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Llwybr Newydd: the Wales Transport Strategy 2021

Habitats Regulations Assessment screening

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Glossary

Glossary	
Adverse effect (on integrity)	A negative impact on the Natura 2000 (known as a European site in the UK)/ Ramsar site and/or its qualifying features which could result in a significant effect that undermines the Conservation Objectives of the site, and/or result in loss of ecological function.
Annex I habitats	A natural habitat listed under Annex I of the Habitats Directive for which Special Areas of Conservation can be selected.
Annex II species	A species under Annex II of the Habitats Directive for which Special Areas of Conservation can be selected.
Appropriate Assessment (AA)	A term used to describe Stage 2 of the Habitats Regulations Assessment process. An AA is required should it be determined that there is a risk that a plan or project may have an adverse significant effect on a Natura 2000 (known as a European site in the UK)/ Ramsar site, either alone or in-combination with other plans or projects.
Buffer zones	Impacts can extend well beyond the boundaries of Natura 2000 (known as a European site in the UK)/ Ramsar sites. The 'buffer zones' developed in consultation with Natural Resources Wales (NRW) for this HRA are defined as the areas around a Natura 2000 (known as a European site in the UK)/ Ramsar site where the potential for impacts are likely to be greatest (refer to Section 1.5).
Compensatory measures	Measures designed to ensure the coherence of the Natura 2000 network (known as the National Site Network in the UK) is protected where adverse effects of site integrity cannot be ruled out, and in the absence of alternative solutions, the plan or projects must proceed for Imperative Reasons of Overriding Public Interest (IROPI). They must be clearly distinguished from mitigation measures.
Conservation Objective	A statement of the nature conservation aspirations for a site, expressed in terms of the favourable condition that the species and/or habitats for which the site has been selected to attain.
European marine site	The parts of a Natura 2000 (known as European sites in the UK)/ Ramsar site which are marine areas.
Favourable conservation status (FCS)	A range of conditions for a natural habitat or species at which the sum of the influences acting upon that habitat or species are not adversely affecting its distribution, abundance, structure or function throughout the EU in the long term. The condition in which the habitat or species is capable of sustaining itself on a long-term basis.
Functionally-linked land	Species associated with a designated site are not confined to the boundaries of that location and will often use habitats outside the site to feed, roost and/or breed. Should this habitat be integral to the function of the designated site by being vital to the maintenance of the qualifying feature, this would be deemed to be 'functionally-linked land'. As such the HRA would need to take into account any potential effects on these habitats.
Habitat	The place in which a plant or animal lives.

Glossary	
Habitats Regulations Assessment (HRA)	The assessment of the impact on the integrity of the Natura 2000 (known as a European site in the UK)/ Ramsar site of the project or plan, either alone or in-combination with other projects or plans, with respect to the site's structure and function and its conservation objectives.
Imperative Reasons of Overriding Public Interest	A part of the derogations tests in Article 6(4) of the Habitats Directive and Regulations 62 and 103 of the Habitats Regulations and Part 4 of stage 4 of the Habitats Regulations Assessment. Defined as a situation which would allow plans or projects to take place that may adversely affect the integrity of a Natura 2000 (known as a European site in the UK)/ Ramsar site.
Likely Significant Effect (LSE)	A likely effect is one that cannot be ruled out on the basis of objective information. The test is a likelihood of an effect, rather than the certainty of that effect occurring. i.e. there is a risk, or possibility of an effect being significant.
Mitigation measures	After avoidance, mitigation is an action or actions that may be applied to reduce or cancel the adverse effects of a plan or project on a Natura 2000 (known as a European site in the UK)/ Ramsar site.
Natura 2000 site (known as a European site in the UK)	The European network of protected sites established under the Habitats and Birds Directives. In the UK they are referred to as part of the National Site Network or European Sites.
Qualifying features (of a site)	The habitats or species for which a site has been classified SPA or designated SAC or listed as a Ramsar site.
Ramsar site	Site designated under the 1971 Ramsar Convention as a wetland of international importance.
Special Area of Conservation (SAC)	Site designated under the Habitats Directive for their habitats and/or species of European importance (includes Primary Reasons/Qualifying Features - Annex I Habitats/Annex II Species).
Screening	A term used to describe Stage 1 of the Habitats Regulations Assessment process and identifies the potential for LSE on Natura 2000 (known as European sites in the UK)/ Ramsar sites.
Special Protection Area (SPA)	Site designated under the Conservation of Wild Birds Directive for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands (includes Article 4.1/4.2 birds).
Site of Special Scientific Interest (SSSI)	A national (UK) designation for sites considered as being of special interest due to fauna, flora, geological or physiographical features.

The titles of the sites within this document reflect the JNCC lists and if a site has a bilingual title, only the English version is used in this report.

JNCC Lists –

SACs: <https://sac.jncc.gov.uk/site/wales>

SPAs: <https://jncc.gov.uk/our-work/list-of-spas/>

Ramsar sites: <https://jncc.gov.uk/our-work/ramsar-sites/>

1 INTRODUCTION

1.1 Purpose

1.1.1 This Habitats Regulations Assessment (HRA) Screening Report has been prepared by Arcadis Consulting (UK) Ltd on behalf of Welsh Government for Llwybr Newydd: The Wales Transport Strategy (WTS) 2021. This Report comprises Stage 1 (the initial screening and detailed screening of the WTS) of the HRA process. Further details of the HRA stages are provided in Section 3. The Habitats Regulations Assessment Process.

Legislation and Guidance

1.1.2 This HRA is being made in accordance with the requirements of the following legislation and guidance.

- *Conservation of Habitats and Species Regulations 2017 (as amended by the EU Exit Regulations 2019)*. In 2019 these regulations were created to ensure that the habitat and species protection and standards derived from EU law continue to apply after Brexit. In 2012, these Regulations were amended to transpose more clearly certain aspects of the Habitats Directive. In 2017, the Conservation of Habitats and Species Regulations 2017 (the “Habitats Regulations 2017”) consolidated and updated the Conservation of Habitats and Species Regulations 2010 (the “Habitats Regulations 2010”).
- European Commission, Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC.
- European Commission, Guidance document on Article 6(4) of the Habitats Directive 92/43/EEC.
- Department for Communities and Local Government (2006), Planning for the Protection of European Sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents.
- DTA Publications Limited (June 2016), The Habitats Regulations Assessment Handbook.

Background to Habitats Regulations Assessment

1.1.3 Under Article 6 of the Habitats Directive (and Regulation 102 of the Habitats Regulations), an assessment is required where a land use plan may give rise to significant effects upon a site which is part of the National Site Network, previously known as a ‘European site’ in the UK or a ‘Natura 2000 site’ in Europe. As this change was issued by the UK government in January 2021 following the completion of this report and associated mapping, within this document sites are still referred to as “European” sites. These designated sites form part of the National Site Network, which is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special Areas of Conservation (SACs), designated under the Habitats Directive for their habitats and/or species of European importance, and Special Protection Areas (SPAs), classified under Directive 2009/147/EC on the Conservation of Wild Birds (the codified version of Directive 79/409/EEC as amended) for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands.

1.1.4 In addition, it is a matter of law that candidate SACs (cSACs) and Sites of Community Importance (SCI) are considered in this process; furthermore, it is Government policy that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (Ramsar sites) and potential SPAs (pSPAs) are also considered.

1.1.5 The requirements of the Habitats Directive are transposed into English and Welsh law by means of the Conservation of Habitats and Species (Amendment) Regulations 2017¹.

1.1.6 Regulation 61, Part 6 of the Habitats Regulations states that:

¹ Policy Paper: Changes to the Habitats Regulations 2017, published 1 January 2021 <https://www.gov.uk/government/publications/changes-to-the-habitats-regulations-2017/changes-to-the-habitats-regulations-2017>

'A competent authority, before deciding to undertake, or give consent, permission or other authorisation for, a plan or project which (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, must make an appropriate assessment of the implications for that site in view of that site's conservation objectives.'

1.1.7 Regulation 62, Part 6 of the Habitats Regulations states that:

'If the competent authority are satisfied that, there being no alternative solutions, the plan or project must be carried out for imperative reasons of overriding public interest (which, subject to paragraph (2), may be of a social or economic nature), they may agree to the plan or project notwithstanding a negative assessment of the implications for the European site or the European offshore marine site (as the case may be).'

1.1.8 Regulation 66, Part 6 of the Habitats Regulations states that:

'Where, in accordance with regulation 62 (considerations of overriding public interest)— (a) a plan or project is agreed to, notwithstanding a negative assessment of the implications for a European site or a European offshore marine site, or (b) a decision, or a consent, permission or other authorisation, is affirmed on review, notwithstanding such an assessment,— the appropriate authority must secure that any necessary compensatory measures are taken to ensure that the overall coherence of Natura 2000 is protected.'

1.1.9 The overarching aim of HRA is to determine, in view of a site's conservation objectives and qualifying interests, whether a plan or project, either in isolation and/or in-combination with other plans or projects, would have a significant adverse effect on the European site. If the Screening (the first stage of the process, see Section 3 for details) concludes that significant effects are likely, then Appropriate Assessment must be undertaken to determine whether there will be adverse effects on the site's integrity.

1.1.10 It should be noted that following the People Over Wind EU judgement, where the need for mitigation is identified to reduce a likely significant effect, then such measures cannot be included at the Screening Stage and the potential effects must be considered within an Appropriate Assessment (Court of Justice of the European Union (CJEU) judgement (People over Wind & Sweetman v Coillte Teoranta Case C-323/17)).

Stages in HRA

1.1.11 The requirements of the Habitats Directive comprise four distinct stages:

- 1. Stage 1: Screening** is the process which initially identifies the likely impacts upon a European site of a project or plan, either alone or in-combination with other projects or plans and considers whether these impacts may have a significant effect on the integrity of the site's qualifying habitats and/or species. It is important to note that the burden of evidence is to show, on the basis of objective information, that there will be no significant effect; if the effect may be significant, or is not known, that would trigger the need for an Appropriate Assessment. There is European Court of Justice case law to the effect that unless the likelihood of a significant effect can be ruled out on the basis of objective information, and adopting the precautionary principle, then an Appropriate Assessment must be made. The April 2018 CJEU judgement determined that mitigation to avoid or reduce harmful effects of the plan or project on a European site cannot be taken into account at the screening stage (Stage 1). Where such measures are required, a plan or project will require Appropriate Assessment to be undertaken (Stage 2).
- 2. Stage 2: Appropriate Assessment** is the detailed consideration of the impact on the integrity of the European site of the project or plan, either alone or in-combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether or not there will be adverse effects on the integrity of the site. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts.
- 3. Stage 3: Assessment of alternative solutions** is the process which examines alternative ways of achieving the objectives of the project or plan that would avoid adverse impacts on the integrity

of the European site, should avoidance or mitigation measures be unable to cancel out adverse effects.

- 4. Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain.** At Stage 4, an assessment is made with regard to whether or not the development is necessary for imperative reasons of overriding public interest (IROPI). If it is, this stage also involves detailed assessment of the compensatory measures needed to protect and maintain the overall coherence of the Natura 2000 network.

- 1.1.12 All lower-tier plans and projects that have the potential to impact upon European/Ramsar sites (regardless of their proximity to these sites) are required to comply with the Conservation of Habitats and Species Regulations (2019) as a matter of law. Therefore, irrespective of the policy wording included within the WTS, statutory HRA of lower tier plans/projects would be required. Planning Policy Wales 11 (PPW) and Technical Advice Note (TAN) 5 also place a requirement on planners and developers to undertake a HRA if potential impacts on European/Ramsar sites have been identified. PPW 11 states that: ‘Statutory designation of a site does not necessarily prohibit development, but proposals must be carefully assessed to ensure that effect on those nature conservation interests which the designation is intended to protect are clearly understood; development should be refused where there are adverse impacts on the features for which a site has been designated. International and national responsibilities and obligations for conservation should be fully met, and, consistent with the objectives of the designation, statutorily designated sites protected from damage and deterioration, with their important features conserved and enhanced by appropriate management. Further information on Habitats Regulations Assessment is contained in TAN 5: Nature Conservation and Planning.’ It is nevertheless important that this HRA of the WTS identifies the types of potential impacts which could arise from policy implementation, and how these could be avoided/mitigated at a later stage (i.e. ‘flagging up’ potential issues at an early stage), as well as providing the high-level policy reassurance that future National Transport Delivery Plans, LDPs and developers will follow the necessary process to identify and assess potential implications for European/Ramsar sites when allocating land for development. The subsequent LDP-level, or even project-level HRAs will need to take into consideration the potential impacts identified in this HRA to guide their policy development and ensure that mitigation measures can be delivered, where potential for adverse effects are identified. It is important to note that this is how the iterative HRA process ensures that plans and projects cannot be consented or implemented without first ensuring that they would not have an adverse effect upon the integrity of the network of European and Ramsar sites.

In-combination Effects

- 1.1.13 As outlined in Section 3.1, it is necessary for HRA to consider in-combination effects with other projects or plans.
- 1.1.14 Where an aspect of a project could have some effect on the qualifying feature(s) of a European site, but the effects of that aspect of the project alone would not be significant, the effects will need to be checked in-combination, firstly with other effects of the same project, and then with the effects of any other plans and projects.
- 1.1.15 If the prospect of cumulative effects cannot be eliminated, it is necessary to consider how the addition of effects from other projects or plans may produce a combined adverse effect on a European site that would be significant. Taking the effects which would not be likely to be significant alone, it is necessary to make a judgement as to whether these effects would be made more likely or more significant if the effects of other projects or plans are added to them. Most cumulative effects can be identified by way of the following characteristics. Could additional effects be cumulative because they would:
- Increase the effects on the qualifying features in an additive, or synergistic way?
 - Increase the sensitivity or vulnerability of the qualifying features of the site affected by the project proposals?
 - Be felt more intensely by the same qualifying features over the same area (a layering effect), or by the same qualifying feature over a greater (larger) area (a spreading effect), or by affecting new areas of the same qualifying feature (a scattering effect)?

- 1.1.16 In accordance with David Tyldesley Associates (DTA) Publications Limited, *The Habitats Regulations Assessment Handbook* (DTA Publications Limited, 2016), it will be necessary to look for projects and plans at the following stages:
- Applications lodged but not yet determined.
Projects subject to periodic review e.g. annual licences, during the time that their renewal is under consideration.
Refusals subject to appeal procedures and not yet determined.
Projects authorised but not yet started.
 - Projects started but not yet completed.
 - Known projects that do not require external authorisation.
 - Proposals in adopted plans.
 - Proposals in finalised draft plans formally published or submitted for final consultation, examination or adoption.
- 1.1.17 Plans under consideration may range from neighbouring authorities' planning documents down to sector-specific strategic plans on such topics as flood risk.
- 1.1.18 A review has been undertaken of projects and plans with the potential for an in-combination effect with the proposed development.

Definition of Significant Effects

- 1.1.19 A critical part of the HRA screening process is determining whether or not the proposals are likely to have a significant effect on European sites and, therefore, if they will require an Appropriate Assessment. Judgements regarding significance should be made in relation to the qualifying interests for which the site is of European importance and also its conservation objectives. A useful definition of 'likely' significant effects is as follows:
- '...likely means readily foreseeable not merely a fanciful possibility; significant means not trivial or inconsequential but an effect that is potentially relevant to the site's conservation objectives'* (Welsh Assembly Government, 2006).
- 1.1.20 In considering whether the project is likely to have a significant effect on a European site, a precautionary approach must be adopted, particularly where features are assessed as being in unfavourable condition and critical loads are being exceeded.
- The project should be considered 'likely' to have such an effect if the applicant is unable (on the basis of objective information) to exclude the possibility that the project could have significant effects on any European site, either alone or in-combination with other plans or projects.
 - An effect will be 'significant' in this context if it could undermine the site's conservation objectives. The assessment of that risk must be made in the light of factors such as the characteristics and specific environmental conditions of the European site in question.

Approach to the HRA Report

- 1.1.21 This HRA Report takes into account the requirements of the Habitats Regulations and relevant guidance produced by DTA Publications Limited, 2016.
- 1.1.22 The following stages have been completed:
- a review of the policies within the WTS to determine which have the potential to affect the European sites; and
 - a consideration of any potential impacts in-combination with other projects, or plans.

1.2 The Strategy

- 1.2.1 The strategy sets out the vision of an accessible and sustainable transport system. An accessible sustainable transport system is one that delivers wider benefits to people and communities, to the

environment, to the economy and places, and to culture and language in Wales, contributing to all of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015.

1.3 Policies and Mini Plans

- 1.3.1 There are three priorities and six policy levers for delivery contained within the Wales Transport Strategy, presented in

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1.3.2 Table 1 and there are 9 Mini Plans, presented within Table 2.

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Table 1: Policies within the Strategy

Overarching Strategy Areas	Policies
Our 5-Year Priorities	<p>Priority 1: Bringing services to people in order to reduce the need to travel.</p> <p>Priority 2: Allow people and goods to move easily from door to door by sustainable transport.</p> <p>Priority 3: Encourage people to make the change to more sustainable transport.</p>
Well Being Ambitions	<p>Good for people and communities:</p> <ul style="list-style-type: none"> 1.1- Equality 1.2 – Health 1.3 – Confidence and safety <p>Good for the environment:</p> <ul style="list-style-type: none"> 2.1 – Greenhouse gas emissions 2.2 – Biodiversity and ecosystem resilience 2.3 – Waste <p>Good for the economy and places in Wales</p> <ul style="list-style-type: none"> 3.1 – Cohesive communities 3.2 – Innovation 3.3 – The distribution of goods 3.4 - Affordability <p>Good for culture and the Welsh language</p> <ul style="list-style-type: none"> 4.1 – The Welsh language 4.2 – Arts, sport and culture 4.3 – Historic environment
How We Will Deliver	<p>Investing Responsibly</p> <p>Delivery and Action Plans</p> <p>Cross-cutting Delivery Pathways</p> <p>Working in Partnership</p> <p>Updating our Policies and Governance</p> <p>Skills and Capacity</p>

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Table 2: Mini Plans within the Strategy

Mini Plans
Active Travel
Bus
Rail
Roads, Streets and Parking
Third Sector
Taxis and Private Hire Vehicles (PHV)
Freight and Logistics
Ports and Maritime Transport
Aviation

2 SCREENING

2.1 Screening Approach

- 2.1.1 Policies screened out in the initial screening were generally those that could not lead to ‘direct development’ or could have no impact pathway to any European sites. This included policies which directly seek to protect the local historic and natural environment, or those which support the implementation of other policies and therefore could not directly affect European sites.
- 2.1.2 The screening assessment follows guidance set out in Part F of the DTA HRA Guidance. Each of the policies within the WTS have been reviewed against the following list of screening categories (refer to Table 3). These assessment categories have been specifically designed to identify the different types of policy that could be implemented through high-level planning documents, and to determine whether future actions arising from a policy could lead to development which could in turn affect European/Ramsar sites.

Table 3: Screening Assessment Categories (Adapted from Section F.6.3 of the DTA HRA Handbook)

Category	Description
Category A:	General statements of policy/general aspirations (screen out). Policies which are no more than general statements of policy or general political aspirations should be screened out because they cannot have a significant effect on a site.
Category B:	Policies listing general criteria for testing the acceptability/sustainability of proposals (screen out). These general policies cannot have any effect on a European site and should be screened out.
Category C:	Proposal referred to but not proposed by the plan (screen out). Screen out any references to specific proposals for projects, such as those which are identified, for example, in higher policy frameworks such as the Wales Spatial Plan or National Policy Statements, relating perhaps to nationally significant infrastructure projects. These will be assessed by the Secretary of State or Welsh Ministers. A useful ‘test’ as to whether a project should be screened out in this step is to ask the question: ‘Is the project provided for/proposed as part of another plan or programme and would it be likely to proceed under the other plan or programme irrespective of whether this subject plan is adopted with or without reference to it?’ If the answer is ‘yes’ it will normally be appropriate to screen the project out in this step.
Category D:	General plan-wide environmental protection/site safeguarding / threshold policies (screen out). These are policies, the obvious purpose of which is to protect the natural environment, including biodiversity, or to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any adverse effect on a European Site. They can be screened out because the implementation of the policies is likely to protect rather than adversely affect European sites and not undermine their conservation objectives.
Category E:	Policies or proposals that steer change in such a way as to protect European sites from adverse effects (screen out). These types of policies or proposals will have the effect of steering change away from European sites whose qualifying features may be affected by the change and they can therefore be screened out.
Category F:	Policies or proposals that cannot lead to development or other change (screen out). Policies that do not themselves lead to development or other change, for example, because they relate to design or other qualitative criteria for development, such as materials for new development. They do not trigger any development or other changes that could affect a European site and can be screened out.

Category	Description
Category G:	Policies or proposals that could not have any conceivable adverse effect on a site (screen out). Policies which make provision for change, but which could have no conceivable effect on a European site, because there is no causal connection or link between them and the qualifying features of any European site and they can therefore be screened out.
Category H:	Policies or proposals 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) (screen out). Policies or proposals which make provision for change, but which could have no significant effect on a European site, either alone or in-combination with other aspects of the same plan, or in-combination with other plans or projects, can be screened out. These may include cases where there are some potential effects which (and theoretically even in-combination) would plainly be insignificant and could not undermine the conservation objectives.
Category I:	Policies or proposals with a likely significant effect on a site alone (screen in). Policies or proposals which are likely to have a significant effect on a European site alone, should be screened in.
Category J:	Policies or proposals not likely to have a significant effect alone. These aspects of the plan would have some effect on a site, but the effect would not be likely to be a significant effect; so they must be checked for in-combination (cumulative) effects. They will then be re-categorised as either Category K (no significant effect in-combination) or Category L (likely to have a significant effect in-combination), as explained below.
Category K:	Policies or proposals unlikely to have a significant effect either alone or in-combination (screen out after the in-combination test). Those aspects of the plan with no potential for likely significant effect alone or in-combination can be ruled out after the in-combination assessment.
Category L:	Policies or proposals which might be likely to have a significant effect in-combination (screen in after the in-combination test). Those aspects of the plan which would not have a significant effect alone but has been identified as having the potential to impact on European/Ramsar sites in-combination with other plans or projects.
Category M:	Bespoke area, site or case specific policies or proposals intended to avoid or reduce harmful effects on European sites (screen in). Policies or proposals which have been included in the plan with the intention of avoiding or reducing effects on specific European site(s) whose qualifying features may otherwise be affected by the plan being implemented.

2.2 Initial Screening Assessment

2.2.1 The chapters of the WTS listed below are factual and do not in themselves lead to change or development. These sections cannot conceivably have any effects on European/Ramsar sites and are therefore screened out of further assessment under category A (Table 3 below).

Table 4: Screening of Chapters 1, 2, 4 and 6

Section of the Strategy	Screening Justification	Screening Conclusion
Chapter 1 – Vision	Introductory text	Screened out (Category A)
Chapter 3 – Well-being Ambitions	High-level 20-year ambitions	Screened out (Category A)
Chapter 5 – Holding Ourselves and Our Partners to Account	Quantitative Measures to capture progress against ambitions	Screened out (Category A)

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Section of the Strategy	Screening Justification	Screening Conclusion
Chapter 6 – The Five Ways of Working	General Approach to working following the Future Generations (Wales) Act 2015	Screened out (Category A)

2.2.2 The remaining chapters are as follows:

- Chapter 2 – Our 5-year Priorities
- Chapter 4 – How We Will Deliver
- Chapter 7 – Mini Plans

2.3 Detailed Screening Assessment

Table 5: Screening of 5-year Priorities

Priorities	Justification	Conclusion
Priority 1: Bring services to people in order to reduce the need to travel	This priority sets out how the strategy will plan ahead for better physical and digital connectivity, more local service, more home and remote working and more active travel, to reduce the need for people to use their cards on a daily basis. The priority itself is a general aspiration and thus would have no implications for European/ Ramsar sites.	Screened out (Category A)
Priority 2: Allow people and goods to move easily from door to door by sustainable transport	This priority sets out how the strategy will actively aim to achieve a shift of transport modes away from private car use for the majority of journeys. The priority itself is a general aspiration and thus would have no implications for European/ Ramsar sites.	Screened out (Category A)
Priority 3: Encourage people to make the change to more sustainable transport	This priority sets out how the strategy will encourage people to change their travel behaviour to use low carbon sustainable transport. The priority itself would not lead to development and thus would have no implications for European/ Ramsar sites.	Screened out (Category A)

Table 6: Screening of Policy Levers for Delivery

Policy Levers for delivery	Justification	Conclusion
Investing Responsibly	This policy provides guidance on the investment of both capital and revenue in transport services and infrastructure in Wales. Implementing the policy itself would not lead to development and thus would have no implications for European/ Ramsar sites.	Screened out (Category A)

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Policy Levers for delivery	Justification	Conclusion
Delivery and Action Plans	This policy provides guidance on the production of a series of targeted action plans and strategies to deliver on the long-term vision of the WTS. Implementing the policy itself would not lead to development and thus would have no implications for European/ Ramsar sites.	Screened out (Category A)
Cross-cutting Delivery Pathways	This policy provides guidance on key areas that have been identified as critical to the delivery of the WTS. Implementing the policy itself would not lead to development and thus would give no implications for European/Ramsar sites	Screened out (Category A)
Working in Partnership	This policy provides guidance on working with partners to enable the delivery of this long-term strategy. Implementing the policy itself would not lead to development and this would have no implications for European/ Ramsar sites.	Screened out (Category A)
Updating Our Policies and Governance	This policy provides guidance on the review and update of detailed guidance and policy documents in order to keep them relevant and to take into account changing circumstance including the goals of the WTS. Implementing the policy itself would not lead to development and this would have no implications for European/ Ramsar sites.	Screened out (Category A)
Skills and Capacity	This policy provides guidance on building capacity and skills within Welsh Government in order to deliver this strategy as an aspiration. Implementing the policy itself would not lead to development and this would have no implications for European/ Ramsar sites.	Screened out (Category A)

Table 7: Screening of Mini Plans

Mini Plan	Justification	Conclusion
Active Travel	<p>This mini plan provides guidance on how the active travel sector can contribute to the overall aims and priorities of the WTS.</p> <p>This plan states that the Welsh Government will play an active, enabling role to support the delivery of active travel schemes. The Welsh Government will work with local authorities and other public sector bodies to identify specific active travel schemes and build active travel into regional transport plans.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)

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Mini Plan	Justification	Conclusion
Bus	<p>This mini plan provides guidance on how the bus sector can contribute to the overall aims and priorities of the WTS.</p> <p>This plan states that the Welsh Government will play an active, enabling role to support the delivery of bus services and infrastructure. The Welsh Government will work with local authorities and other public sector bodies to set out priorities for integrated bus services and ensure appropriate and effective bus priority measures.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Rail	<p>This mini plan provides guidance on how the rail sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will play an active, enabling role to support the provision and development of rail services across Wales. The Welsh Government through the National Transport Delivery Plan will set out plans for rail infrastructure investments and services.</p> <p>These would include rolling out rail electrification schemes across Wales and delivering network improvements and extensions in Wales including reopening old lines and new lines of route.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Roads, streets and parking	<p>This mini plan provides guidance on how the roads, streets and parking sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will develop strategies and policy documents to ensure that the road network is safe, well-, maintained and managed, and support sustainable transport options including active travel and more integrated transport.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Third Sector	<p>This mini plan provides guidance on how the community and not for profit transport sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will develop plans and work with local authorities to provide support for community and not for profit transport services.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)

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Mini Plan	Justification	Conclusion
Taxis and private hire vehicles (PHV)	<p>This mini plan provides guidance on how the taxis and PHV sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will create a more consistent approach with the existing licensing regime in partnership with local authorities and the sector. Welsh Government will also work with Transport for Wales to ensure the required infrastructure is in place to support the transition to zero emission taxis.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Freight and Logistics	<p>This mini plan provides guidance on how the freight and logistics sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will work with the UK Government, the sector and other partners on a Logistics and Freight Plan for Wales and will integrate freight and logistics into the Decarbonisation Pathway. Welsh Government will also support interventions which shift freight from road to rail and water-based transport and integrate freight and logistics into updated planning guidance for transport.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Ports and maritime transport	<p>This mini plan provides guidance on how the ports and maritime transport sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will invest in projects that deliver more sustainable ports infrastructure and which contribute to decarbonisation in the sector. Welsh Government will also work with the Welsh Ports Group and wider partners to develop a Welsh Ports and Maritime Strategy for Wales.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)
Aviation	<p>This mini plan provides guidance on how the aviation sector can contribute to the overall aims and priorities of the WTS.</p> <p>The plan states that the Welsh Government will continue to own and support Cardiff Airport, developing a low carbon strategy for the airport as well as an associated energy strategy.</p> <p>This would fall within Category A. General statements of policy / general aspirations. This mini plan is factual and does not in itself lead to change or development. This mini plan cannot conceivably have any effects on European/Ramsar sites and is therefore screened out.</p>	Screened out (Category A)

2.4 Screening Conclusion

- 2.4.1 All chapters of the WTS have been screened out under Category A as they contain introductory text and general statements of policy / general aspirations which would not in themselves lead to any change or development and therefore cannot conceivably have any effects on European/Ramsar sites.

3 Overall Conclusion

- 3.1.1 This HRA Screening of the WTS has considered the potential implications of the Plan for the European sites in Wales.
- 3.1.2 The Screening exercise concluded that none of the policies or associated Mini Plans were considered to have a likely significant effect on any European/Ramsar sites alone, or in-combination.
- 3.1.3 If any further details, including spatial detail are confirmed regarding the Mini Plans then each plan will be required to undergo a separate HRA screening. This will also apply to the next level plans (National Transport Plan).

4 References

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