network, potentially impacting upon all European sites within 200m of this road network.	Not applicable (screened in alone)	I Screened in
IC9 Car Parking Design	All car parks operating in the Crewe Hub should align with the following principles: <ul style="list-style-type: none"> a) Be delivered to a high-quality standard, including provision of suitable technology to support low carbon vehicles, wayfinding and secured cycle parking 	The design of car parks will not impact upon European sites.	Not applicable (zero affect alone)	B Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<ul style="list-style-type: none"> b) Provide a safe environment for all users through: <ul style="list-style-type: none"> i) Being clearly sign-posted, well lit and easy to find ii) Ensuring clear visibility for drivers and pedestrians iii) The incorporation of firm, stable, level, well drained surfaces that are not slippery iv) The use of clearly marked parking areas with safe walking areas c) Incorporate excellent design and high quality materials including, where possible: <ul style="list-style-type: none"> i) permeable materials in parking areas and incorporation of on-site attenuation, to reduce runoff rates and increase infiltration ii) bunding and landscaping to mask parking at ground floor level; iii) locating access and ramps within and to the rear of the car park, away from the frontage; iv) locating stairs and lifts at corners/frontages, ensuring they v) v) incorporate windows to create visible activity in the building; v) the incorporation of energy generation on roofs; vi) segregation of vehicular movements from pedestrian movements. 			
IC10 Car Parking Standards	This policy outlines the parking standards for cars across the Crewe Hub area, depending on the size or type of	This policy is concerned with the design of car parking and therefore will not have an impact	Not applicable (zero affect alone)	B

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	development.	on European sites.		Screened out
Infrastructure for Sustainable Development				
ISD1 New Infrastructure	All new development shall contribute to and/or make provision for a range of infrastructure necessary to support the successful operation of Crewe railway station, deliver the objectives of the Crewe Hub VAAP and Crewe Hub Masterplan and provide social, green, digital, energy, water and public transport infrastructure in accordance with policies in the local plan. Development that would prevent delivery of the key infrastructure locations and routes identified on the proposals map will not be permitted.	This policy is related to the provision of new infrastructure and factors, such as digital connectivity, to ensure the successful operation of Crewe Railway Station. This is a general policy that cannot in itself lead to development impacting upon any European sites.	Not applicable (zero effect alone)	A Screened out
ISD2 Forward Funded Infrastructure	The Council will recover the costs associated with forward funded infrastructure and require the implementation of deferred planning obligations as follows: 1. Where the council or its partners have forward funded infrastructure to support wider development proposals, applicants that rely on this infrastructure to mitigate the effects of their development and make it acceptable in planning terms will be required to repay its full cost of provision on a proportionate basis. 2. The council will refuse planning applications where applicants rely on forward funded infrastructure to make proposals acceptable in planning terms but are not prepared to make the required contribution through planning obligations.	This policy is related to the costs of new infrastructure and funding. This is a general policy which cannot in itself lead to development impacting upon any European sites.	Not applicable (zero effect alone)	A Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
ISD3 Deferred Planning Obligations	<p>Where the council has agreed to defer planning obligations on the grounds of viability, the applicant will be required to enter a legal agreement that enables the council to review an agreed viability assessment against future trigger points, with the aim of recovering all or part of the deferred planning obligations should a new assessment indicate that profits are higher than originally forecast.</p> <p>The details of the deferred planning obligation will be recorded in the legal agreement together with the form or nature that any recovery of obligation will take. These obligations should comply with national regulations on planning obligations.</p> <p>The council will refuse planning applications where applicants request the deferral of planning obligations but have not agreed a legal agreement that enables deferred planning obligations to be recovered. Where the Council, or its partners, have forward funded infrastructure to support wider development proposals, applicants that rely on this infrastructure to mitigate the effects of their development and make it acceptable in planning terms will be required to repay its full cost of provision on a proportionate basis. Planning applications will be refused where schemes rely on forward funded infrastructure in planning terms and are not prepared to make the required contribution.</p>	<p>This policy is related to the costs of new infrastructure and funding. This is a general policy which cannot in itself lead to development impacting upon any European sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>A Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
ISD4 Energy Infrastructure	<p>New development will be supported where it takes measures to reduce energy demand, incorporates supply from renewable energy sources and makes more efficient use of fossil fuels toward reaching net-zero carbon emissions from construction and operation, minimising both yearly and peak energy demand.</p> <p>All new non-residential built development will be expected to achieve a BREEAM rating of 'Very Good' or equivalent standard and demonstrate why an 'excellent' rating cannot be achieved.</p> <p>As part of any major development proposal, an energy statement should be submitted that clearly sets out the total energy requirements of development in the construction, build and operational phases. Should the energy needs of development not be met, the developer must identify how the carbon emissions will be off-set.</p>	<p>This policy aims to ensure minimal carbon emissions during the construction and operational phases of development within the Crewe AAP area. As this policy will ensure carbon emissions are kept to a minimal level, it is considered that this policy will not have a negative effect on European sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>B Screened out</p>
ISD5 Green Space and Green Infrastructure	<p>All new development should contribute to the delivery of a network of good quality, integrated, linked and accessible multi-functional green spaces across the Crewe Hub.</p> <p>Development proposals are expected to demonstrate how schemes will contribute to delivering the objectives of the Cheshire East Green Infrastructure Plan (2019).</p> <p>Major development proposals will need to demonstrate how they will incorporate green space and green infrastructure,</p>	<p>This policy requires all major development to contribute to the green infrastructure of the Crewe Hub, including the production of a Green Infrastructure Strategy, a non-technical environmental statement and a biodiversity management plan.</p> <p>This policy is environmentally beneficial and, therefore, will not have any impact upon the European sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>D Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	including demonstrating biodiversity net gain.			
ISD6 Skills Infrastructure	For non-residential development, the Council will seek planning obligations to deliver local employment opportunities and help address skills deficits in the local population. To do so all major development will be required to submit a site-specific Employment and Skills Plan.	As this policy is concerned with ensuring the local population are employed and receive skills-based training, there will be no impacts upon the European designated sites.	Not applicable (zero effect alone)	G Screened out
ISD7 Digital and Smart Infrastructure	Digital infrastructure, telecomms and other utilities equipment must be integrated in to the fabric of development where possible.	This policy is related to future-proofing with regards to technology and digital infrastructure. Therefore, this policy will not have a negative effect on European sites.	Not applicable (zero effect alone)	G Screened out
ISD8 Water Infrastructure	To ensure the comprehensive and efficient provision of water utilities, all development should create a sustainable solution to the water environment by: <ol style="list-style-type: none"> 1. Making best use of any opportunities for the sustainable management of surface water run-off through a sustainable drainage system (SuDS). If it is demonstrated that such a system cannot feasibly be achieved, then the following options may be implemented, in the priority listed: <ol style="list-style-type: none"> a) an attenuated discharge to watercourse, or b) where (i) is demonstrated not to be feasible, an attenuated discharge to a highway drain or public surface water sewer; c) where (ii) is demonstrated not to be feasible, an attenuated discharge to a public combined sewer. 	This policy is related to the management of water and the use of SuDS. Therefore, this policy will not have a negative effect on European sites.	Not applicable (zero effect alone)	E Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>2. Delivering or contributing to the delivery of, a high quality public realm with multi-functional benefits as part of a sustainable green and blue water environment</p> <p>3. Clearly demonstrating how early phase drainage solutions have regard to future interconnecting development phase; and</p> <p>4. How unfettered drainage access can be created to adjoining sites.</p>			
Improving Environmental Quality				
EQ1 Design, Integration of Development, and Public Realm	All new development across the Crewe Hub should raise design standards in the area, create a significant improvement in the quality of design and public realm, and provide green infrastructure within the development.	This policy is concerned with the design and integration of new development within the Crewe Hub and therefore will not negatively impact upon the European sites.	Not applicable (zero effect alone)	D, K Screened out
EQ2 Light and Privacy and Amenity Space	The design and layout of schemes, and their relationship to the site and its characteristics should provide an adequate degree of light and privacy between buildings and should include an appropriate quantity and quality of outdoor private amenity spaces, or where this is not possible, an equivalent contribution to public open space, having regard to the type and size of the proposed development.	As this policy is addressing light, privacy and amenity space within the design and layout of schemes, it is not considered to have a negative impact upon European sites.	Not applicable (zero affect alone)	B, G Screened out
EQ3 Environmentally Sustainable Design	Buildings should be designed to minimise their use of resources and impact on the environment. Proposals should incorporate design features that reduce energy consumption, maximise biodiversity net-gain and minimise water usage and surface run off.	This policy is concerned with the design of new buildings within the Crewe Hub and therefore will not negatively impact upon the European sites.	Not applicable (zero affect alone)	D, K Screened out

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
EQ4 Tall Buildings	<p>Tall buildings are defined as being substantially taller than buildings in their vicinity and/or which significantly change the skyline within the Crewe Hub.</p> <p>Tall buildings must:</p> <ul style="list-style-type: none"> a) make a positive contribution to the evolution of a unique, attractive and distinctive Crewe, including to its skyline and approach views. b) Be located where they can easily be served by public transport nodes. c) Play a positive role in a coordinated place-making approach to the wider area. <p>Proposals for tall buildings will be supported where it can be demonstrated that they:</p> <ul style="list-style-type: none"> a) Are of excellent design quality, b) Are appropriately located, c) Contribute positively to sustainability, d) Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and will bring significant regeneration benefits. <p>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment and public realm.</p>	<p>This policy is concerned with the design of tall buildings within the Crewe Hub and therefore will not negatively impact upon the European sites.</p>	<p>Not applicable (zero affect alone)</p>	<p>D, K Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
EQ5 Safeguarding Crewe's Railway and Built Heritage	<p>New development will be expected to avoid, minimise and mitigate negative impacts on Crewe's railway and built heritage assets (as identified on the adopted policies map).</p> <p>Development proposals that would remove, harm or undermine the significance of non-designated heritage assets, or their contribution to the character of a place, will only be supported where the benefits of the development outweigh the harm having regard to the level of the harm to the significance of the non-designated heritage asset.</p>	<p>As this policy is concerned with safeguarding the heritage of the current railway station, it is considered that this policy will not result in any effects upon European designated sites.</p>	<p>Not applicable (zero affect alone)</p>	<p>D, K Screened out</p>
Crewe Hub Development Areas				
DA1 Mill Street	<p>Development proposals for the development area should:</p> <ol style="list-style-type: none"> 1. reintroduce the historic grid iron street pattern to reinforce connections with older areas to the west around Lord Street and Eddlestone Road. 2. support delivery of the Mill Street Primary Green Route. 3. be designed to create a pedestrian and cyclist focused Crewe Hub Green Link (CHGL) connecting Crewe Railway Station with the town centre, through the central part of DA 1 'Mill Street'. 4. direct pedestrian and cyclist movement to the CHGL to enable a high degree of connectivity through the area. <p>The following development schemes will</p>	<p>Part of this area falls within 5km of Midland Meres and Mosses Phase 1 Ramsar and West Midlands Mosses SAC (component site Wybunbury Moss SSSI) so residential developments could lead to recreational impacts upon this European site. No hydrological or air quality impacts have been identified due to the distance of this area from all European sites.</p>	<p>Not applicable. In-combination assessment undertaken in Appropriate Assessment for recreational impacts. No in-combination assessment required for hydrological or air quality impacts as zero effect alone.</p>	<p>I Screened in</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>be supported:</p> <ul style="list-style-type: none"> a) residential b) mixed use resi-led office schemes c) higher density development and taller buildings towards the centre and east of the development area, closer to the railway lines. d) small scale retail, D1 and D2 uses that create activity on the street and help people find their way through the area. e) works to Mill Street and Mill Street Underline Bridge that visually enhance the character of the area and improve pedestrian and cyclist access to the town centre. f) development of the railway arches at Mill Street Underline Bridge for a range of uses including retail, D1 and D2, which creates a positive gateway that enhances the arrival to the town centre. g) temporary uses (including construction compounds) at Pedley Street car park during construction of rail infrastructure. h) proposals to open up the existing culvert. 			
DA2 Macon Way	<p>Development proposals for the development area should:</p> <ol style="list-style-type: none"> 1. Support the delivery of the Weston Road and Macon Way Primary Green Route to create an arterial pedestrian and cyclist route through the centre of the area, linking to Crewe Railway Station. 	<p>The northern half of this site is more than 5km from any European site, so no recreational impacts are anticipated. No hydrological or air quality impacts have been identified due to the distance of this area from all European sites.</p>	<p>Not applicable (zero effect alone)</p>	<p>K Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>2. Create a buffer along the railway line, sufficient to ensure that opportunities to introduce future bridge connections are not sterilised.</p> <p>3. Make sure the Valley Brook river corridor is protected.</p> <p>4. Enhance the Valley Brook river corridor as an important natural landscape feature and usable area of open land including:</p> <ul style="list-style-type: none"> a) Conserving and enhancing existing areas of value; b) Restoring and enhancing the natural elements of the river environment; and c) Promoting public access. <p>Development proposals adjacent to Valley Brook river corridor should:</p> <p>5. provide an active frontage and positive connection with the river corridor;</p> <p>The following development schemes will be supported:</p> <p>6. mixed use and residential led development incorporating a range of family housing in the northern part of the site.</p> <p>7. B1(a) and B1(b) business uses, and mixed uses in locations to the south of the area.</p> <p>8. C1 hotel uses in the south of the area that enhance the role and function of the Crewe Hub and mitigate relevant harmful impacts on adjoining uses.</p>			

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>9. landmark buildings of increased height and high quality design in frontage locations along Crewe Road and Macon Way that incorporate green landscaping at building frontages, creating green boulevards that incorporate trees, verges and urban meadows.</p> <p>10. pedestrian and cyclist routes incorporating extensive green infrastructure, which link residential development in the northern part of the site, Valley Brook and business uses at the south of the site, to Crewe Railway Station</p> <p>11. development proposals adjoining the Valley Brook that positively integrate with the river corridor through their layout and design.</p> <p>12. schemes designed with a naturalised buffer zone of at least 8 metres from the main river to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.</p> <p>Development proposals in areas at risk of flooding should be informed by a Flood Risk Assessment and address and mitigate known flood risks and demonstrate how surface water can be appropriately managed.</p>			
DA3 Commercial District	<p>Development proposals for the development area should:</p> <p>1. include green infrastructure and safe and convenient pedestrian and cyclist access that physically and visually integrates with adjoining</p>	<p>No recreational, hydrological or air quality impacts have been identified due to distance of this area from the nearest European site and the lack of residential provision.</p>	<p>Not applicable (zero effect alone)</p>	<p>K Screened out</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>public realm located in DA4: Station Hub.</p> <p>2. be set back from the highway to enable provision of enhanced landscaping and green infrastructure, contributing to the creation of the Weston Road and Macon Way Primary Green Routes.</p> <p>3. include an aboriginal statement when in the vicinity of the existing Tree Preservation Order (TPO) on the corner of Crewe Road and Gateway, and demonstrate how the TPO tree is incorporated into the proposal.</p> <p>The following development schemes will be supported:</p> <p>4. B1(a) and B1(b) business uses across the area.</p> <p>5. office-led mixed-use residential development.</p> <p>6. Small scale retail on frontage locations of Weston Road exceptionally designed landmark buildings on the frontage of Weston Road and Crewe Road.</p> <p>7. consolidated parking delivered in multi storey format, incorporating basement/undercroft parking, where possible.</p> <p>8. The upgrading of First Avenue, creating a route that links Weston Road and Gateway to accommodate additional traffic.</p>			
DA4 Station Hub	<p>Development proposals for the development area should:</p> <p>1. not prevent or impede the successful and efficient operation of Crewe</p>	<p>No recreational or hydrological impacts have been identified due to distance of this area from the nearest European site and the lack</p>	<p>Not applicable. In-combination assessment undertaken in Appropriate Assessment</p>	<p>I Screened in</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>Railway Station or sterilise future opportunities to upgrade Station infrastructure, buildings, access or facilities.</p> <p>2. deliver a high quality public realm adjoining the entrance to Crewe Railway Station, including a new public plaza, incorporating green space, and extensive landscaping</p> <p>The following development schemes will be supported:</p> <p>3. B1(a) and B1(b) business uses</p> <p>4. public realm schemes that connect to and visually integrate with adjoining public realm located in DA3: Commercial District.</p> <p>5. provision of a station ticket office, associated retail, food, drink and drinking establishments adjoining Crewe Railway Station.</p> <p>6. landmark buildings incorporating a mix of B1(a) and B1(b) uses, hotel and conferencing facilities, and A3 and A4 uses.</p> <p>7. a multi-storey car park to accommodate around 1,200 car parking spaces.</p> <p>8. a high quality public transport interchange that includes:</p> <ul style="list-style-type: none"> a. capacity for sufficient bus stands that have covered waiting facilities and lighting, to serve future services; b. onward travel information to encourage integration with other modes: rail, taxi, cycling and walking; 	<p>of residential provision. However, the provision of 1,200 car parking spaces may encourage cars onto the main road network around Crewe, where it falls within 200m of the European sites. The European sites that could potentially be impacted upon are:</p> <ul style="list-style-type: none"> - Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) - Midland Meres and Mosses Phase 2 Ramsar (Oakhanger Moss SSSI; Black Firs and Cranberry Moss SSSI) - West Midlands Mosses SAC (Wybunbury Moss SSSI) 	<p>for air quality impacts.</p> <p>No in-combination assessment required for recreational or hydrological impacts.</p>	

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>9. proposals for the realignment of the local highways network incorporating improvements to the Crewe Road roundabout and Weston Road that enable safe and convenient movement for pedestrians and cyclists, whilst delivering wider highways and public realm benefits.</p>			
DA5 Gresty Road	<p>Development proposals for the development area should:</p> <ol style="list-style-type: none"> 1. contribute to the delivery of highway schemes that improve the efficiency and safety of the local network on Gresty Road and South Street. 2. make sure the amenity of existing occupiers is not harmed, when adjoining existing residential uses to the south of the area. 3. retain and reinforce the layout and form of the identified South Street, Gresty Road and Nantwich Road character area, including the retention of heritage and character buildings. Where taller buildings are appropriate, proposals for non-residential uses should not harm the amenity of nearby residents. <p>The following development schemes will be supported:</p> <ol style="list-style-type: none"> 4. office-led mixed-use development across this area delivering a range of homes and B1(a) and B1(b) business uses. 5. proposals to enhance the stadium's role as a recreation and leisure facility. 6. redevelopment of the site of the 	<p>This area falls within 5km of Midland Meres and Mosses Phase 1 Ramsar and West Midlands Mosses SAC (component site Wybunbury Moss SSSI) so residential developments could lead to recreational impacts upon this European site. No hydrological or air quality impacts have been identified due to the distance of this area from all European sites.</p>	<p>Not applicable. In-combination assessment undertaken in Appropriate Assessment for recreational impacts. No in-combination assessment required for hydrological or air quality impacts as zero effect alone.</p>	<p>I Screened in</p>

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	<p>current Rail House to deliver a landmark building at a similar height, incorporating a mix of uses, the most active of which should be located at the ground floor.</p> <p>7. redevelopment of Nantwich House incorporating extensive high quality public realm and new cycling and pedestrian access routes to Crewe Railway Station.</p> <p>8. the use of land adjoining the safeguarded route of the Southern Link Road Bridge (SLRB) (identified on the adopted policies map) for a temporary construction compound. Upon completion of the SLRB, development of this land for uses consistent with the approach to the area will be permitted.</p> <p>9. development that supports the delivery of a pedestrian and cycle focussed Railway Station entrance and associated public realm works, including the provision of green infrastructure, to the north of Crewe Alexandra Stadium (and identified as safeguarded land on the adopted policies map).</p> <p>10. re-use of existing open space for outdoor recreation and leisure uses</p> <p>11. intensification of the parking use at Crewe Alexandra car park to provide multi storey parking</p> <p>In the event the stadium site becomes available for development, proposals for a mix of uses including residential, community facilities, and B1(a) and B1(b) business, which integrate high</p>			

Policy/ Objective	Policy/ objective summary	Assessment of likelihood significant effects alone	In-combination assessment	Pre-screening category and outcome
	quality public realm and amenity green space, and contribute to the delivery of the Gresty Road and Mill Street Primary Green Route will be supported.			
DA6 Nantwich Road Corridor	<p>A new entrance to Crewe Railway Station at Nantwich Road should make sure there is a fully integrated and accessible solution that prioritises pedestrian and cyclist access.</p> <p>The following development schemes will be supported:</p> <ol style="list-style-type: none"> 1. proposals to improve the environment on Nantwich Road for non-vehicular users that: <ul style="list-style-type: none"> a) include high quality public realm; b) integrate green infrastructure; c) provide appropriate and secure cycle storage; and d) give priority to, and include clear routes for, pedestrians and cyclists. 2. Temporary measures, ahead of the construction of the SLRB, which create more space for pedestrians and cyclists along Nantwich Road. 	Proposals for this area are concerned with ensuring the new Crewe railway station entrance at Nantwich Road prioritises accessibility for pedestrians and cyclists. Therefore, this policy will not have a negative impact upon European sites.	Not applicable (zero affect alone)	G Screened out

3.1.2 Summary of Likely Significant Effects

The below table summarises the factors screened in that could have a likely significant effect on the screened in European designated sites. For potential screened in impact pathways, the relevant policies are given.

Table 3-2: Potential Impacts Screened in (✓) or Out (X)

European Site	Impact pathways and listed policies screened in		
	Recreational	Air Quality	Hydrology
Midland Meres and Mosses Phase 1 Ramsar	✓ DA1; DA5	✓ DA4; IC8	X
Midland Meres and Mosses Phase 2 Ramsar	X	✓ DA4; IC8	X
West Midlands Mosses SAC	✓ DA1; DA5	✓ DA4, IC8	X

4

Screening Conclusion

This Screening Assessment has considered the CHAAP objectives and policies for any impacts on European sites within 10km of the CHAAP. The assessment has also taken into account in-combination effects with other relevant plans and strategies.

The plan comprises of four objectives, under which there are numerous policies regarding the development of new infrastructure, linking Crewe Railway Station with Crewe town centre, and improving sustainable travel. No European sites are located within the CHAAP boundary, but three are located within 10km of the CHAAP. This Screening Assessment has identified an uncertain effect upon the screened in European sites due to the potential for increased air pollution and recreational impacts. West Midlands Mosses SAC is currently at its critical load for nitrogen deposition and therefore potential increased traffic into the area may negatively impact this SAC. The proposal for new homes may negatively impact upon the European designated sites due to recreational impacts.

In conclusion, the CHAAP could have an adverse impact on the screened in European designated sites, and therefore an Appropriate Assessment is required.

5 Appropriate Assessment

5.1 Introduction

This section describes Tasks 2 and 3 of the HRA of the CHAAP, as outlined in Section 2.

Where the potential for significant effects has been identified, the nature and likely scale of effects on the integrity of the individual European sites are reported, excluding those aspects that have been screened out. Additional information and interpretation is provided to allow for a reasonable assessment of the effects, and to identify appropriate mitigation that can be included within the plan to ensure that adverse effects do not occur.

5.2 Screening Conclusion

The HRA Task 1 screening assessment identified that the CHAAP could potentially have significant adverse effects on the following sites:

- Midland Meres and Mosses Phase 1 Ramsar
- Midland Meres and Mosses Phase 2 Ramsar
- West Midland Mosses SAC

5.3 Assessment of Effects on Site Integrity

This section details the Appropriate Assessment of the potential effects of the CHAAP on the integrity of the identified European sites. This assessment lists and considers all qualifying species in the European sites. Any other typical habitats or species within or outside the boundaries of these protected sites which are necessary to the conservation of qualifying features are also considered in the assessment.

5.3.1 West Midlands Mosses SAC

Qualifying Features

The West Midlands Mosses qualify as a SAC for the following features:

- Natural dystrophic lakes and ponds – West Midlands Mosses contains three pools, one at Clarepool Moss and two at Abbots Moss, that are examples of dystrophic lakes and ponds in the lowlands of England and Wales, where this habitat type is rare.
- Transition mire and quaking bogs – West Midlands Mosses represents Schwingmoor vegetation. Floating rafts of Sphagnum-dominated vegetation have developed over semi-liquid substrates within basins. In the UK this type of Sphagnum-dominated vegetation is confined to this part of England and mid-Wales. Wybunbury Moss is one of the finest examples in the country of a Schwingmoor.

Conservation Objectives

Natural England's conservation objectives for the West Midlands Mosses SAC are:

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed above), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats

- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely.

Environmental Conditions Sustaining Integrity of Site

The West Midlands Mosses comprises four sites: Clarepool Moss, Abbots Moss, Chartley Moss and Wybunbury Moss. Only Wybunbury Moss is considered in this Appropriate Assessment as all other sites have been screened out.

Wybunbury Moss has been historically impacted by, and remains vulnerable to, changes in water quality and nutrient enrichment from its surrounding catchment. The site is also vulnerable to hydrological changes. As well as surface water, ground water is also an important water supply mechanism to the moss. Hence the site is vulnerable to groundwater abstractions and artificial flooding as well as catchment drainage.

The transition mire habitat experiences continual re-colonisation by scrub, typically birch and pine, as a consequence of past hydrological change e.g. historical drainage and cumulative nutrient enrichment together with readily available seed sources. The presence of excessive amounts of scrub and trees affects the mire habitat by increasing the rate of drying out and by the addition of nutrients.

The site is also vulnerable to air pollution, as deposits of nitrogen dioxide, particulates and sulphur dioxide (diesel trains) adversely impact upon the health of Sphagnum (which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site). The screening assessment identified likely significant effects of the CHAAP in relation to air pollution from increased traffic on the road network around Wybunbury Moss SSSI.

The hydrological impact pathway has been screened out of this HRA due to the distance of the CHAAP from Wybunbury Moss and the lack of hydrological connectivity to the site.

The screening assessment identified the potential for significant effects on the site through damage caused by increased recreational pressure on this component site due to a potential increased population within the Hub Area.

Assessment of Impacts Upon Site Integrity

Details for the Appropriate Assessment of the CHAAP, both alone and in-combination with other plans and projects on the integrity of the West Midlands Mosses SAC are described in Table 5-1.

Table 5-1: Test of adverse effects of integrity on the West Midlands Mosses SAC

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
Natural dystrophic lakes and ponds Transition mires and quaking bogs	Physical damage (due to recreational pressures)	<p>The policies screened into this appropriate assessment for recreational impacts are DA1 and DA5, which relate to potential housing provision in the hub.</p> <p>The CHAAP includes the provision of residential development. This may cause an increase in recreational pressure on the European site, which is surrounded by public footpaths. However, there are no facilities such as a visitor centre or public car park on site. Therefore, it is unlikely that large numbers of people from the increased population in Crewe resulting from the plan will visit this European site.</p> <p>Although the site is surrounded by public footpaths for its access as a National Nature Reserve, there are no paths that run into the raised bog itself. Access to the main habitats is only via a permit from Natural England, meaning that the trampling of any sensitive habitats and associated species in the bog will not increase in meaningful level from the baseline (i.e. negligible or no increase from the actions of the permitted site activities).</p> <p>Additional pressure from littering or the potential introduction of non-native plant species could be a risk. However, the likelihood of introducing non-native plants is deemed to be very low as the proposals do not involve the introduction of any roads, infrastructure or residential properties adjacent to the site. In order to introduce any non-native plant species to the Moss, this would need to be carried on foot following paths for approximately 400m, which reduce this risk to an insignificant level. Although there is potential for some increase in littering through an increase in use of the perimeter paths, it is not feasible that this would compromise the integrity of designated habitats.</p>	<p>The CHAAP includes policies that will indirectly avoid impacts upon this European site, by directing the public to more local open spaces.</p> <p>Objective 3 of the Plan ensures that development will support and enable sport and recreation within the area. Objective 4 of the Plan includes aims to improve the urban landscape and create a high quality public realm. Policies ISD5, IC3, IC7 and EQ1 include the provision of green infrastructure. This will encourage recreational use within the CHAAP area itself and inherently reduce the out spill of recreational activities into areas such as Wybunbury Moss SSSI, part of the West Midlands Mosses SAC</p> <p>Although it is unlikely that significant numbers of people will visit the areas of Wybunbury Moss SSSI containing habitats sensitive to trampling and other recreational pressures, the CHAAP addresses and reduces potential minor impacts through the development area policies. All new developments will need to provide sufficient outdoor recreation space to demonstrate that recreational activities such as dog walking can be encouraged within the local area, rather than further afield to sites such as Wybunbury Moss SSSI.</p> <p>All measures to avoid/reduce impacts upon this European site can be guaranteed because they are incorporated directly into the local plan, meaning that any planning decisions will be directly impacted upon.</p>	<p>Refer to Appendix A and B for details of all other plans and projects considered for this in combination assessment.</p> <p>Potential in combination effects for recreational pressure have been identified for the Cheshire East Local Plan Strategy. The Cheshire East Publication Draft Site Allocations and Development Policies Document concludes that there will be negligible recreational impacts on Wybunbury Moss SSSI in its assessment of the potential impacts upon the West Midlands Mosses SAC (no likely significant effects alone or in combination).</p> <p>Policies SC1, SC2 and SE 6 in the Cheshire East Local Plan Strategy aim to strengthen the contribution that open space, sport, leisure and recreation facilities make to Cheshire East's Green Infrastructure network by protecting and enhancing existing, and providing new, open spaces and recreational facilities. This complements the CHAAP policies and will reduce the potential for increased recreational pressure on the West Midlands Mosses SAC.</p> <p>Potential in combination effects include the adopted strategic sites allocations in the Cheshire East Local Plan Strategy, the development of strategic sites on the edge of Crewe (CS 2: Basford West, CS 6: The Shavington/ Wybunbury Triangle and CS 7: East Shavington) from increased recreational pressure. However, mitigation measures have been integrated into the Local Plan Strategy, and as a result, these strategic site allocations will not have an adverse impact on site integrity for the West Midlands Mosses SAC.</p> <p>Site CS 6: The Shavington/ Wynbunbury Triangle is located just 400 m from Wybunbury Moss and therefore is most likely to have the potential to result in adverse effects due to increased recreational impacts. A planning application for the development of this site was submitted to Cheshire East Council (12/3114N) and planning permission granted including a legal agreement, and as part of this a Habitats Regulations Assessment has been carried out. This assessment determined no significant effect on</p>	No adverse impact upon site integrity

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
				<p>Wybunbury Moss. The proposed development will provide areas of open space/amenity village green/sports pitches, as well as an area proposed as a park/nature conservation area.</p> <p>The Cheshire East LPS also concludes that it is unlikely that the development of sites CS 2 and CS 7 would result in any adverse impact on the integrity of the designated site due to recreational pressures. Site Specific Principles of Development for strategic sites CS 2, CS 6 and CS 7 state that these sites will only be developed where it can be demonstrated that there is no adverse impact on West Midland Mosses SAC (Wybunbury Moss SSSI). A Habitats Regulations Assessment of the direct and indirect impacts of the development of each of the sites on the features of special interest will be required and will be expected to consider changes in recreational pressures and impacts of increased foot traffic on sensitive habitats and species. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site or the project will not be able to go ahead.</p> <p>No other plans or projects have been identified which could act in combination with the identified hazards for West Midlands Mosses SAC.</p>	
	Air quality impacts	<p>Policies IC8 and DA4 have been screened into this appropriate assessment for air quality impacts.</p> <p>The provision of approximately 1,200 car parking spaces and a potential increase in new homes and businesses could lead to an increase in the use of the road network around Crewe, where it falls in proximity to Wybunbury Moss SSSI; a component of West Midlands Mosses SAC. Potential increases in nitrogen deposition from NOx emissions could impact upon raised bog habitats. Although the plan (through DA4) accounts for the provision of 1,200 car parking spaces in a multi-story car park, this will be a consolidation of many of the existing parking opportunities within the area, rather than increasing the number of</p>	<p>Although there will be no significant impacts upon Wybunbury Moss SSSI, any development from the CHAAP will be underpinned by policy from the Local Plan Strategy (SE12) and the Site Allocations and Development Policies Document (ENV12), to ensure that there is no impact upon Wybunbury Moss SSSI in terms of air quality impacts and nitrogen deposition.</p>	<p>No air quality impacts for Wybunbury Moss are identified within the Cheshire East Publication Draft Site Allocations and Development Policies Document or Cheshire East Local Plan Strategy in relation to the Midland Meres and Mosses Phase 1 Ramsar.</p> <p>Policy SE12 in the Local Plan Strategy states that developments should support improvements to air quality and not contradict the Air Quality Strategy or Air Quality Action Plan, and seek to promote sustainable transport policies. For strategic sites around Crewe, such as LPS9, the Shavington / Wybunbury Triangle, the council expects that impacts from changes to air quality and nitrogen deposition from end use traffic emissions in relation to European sites is considered. Any development from the CHAAP will be underpinned by policy from the Local Plan</p>	No adverse impact

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
		<p>spaces by 1,200 from the baseline.</p> <p>Wybunbury Moss is currently in exceedance of its critical load for nitrogen, which could impact upon the raised bog habitats on site (APIS, 2019). Sections of the main road through Wybunbury (B5071) fall between 150m and 200m from the boundary of the Ramsar. Pollutant levels can be expected to fall substantially at a distance less than 50m from the source and can be expected to fall to background levels at a distance of more than 200m (Design Manual for Roads and Bridges (DMRB) Volume 11). Therefore, only some sections of the outer perimeter of this site, which mainly comprises scrub and woodland rather than the more sensitive bog habitats, will be subject to deposition from road traffic.</p> <p>Although the employment opportunities within the Crewe Hub Area will increase as a result of new businesses, the improvement of public transport will encourage greater use of the public transport network, thus a reduction in the reliance on private vehicles. The Plan will also create a high quality cycle network (e.g. Policy IC4), providing links to the town centre and surrounding areas, will improve the quality of pedestrian walking routes within the area, and will provide a high quality public transport interchange facility to encourage onward travel by means of public transport. Overall, there will be a trend towards decreasing use of private cars on the road network around Wybunbury Moss SSSI and therefore no significant increase from the baseline on adverse impacts on nitrogen sensitive habitats are anticipated.</p>		<p>Strategy, as well as specific policies within the CHAAP to ensure that there is no impact upon Wybunbury Moss SSSI in terms of air quality impacts and nitrogen deposition.</p> <p>No other plans or projects have been identified which could act in combination with the identified hazard (air quality impacts) for the West Midlands Mosses SAC.</p>	

5.3.2 Midland Meres and Mosses Phase 1 Ramsar

Qualifying Features

The Midland Meres and Mosses Phase 1 Ramsar is designated under the following criteria:

- Criterion 1 – The site comprises a diverse range of habitats from open water to raised bog.
- Criterion 2 – The site supports a number of rare species of plants associated with wetlands including five nationally scarce species, together with an assemblage of rare wetland invertebrate (three endangered insects and five other British Red Data Book species of invertebrates).
- Noteworthy flora:
 - Six-stamened Waterwort *Elatine hexandra*
 - Needle Spike-rush *Eleocharis acicularis*
 - Cowbane *Cicuta virosa*
 - Marsh Fern *Thelypteris palustris*
 - Elongated Sedge *Carex elongata*
- Noteworthy fauna:
 - Caddisfly *Hagenella clathrata*
 - Cranefly *Limnophila fasciata*
 - Cranefly *Prionocera pubescens*
 - Cranefly *Gonomyia abbreviata*
 - Reed Beetle *Donacia aquatica*
 - Rove Beetle *Lathrobium rufipenne*
 - Spider *Carorita limnaea*
 - Spider *Sitticus floricola*

Conservation Objectives

Natural England does not have specific conservation objectives for Ramsar sites; however, the same objectives as those for SACs and SPAs can also be applied to Ramsar sites.

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

Environmental Conditions Sustaining Integrity of Site

The Midland Meres and Mosses Phase 1 Ramsar comprises 16 component sites in the north-west midlands of England. The sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats; reed swamps, fen, carr and damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats support nationally important flora and fauna.

The screening assessment identified the potential for impacts upon just one of the component sites of the Midland Meres and Mosses Phase 1 Ramsar: Wybunbury Moss SSSI, due to its proximity to the CHAAP.

Wybunbury Moss has also been historically impacted by, and remains vulnerable to, changes in water quality and nutrient enrichment from its surrounding catchment. The site is also vulnerable to hydrological changes. As well as surface water, ground water is also an important water supply mechanism to the moss. Hence the site is vulnerable to groundwater abstractions and artificial flooding as well as catchment drainage.

The transition mire habitat experiences continual re-colonisation by scrub, typically birch and pine, as a consequence of past hydrological change e.g. historical drainage and cumulative nutrient enrichment together with readily available seed sources. The presence of excessive amounts of scrub and trees affects the mire habitat by increasing the rate of drying out and by the addition of nutrients.

The site is also vulnerable to air pollution, as deposits of nitrogen dioxide, particulates and sulphur dioxide (diesel trains) adversely impact upon the health of Sphagnum (which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site). The screening assessment identified likely significant effects of the CHAAP in relation to air pollution from increased traffic on the road network around Wybunbury Moss SSSI.

The hydrological impact pathway has been screened out of this HRA due to the distance of the CHAAP from Wybunbury Moss and the lack of hydrological connectivity to the site.

The screening assessment identified the potential for significant effects on the site through damage caused by increased recreational pressure due to an increased population within the Hub Area.

Assessment of Impacts Upon Site Integrity

Details for the Appropriate Assessment of the CHAAP, both alone and in-combination with other plans and projects on the integrity of the Midland Meres and Mosses Phase 1 Ramsar are described in Table 5-2.

Table 5-2: Test of adverse effects of integrity on the Midlands Meres and Mosses Phase 1 Ramsar

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
<p>Criteria 1 - The site comprises a diverse range of habitats from open water to raised bog.</p> <p>Criteria 2 - Supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).</p> <p>Noteworthy flora:</p> <ul style="list-style-type: none"> - Six-stamened Waterwort Elatine hexandra - Needle Spike-rush Eleocharis acicularis - Cowbane Cicuta virosa - Marsh Fern Thelypteris palustris - Elongated Sedge Carex elongata <p>Noteworthy fauna:</p> <ul style="list-style-type: none"> - Caddisfly Hagenella clathrata - Cranefly Limnophila fasciata - Spider Carorita limnaea - Rove Beetle Lathrobium rufipenne - Reed Beetle Donacia aquatica 	Physical damage (due to recreational pressures)	<p>The policies screened into this assessment are: DA1 and DA5. These relate to the potential provision of new homes. This may cause an increase in recreational pressure on the European site, which is surrounded by public footpaths. However, there are no facilities such as a visitor centre or public car park on site. Therefore, it is unlikely that large numbers of people from the increased population in Crewe resulting from the plan will visit this European site.</p> <p>Although the site is surrounded by public footpaths for its access as a National Nature Reserve, there are no paths that run into the raised bog itself. Access to the main habitats is only via a permit from Natural England meaning that the trampling of any sensitive habitats and associated species in the bog will not increase in meaningful level from the baseline (i.e. negligible or no increase from the actions of the permitted site activities).</p> <p>Additional pressure from littering or the potential introduction of non-native plant species could be a risk. However, the likelihood of introducing non-native plants is deemed to be very low as the proposals do not involve the introduction of any roads, infrastructure or residential properties adjacent to the site. In order to introduce any non-native plant species to the Moss, this would need to be carried on foot following paths for approximately 400m, which reduce this risk to an insignificant level. Although there is potential for some increase in littering through an increase in use of the perimeter paths, it is not feasible that this would compromise the integrity of designated habitats.</p>	<p>The CHAAP includes policies that will indirectly avoid impacts upon this European site, by directing the public to more local open spaces. Objective 3 of the Plan ensures that development will support and enable sport and recreation within the area. Objective 4 of the Plan includes aims to improve the urban landscape and create a high quality public realm. Policies ISD5, IC3, IC7 and EQ1 include the provision of green infrastructure. This will encourage recreational use within the CHAAP area itself and inherently reduce the out spill of recreational activities into areas such as Wybunbury Moss SSSI, part of the Midlands Meres and Mosses Phase 1 Ramsar.</p> <p>Although it is unlikely that significant numbers of people will visit the areas of Wybunbury Moss SSSI containing habitats sensitive to trampling and other recreational pressures, the CHAAP addresses and reduces potential minor impacts through the development area policies. All new developments will need to provide sufficient outdoor recreation space (e.g. Policy EQ2) to demonstrate that recreational activities such as dog walking can be encouraged within the local area, rather than further afield to sites such as Wybunbury Moss SSSI.</p> <p>All measures to avoid/reduce impacts upon this European site can be guaranteed because they are incorporated directly into the local plan, meaning that any planning decisions will be directly impacted upon.</p>	<p>Refer to Appendix A and B for details of all other plans and projects considered for this in combination assessment.</p> <p>Potential in combination effects for recreational pressure have been identified for the Cheshire East Local Plan Strategy. The Cheshire East Publication Draft Site Allocations and Development Policies Document concludes that there will be negligible recreational impacts on Wybunbury Moss SSSI in its assessment of the Midlands Meres and Mosses Phase 1 Ramsar (no likely significant effects alone or in combination).</p> <p>Policies SC1, SC2 and SE 6 in the Cheshire East Local Plan Strategy aim to strengthen the contribution that open space, sport, leisure and recreation facilities make to Cheshire East's Green Infrastructure network by protecting and enhancing existing, and providing new, open spaces and recreational facilities. This complements the CHAAP policies and will reduce the potential for increased recreational pressure on the Midland Meres and Mosses Phase 1 Ramsar.</p> <p>Potential in combination effects include the adopted strategic sites allocations in the Cheshire East Local Plan Strategy, the development of strategic sites on the edge of Crewe (CS 2: Basford West, CS 6: The Shavington/Wybunbury Triangle and CS 7: East Shavington) from increased recreational pressure. However, mitigation measures have been integrated into the Local Plan Strategy, and as a result, these strategic site allocations will not have an adverse impact on site integrity for the Midland Meres and Mosses Phase 1 Ramsar.</p> <p>Site CS 6: The Shavington/ Wynbunbury Triangle is located just 400 m from Wybunbury Moss and therefore is most likely to have the potential to result in adverse effects due to increased recreational impacts. A planning application for the development of this site was submitted to Cheshire East Council (12/3114N) and planning permission granted including a legal agreement, and as part of this a Habitats Regulations Assessment has been carried out. This assessment determined no significant effect on Wybunbury Moss. The proposed development will provide areas of open space/amenity village green/sports pitches, as well as an area proposed as a park/nature conservation area.</p>	No adverse impact upon site integrity

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
- Cranefly Prionocera pubescens - Cranefly Gonomyia abbreviata - Spider Sitticus floricola				<p>The Cheshire East LPS also concludes that, it is unlikely that the development of sites CS 2 and CS 7 would result in any adverse impact on the integrity of the designated site due to recreational pressures. Site Specific Principles of Development for strategic sites CS 2, CS 6 and CS 7 state that these sites will only be developed where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI). A Habitats Regulations Assessment of the direct and indirect impacts of the development of each of the sites on the features of special interest will be required and will be expected to consider changes in recreational pressures and impacts of increased foot traffic on sensitive habitats and species. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site or the project will not be able to go ahead.</p> <p>No other plans or projects have been identified which could act in combination with the identified hazard (recreational pressure) for the Midlands Meres and Mosses Phase 1 Ramsar.</p>	
Air quality impacts		<p>Policies IC8 and DA4 have been screened into this appropriate assessment for air quality impacts.</p> <p>The provision of approximately 1,200 car parking spaces and a potential increase in new homes and businesses could lead to an increase in the use of the road network around Crewe, where it falls in proximity to Wybunbury Moss SSSI; a component of West Midlands Mosses SAC. Potential increases in nitrogen deposition from NOx emissions could impact upon raised bog habitats. Although the plan (through DA4) accounts for the provision of 1,200 car parking spaces in a multi-story car park, this will be a consolidation of many of the existing parking opportunities within the area, rather than increasing the number of spaces by 1,200 from the baseline.</p> <p>Wybunbury Moss is currently in exceedance of its critical load for nitrogen, which could impact upon the raised bog habitats on site (APIS, 2019). Sections of the main road through Wybunbury (B5071) fall</p>	<p>Although there will be no significant impacts upon Wybunbury Moss SSSI, any development from the CHAAP will be underpinned by policy from the Local Plan Strategy (SE12) and the Site Allocations and Development Policies Document (ENV12), to ensure that there is no impact upon Wybunbury Moss SSSI in terms of air quality impacts and nitrogen deposition.</p>	<p>No air quality impacts for Wybunbury Moss are identified within the Cheshire East Publication Draft Site Allocations and Development Policies Document or Cheshire East Local Plan Strategy in relation to the Midland Meres and Mosses Phase 1 Ramsar.</p> <p>Policy SE12 in the Local Plan Strategy states that developments should support improvements to air quality and not contradict the Air Quality Strategy or Air Quality Action Plan, and seek to promote sustainable transport policies. For strategic sites around Crewe, such as LPS9, the Shavington / Wybunbury Triangle, the council expects that impacts from changes to air quality and nitrogen deposition from end use traffic emissions in relation to European sites is considered. Any development from the CHAAP will be underpinned by policy from the Local Plan Strategy (SE12) and Site Allocations and Development Policies Document (ENV12) to ensure that there is no impact upon Wybunbury Moss SSSI in terms of air quality impacts and nitrogen deposition.</p> <p>No other plans or projects have been identified which could act in combination with the identified hazard (air quality impacts) for the Midlands Meres and Mosses Phase 1 Ramsar.</p>	No adverse impact

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
		<p>between 150m and 200m from the boundary of the Ramsar. Pollutant levels can be expected to fall substantially at a distance less than 50m from the source and can be expected to fall to background levels at a distance of more than 200m (Design Manual for Roads and Bridges (DMRB) Volume 11). Therefore, only some sections of the outer perimeter of this site, which mainly comprises scrub and woodland rather than the more sensitive bog habitats, will be subject to deposition from road traffic.</p> <p>Although the employment opportunities within the Crewe Hub Area will increase as a result of new businesses, the improvement of public transport will encourage greater use of the public transport network, thus a reduction in the reliance on private vehicles. The Plan will also create a high quality cycle network (e.g. Policy IC4), providing links to the town centre and surrounding areas, will improve the quality of pedestrian walking routes within the area, and will provide a high quality public transport interchange facility to encourage onward travel by means of public transport. Overall, there will be a trend towards decreasing use of private cars on the road network around Wybunbury Moss SSSI and therefore no significant increase from the baseline on adverse impacts on nitrogen sensitive habitats are anticipated.</p>			

5.3.3 Midland Meres and Mosses Phase 2 Ramsar

Qualifying Features

The Midland Mere and Mosses Phase 2 Ramsar is designated under the following criteria:

- Criterion 1 - The site comprises a diverse range of habitats from open water to raised bog.
- Criterion 2 - The site supports a number of rare species of plants associated with wetlands, including the nationally scarce Cowbane and Elongated Sedge. Also present are the nationally scarce bryophytes *Dicranum affine* and *Sphagnum pulchrum*.

It also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth *Glyptopteryx lathamella*, the caddisfly *Hagenella clathrata* and the sawfly *Trichiosoma vitellinae*.

Conservation Objectives

Natural England does not have specific conservation objectives for Ramsar sites; however, the same objectives as those for SACs and SPAs can also be applied to Ramsar sites.

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

Environmental Conditions Sustaining Integrity of Site

The Midland Meres and Mosses Phase 2 Ramsar comprises 18 component sites in the north-west midlands of England and north-east Wales. The sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats; reed swamps, fen, carr and damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats support nationally important flora and fauna.

The Midland Meres and mosses Phase 2 Ramsar is vulnerable to eutrophication, the introduction of invasive non-native plant species and pollution, including pesticides and agricultural runoff.

The screening assessment identified the potential for significant effects on two component sites; Black Firs and Cranberry Moss SSSI and Oakhanger Moss SSSI, due to their proximity to the CHAAP area.

Black Firs and Cranberry Moss SSSI consists of an outstanding example of schwingmoor basin mire (Cranberry Moss), which is notably rich in bog and fen plants, and Black firs, in the south-west of the site in a modified valley semi natural Alder Woodland, which has been subject to historical drainage.

Oakhanger Moss SSSI forms a shallow cluster of depressions in glacial sands, supporting important mire vegetation communities and clearly demonstrates vegetation succession from open water to raised bog. Since the 1600s, the flow of water from Alsager Mere to the east has ceased and the bog has become infilled with sedge and reed swamp peat, and most recently with peat derived from Sphagnum mosses. The site has also developed a scrub cover. There are two distinct areas of vegetation dominated by bog moss in the centre of the site.

Assessment of Impacts Upon Site Integrity

Details for the Appropriate Assessment of the CHAAP, both alone and in-combination with other plans and projects on the integrity of the Midland Meres and Mosses Phase 2 Ramsar are described in Table 5-3.

Table 5-3: Test of adverse effects of integrity on the Midland Meres and Mosses Phase 2 Ramsar

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
<p>Criteria 1 - The site comprises a diverse range of habitats from open water to raised bog.</p> <p>Criteria 2 - Supports a number of rare species of plants associated with wetlands, including the nationally scarce Cowbane and Elongated Sedge. Also present are the nationally scarce bryophytes <i>Dicranum affine</i> and <i>Sphagnum pulchrum</i>.</p> <p>Also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth <i>Glyptipteryx lathamella</i>, the caddisfly <i>Hagenella clathrata</i> and the sawfly <i>Trichiosoma vitellinae</i>.</p>	Air quality impacts	<p>The policies screened into this appropriate assessment are IC8 and DA4.</p> <p>The provision of approximately 1,200 car parking spaces and a potential increase in new homes and businesses could lead to an increase in the use of the road network around Crewe, where it falls in proximity to Black Firs and Cranberry Moss SSSI and Oakhanger Moss SSSI; components of the Midland Meres and Mosses Phase 2 Ramsar. Although the Plan (through DA4) accounts for the provision of 1,200 car parking spaces in a multi-story car park, this will be a consolidation of many of the existing parking opportunities within the area, rather than increasing the number of spaces by 1,200 from the baseline.</p> <p>Black Firs and Cranberry Bog SSSI is currently in exceedance of its critical load for nitrogen, which could impact upon the raised bog habitats on site. The long term trend shows a slight reduction in nitrogen deposition on the forest and short vegetation over a 10 year period between 2006 and 2016. Oakhanger Moss is also in exceedance of its critical load for nitrogen deposition. The trend has not changed in the last 10 years (2006- 2016) (APIS, 2019).</p> <p>Although there are sections of the main road (A531) running immediately adjacent to the Black Firs and Cranberry Bog SSSI, this section of road is next to Black Firs, which is a semi-natural Alder Woodland. The sensitive schwingmoor bog habitat is in the north-eastern part of the site, more than 200m from the main road network. Similarly, although Oakhanger Moss SSSI falls within 130m of the M6, the two distinct areas of raised bog are in the centre of the site, more than 200m from the M6. Pollutant levels can be expected to fall substantially at a distance less than 50m from the source and can be expected to fall to background levels at a distance of more than 200m (Design Manual for Roads and Bridges (DMRB) Volume 11). Therefore, the raised bog habitats designated in the Ramsar (and the species which they support), are unlikely to be impacted upon by any additional traffic on the road network as a result of the CHAAP.</p> <p>Although the employment opportunities within the Crewe Hub area will increase as a result of new businesses, the improvement of public transport will encourage greater use of the public transport network, thus a reduction in the reliance on private vehicles. The Plan will also create a high quality cycle network (e.g. Policy IC4), providing links to the town centre and surrounding areas, will improve the quality</p>	Although there will be no significant impacts upon Oakhanger Moss SSSI and Black Firs and Cranberry Bog SSSI, any development from the CHAAP will be underpinned by policy from the Local Plan Strategy (SE12) and the Site Allocations and Development Policies Document (ENV12), to ensure that there is no impact upon Wybunbury Moss SSSI in terms of air quality impacts and nitrogen deposition.	<p>No air quality impacts for the Midland Meres and Mosses Phase 2 Ramsar are identified within the Cheshire East Publication Draft Site Allocations and Development Policies Document or Cheshire East Local Plan Strategy.</p> <p>Policy SE12 in the Local Plan Strategy states that developments should support improvements to air quality and not contradict the Air Quality Strategy or Air Quality Action Plan, and seek to promote sustainable transport policies. For strategic sites around Crewe, such as LPS9, the Shavington / Wybunbury Triangle, the council expects that impacts from changes to air quality and nitrogen deposition from end use traffic emissions in relation to European sites is considered. Any development from the CHAAP will be underpinned by policy from the Local Plan Strategy (SE12) and Site Allocations and Development Policies Document (ENV12) to ensure that there is no impact upon Black Firs and Cranberry Moss SSSI and Oakhanger Moss SSSI in terms of air quality impacts and nitrogen deposition.</p> <p>No other plans or projects have been identified which could act in combination with the identified hazard (air quality impacts) for the Midlands Meres and Mosses Phase 2 Ramsar.</p>	No adverse impact

Qualifying Feature	Identified Hazard	Adverse Effect of the CHAAP Alone	Avoidance/ Mitigation Measures for CHAAP Impacts	Adverse Effect of any Residual Impacts of the CHAAP in combination with Other Plans and Projects	Adverse Impact upon Site Integrity
		of pedestrian walking routes within the area, and will provide a high quality public transport interchange facility to encourage onward travel by means of public transport. Overall, there will be a trend towards decreasing use of private cars on the road network around Oakhanger Moss SSSI and therefore no significant increase from the baseline on adverse impacts on nitrogen sensitive habitats are anticipated.			

6 Conclusions

Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations') states that if a land-use plan "(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects); and (b) is not directly connected with or necessary to the management of the site" then the plan-making authority must "...make an appropriate assessment of the implications for the site in view of that site's conservation objectives" before the plan is given effect. The process by which Regulation 105 is met is known as Habitats Regulations Assessment (HRA).

It is accepted best-practice for the HRA of strategic planning documents to be run as an iterative process alongside the plan development, with the emerging policies and sites proposed for development continually assessed for their possible effects on European sites and modified or abandoned (as necessary) to ensure that the subsequently adopted plan is not likely to result in significant effects on any European sites, either alone or 'in combination' with other plans or projects.

This report comprises a test of likely significant effects and Appropriate Assessment of the current CHAAP (February 2020).

The most likely effects of the CHAAP on European sites are related to pressures from new development including air quality impacts and increased recreational pressures arising from a potential growth of population in the Crewe Hub area.

Potential significant effects as a result of recreational pressures and increased traffic on the road network were identified for the following sites:

- West Midlands Mosses SAC
- Midland Meres and Mosses Phase 1 Ramsar
- Midland Meres and Mosses Phase 2 Ramsar

The Assessment identified that the existing policies and provisions in the Cheshire East Council Local Plan Strategy and CHAAP in relation to the provision of green infrastructure and outdoor space, sport, leisure and recreation facilities, will ensure that the Local Plan will have no adverse effects on these European sites in relation to recreational pressure. The arrival of HS2 and the plan's improvements to public transport, pedestrian and cycling facilities across the Hub Area will lead to a trend in decreasing reliance on cars on the main road network around Crewe. The habitats sensitive to nitrogen deposition within the affected European Sites are also considered to be located sufficiently far from the road network as to not be adversely impacted by any CHAAP-related traffic increases.

The CHAAP will therefore not have any adverse impacts upon the integrity of any European sites.

A Other relevant plans

Document	Summary	Potential in-combination effects on European sites
Strategic Economic Plan. Cheshire and Warrington Matters	<p>This is a ten year strategic economic plan to support growth and economic development. It sets out intervention priorities and investment proposals. In Cheshire East, an outcome is to improve the connectivity between Crewe, the M6 and mid-Cheshire towns for the development of Crewe High Growth City.</p>	<p>This strategy could potentially have adverse in-combination effects if it proposes developments in close proximity to European sites.</p>
Cheshire East Local Plan Strategy 2010 – 2030	<p>The Local Plan Strategy (LPS) (Part 1) sets out the vision and overall planning strategy for the Borough and contains planning policies intended to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies the strategic sites and strategic locations that should accommodate most of the new development needed (Cheshire East Council, 2017^a). An HRA was undertaken for this Plan, which was adopted by the Council in July 2017</p>	<p>There are proposed strategic sites within the vicinity of Crewe that could impact in combination with the CHAAP upon the European sites in this area</p>
Publication Draft Cheshire East Site Allocations and Development Policies Document	<p>The Site Allocations and Development Policies Document (SADPD) (Part 2) is the second part of the Local Plan that allocates sites for development (generally non-strategic sites of less than 150 homes or 5 hectares in size). It also sets more detailed policies to guide planning application decisions in the Borough.</p>	<p>There are proposed site allocations and development policies within the draft plan that could act impact upon European sites within the vicinity of Crewe in combination with the CHAAP.</p>
Cheshire East Corporate Plan 2017 to 2020	<p>The Corporate Plan consists of six outcomes that demonstrate how Cheshire East Council will put the residents of Cheshire East first in the way that services are provided. Outcome numbers 1-5 focus on activities directly affecting residents and local businesses. Outcome number 6 focuses on maximising value for money in the way the Council operates.</p>	<p>The outcomes of the Corporate Plan are compatible with those of the Local Plan and CHAAP and are unlikely to result in in-combination effects.</p>
Cheshire East Local Transport Plan and Implementation	<p>This Local Transport Plan is a strategic plan for the development of transport within Cheshire East over the period</p>	<p>The CHAAP and Local Plan supports schemes outlined within the Transport Plan and are therefore unlikely to result in in-combination effects.</p>

Document	Summary	Potential in-combination effects on European sites
Plans	<p>2011 to 2026, outlining how transport will contribute to and support the longer-term aspirations of the Borough.</p> <p>The plan for implementation of the Transport Plan is set out in the Cheshire East Local Transport: Implementation Plan</p>	
Cheshire East Rights of Way Improvement Plan 2011-2026 and Implementation Plan 2015 - 2019	<p>The Cheshire East Rights of Way Improvement Plan was developed to assess: the extent to which the local rights of way network meets the present and future needs of the public; the opportunities provided by the local rights of way network for exercise and other forms of open-air recreation and the enjoyment of the Local Authority's area; and the accessibility of local rights of way for blind or partially sighted persons and others with mobility problems.</p> <p>The plan also contains a statement of the actions that the authority proposes to take for the management of local rights of way, and for securing an improved network of local rights of way.</p>	<p>The aim of this plan is to maintain and improve the provision of green infrastructure within the borough, the connectivity of the network, the provision for cyclists and horse riders and the network's accessibility for all users, including those with a disability. Improvements to, and expansion of, the Rights of Way network, if located in close proximity to European sites, could result in in-combination effects through increased visitor numbers which may result in adverse impacts such as disturbance (i.e. noise, visual) or physical damage (i.e. vandalism, trampling). However, these initiatives are Borough-wide and therefore would also increase accessibility to other areas and routes away from European sites.</p>
Housing Strategy: 2018 to 2023	<p>This Housing Strategy sets out Cheshire East's long term housing vision for the Borough.</p> <p>The housing vision of the document is that housing supports the creation of balanced and sustainable communities, where all residents can achieve independent living in good quality, affordable homes that are appropriate to their needs.</p>	<p>The objectives of the Housing Strategy are compatible with those of the CHAAP and Local Plan and are unlikely to result in in-combination effects.</p>
Local Air Quality Strategy for Cheshire East Council and Action Plan	<p>This strategy outlines high level, broad commitments across the Council aimed at improving air quality.</p> <p>The Action Plan outlines measures to make sure that air quality work undertaken within the Borough is coordinated at a strategic level. The current action plan addresses poor air quality in the following areas: M6 Cranage; West Road, Congleton; A34 to A54, Rood Lane, Congleton; A534 Hospital Street, Nantwich; A34 Lower Heath,</p>	<p>This Strategy and Action Plan aims to improve air quality across the borough and identifies specific areas where poor air quality is to be addressed. This strategy may therefore reduce the impact of atmospheric deposition on European sites and therefore cannot act in-combination with the CHAAP to increase air quality impacts on any European Sites.</p>

Document	Summary	Potential in-combination effects on European sites
	Congleton; A5022/A534, Sandbach; and A556 Chester Road, Mere. The Action Plan focuses on these areas and the impact of nitrogen dioxide from transportation sources.	
Cheshire East Visitor Economy Strategy 2016-2020	A visitor economy strategy for Cheshire East was first adopted in February 2011 to cover a five year period. This has now been updated for the period 2016-20, providing an approach to maintaining growth. It sets out the Council's aspirations to continue to enhance and grow Cheshire East's visitor economy for the benefit of the current residents, its future residents and its visitors.	<p>The ambition of the Strategy is focussed around maximising growth of the visitor economy whilst ensuring greater prosperity across the widest number of communities and encouraging participation that will lead to greater wellbeing for both residents and visitors. This includes developing a distinctive rural tourism offering.</p> <p>Promotion of the countryside as part of the visitor economy by this strategy and the CHAAP could therefore result in adverse in-combination effects on nearby European sites as a result of increased visitor pressure. This strategic framework however, does recognise that the protection and enhancement of the County's natural assets, such as the Meres and Mosses is a fundamental requirement in defining the quality of experience that visitors seek.</p>
Cheshire Replacement Minerals Local Plan 1999	<p>This Plan provides planning advice on where mineral development can take place. It covers both Cheshire East and Cheshire West & Chester Boroughs. Together, these Boroughs contain a variety of minerals including salt, construction sand and silica sand which are important to the regional and national economy.</p> <p>A philosophy of sustainable development underpins the Cheshire Replacement Minerals Local Plan. This philosophy looks at conserving the County's environment and natural resources for the benefit of future generations.</p> <p>The Plan proposes that future working of salt, silica sand and sand and gravel should come from limited areas of the County and that detailed policies will minimise the impact of all mineral working by enabling rigorous monitoring of site operations and ensuring a positive restoration of sites on set timescales for both phasing and completion.</p>	<p>The Local Plan has recognised that, for all mineral extraction, it is essential that workings do not give rise to any unacceptable adverse impacts on the natural environment. No in-combination effects have been identified between this plan and the CHAAP.</p> <p>N.b. the Cheshire East Minerals and Waste plan is in the early stages of development and cannot currently be considered in-combination with the CHAAP. If a draft Minerals and Waste Plan is published prior to the publication of the CHAAP, it will be considered in the in-combination assessment for this HRA.</p>

Document	Summary	Potential in-combination effects on European sites
Cheshire Replacement Waste Local Plan 2007	<p>This Replacement Waste Local Plan attempts to achieve a more sustainable approach to waste management within Cheshire. The Plan aims to fulfil this purpose in two ways:</p> <ul style="list-style-type: none"> a) by establishing policies against which planning applications for the development of waste management facilities will be assessed. b) by identifying sites which are considered suitable 'in principle' for a waste management use in order to enable the development of an adequate network of waste management facilities. 	<p>The Cheshire East LPS states that to achieve the sustainable management of waste in Cheshire East, the Council will prepare a Waste Development Plan Document (DPD) consistent with national waste planning policy.</p> <p>The Cheshire East Minerals and Waste plan is in the early stages of development and cannot currently be considered in-combination with the CHAAP. If a draft Minerals and Waste Plan is published prior to the publication of the CHAAP, it will be considered in the in-combination assessment for this HRA.</p>
Saved Policies from the Congleton Borough Local Plan, Borough of Crewe and Nantwich Local Plan and Macclesfield Local Plan	<p>Saved policies are planning policies from local plans that remain part of the statutory development plan for Cheshire East and can still be used in determining planning applications.</p> <p>Currently, these Local Plans have saved policies that apply within part of the Cheshire East area.</p> <p>Saved policies in these documents will continue to be used until they are replaced by new policies in the Cheshire East Local Plan.</p>	<p>The saved policies of these Local Plans are compatible with those of the Local Plan and CHAAP and are unlikely to result in in-combination effects.</p>
Local Plans and Core Strategies of adjacent Authorities (Cheshire West and Chester; Peak District National Park, High Peak; Manchester; Newcastle-under-Lyme; Stockport; Shropshire; Staffordshire Moorlands; Stoke-on-Trent; Trafford; and Warrington Council's)	<p>These documents contain the development plan for the relevant adjacent area. They will specify a vision, objectives and policies for each area.</p>	<p>There is the potential for adverse in-combination effects, particularly in boundary areas. If projects (i.e. developments, infrastructure construction) proposed in the Local Plan Strategy are located in relatively close proximity to those proposed by the Local Plans and Core Strategies of neighbouring authorities, adverse effects may arise if there are cross-boundary or nearby European sites.</p>

B Other relevant projects

Project Name	Summary of Project	Potential In-combination Effect on European Sites
Sydney Road Bridge Improvement Crewe	An increase in the capacity of a road bridge in Crewe which crosses West Coast Mainline railway line.	This project is more than 5km from the closest European site. It will not directly influence any traffic on the main road network within the vicinity of any European sites. No impact pathways have been identified that could impact upon this European site so no in-combination effects have been identified.
HS2	A new high-speed railway line connecting London, Birmingham, the East Midland, Leeds and Manchester. HS2b will pass through Cheshire East, from Crewe to Manchester	The proposed new railway route will pass within the vicinity of European sites including Midland and Mosses Phase 1 Ramsar (The Mere, Mere SSSI), Rostherne Mere Ramsar and Manchester Mosses SAC. The sustainability report (Temple ERM, 2013), makes reference to the HRA screening exercise, which is not publicly accessible at present. The HRA screening rules out likely significant effects of the scheme on the three European sites. The potential impact mechanisms discussed in the sustainability report are considered to be hydrological (ground water regime impacts). Therefore, no in-combination impacts have been identified
North West Crewe Package (road scheme)	Proposed road scheme adjacent to Leighton Hospital (north-west Crewe).	This project is more than 5km from the closest European site. It will not directly influence any traffic on the main road network within the vicinity of any European sites. No impact pathways have been identified which could impact upon this European site so no in-combination effects have been identified.

C Screening categories for policies

Screening Category	Description	Screening Outcome
A	General statement of policy/ general aspiration.	Out
B	Policy listing general criteria for testing the acceptability / sustainability of proposals.	Out
C	Proposal referred to but not proposed by the plan.	Out
D	Environmental Protection / site safeguarding policy.	Out
E	Policies or proposals that steer change in such a way as to protect European sites from adverse effects.	Out
F	Policy that cannot lead to development or other change.	Out
G	Policy or proposal that could not have any conceivable effect on a European site.	Out
H	Policy or proposal, the actual or theoretical effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects).	Out
I	Policy or proposal with a likely significant effect on a site alone.	In
J	Policy or proposal with an effect on a site but not likely to be significant alone, so need to check for likely significant effects in combination.	Dependant on in-combination test
K	Policy or proposal not likely to have a significant effect either alone or in combination.	Screened out after in-combination test
L	Policy or proposal likely to have a significant effect in combination.	Screened in after in-combination test.

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