GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

Integrated Impact Assessment

Draft Habitats Regulations Screening

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2. Executive Summary

This report provides information to inform Stage 1 Habitats Regulations Assessment (HRA) screening of the Gloucestershire County Council (GCC) Local Transport Plan (LTP) 2026–2043. The assessment has been undertaken to identify whether the LTP could give rise to likely significant effects (LSE) on Habitats Sites, either alone or in-combination with other plans and projects.

The HRA has been undertaken at a strategic plan level. The LTP sets out a long-term vision for 'a better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable'. To support this vision, the LTP identifies three outcomes: a well connected and prosperous Gloucestershire; a green and healthy Gloucestershire; and a Gloucestershire for local communities. These outcomes are supported by 12 objectives and 52 policies relating to transport connectivity, sustainable growth, climate change, environmental enhancement, safety, public transport, accessibility, inclusion and community-led transport.

A total of 27 Habitats Sites lie within the potential Zones of Influence (ZoIs) considered for the LTP, comprising four SPAs, three Ramsar sites and 20 SACs, including six SACs designated for bat interest within the 30 km bat SAC search area. The assessment has considered potential impact pathways including habitat loss and fragmentation, disturbance to qualifying species, changes in air quality, hydrological effects, lighting impacts, recreational pressure and construction-related pollution.

The majority of LTP policies are high-level, governance-based, operational, behavioural, service-focused or beneficial in nature and are not considered to give rise to a credible pathway for LSE on Habitats Sites at this strategic stage. These policies have therefore been screened out.

A number of policies support, or could facilitate, future transport infrastructure, network improvements, access enhancements or other physical interventions. As the location, scale, design, timing and construction methods of future schemes are not yet defined, LSE cannot be ruled out on a precautionary basis for these policies at this strategic stage. These policies have been screened in for further HRA screening and, where necessary, Appropriate Assessment at lower-tier plan or project stage once sufficient detail is available.

The policies for which LSE cannot be ruled out comprise

- Policy 2: Improving Gloucestershire's Rail Infrastructure
- Policy 3: Delivering high-quality coach travel
- Policy 4: Managing Gloucestershire's Local Highway
- Policy 5: Supporting the function of the Strategic Road Network (SRN)
- Policy 7: Funding Strategic Transport Infrastructure
- Policy 9: Supporting enhanced rail connectivity

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- Policy 10: Prioritising high-quality rapid transit corridors
- Policy 11: Development Management
- Policy 15: Creating a resilient transport network
- Policy 16: Managing and maintaining our transport network
- Policy 23: Improving access to greenspace for all
- Policy 27: Implementing electric vehicle charging infrastructure
- Policy 31: Supporting safer streets and roads
- Policy 33: Delivering our Active Travel Strategy
- Policy 34: Gloucestershire's walking, wheeling and cycling network
- Policy 36: Support opportunities to create quiet lanes where appropriate
- Policy 37: Access to greenspaces and Public Rights of Way
- Policy 39: Improving Gloucestershire's local bus network
- Policy 41: Establishing high-quality and safe interchange hubs
- Policy 42: Delivering railway station improvements

Potential pathways associated with these policies include habitat loss or fragmentation, disturbance, air quality effects, hydrological change, lighting effects, recreational pressure and construction-related pollution.

Several policies have been screened out at this strategic stage because no credible LSE pathway has been identified from the policy wording alone. However, where implementation of screened-out policies subsequently involves physical works, new infrastructure, material changes in traffic movements or increased access to sensitive Habitats Sites, further HRA screening should be undertaken once sufficient detail is available.

At this stage, the findings of the screening assessment do not prevent the LTP from progressing as a strategic plan. However, the LTP should include a clear commitment that any lower-tier plan, programme or project arising from the LTP will be subject to further HRA screening, and where necessary Appropriate Assessment, before being taken forward where there is potential for effects on Habitats Sites.

Projects arising from the LTP should only progress where it can be demonstrated, through subsequent HRA and where required Appropriate Assessment, that they would not adversely affect the integrity of any Habitats Site, either alone or in-combination with other plans or projects. Future assessment should be undertaken when sufficient detail is available regarding scheme location, scale, design, construction methodology, operation and any required avoidance or mitigation measures.

The following over-arching mitigating statement is also recommended for incorporation within the LTP:

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Any development that would be likely to have a significant effect on a Habitats Site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the Habitats Regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with Regulation 66.

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3. Introduction

Background

Gloucestershire County Council (GCC) is preparing a new Local Transport Plan (LTP) to provide the long-term vision, objectives, strategy and policies for transport across the county over the coming years. The Plan will guide the delivery of a transport network that supports sustainable growth, helps communities thrive, improves connectivity, and contributes to achieving wider economic, environmental and social

ambitions.

The LTP has been developed around a vision of a better-connected Gloucestershire, where transport supports everyone's needs, the environment flourishes, and growth is sustainable. To achieve this vision, the LTP identifies a range of outcomes and objectives focused on improving connectivity, supporting a prosperous economy, enhancing health and wellbeing, reducing carbon emissions, protecting and improving the natural and built environment, and ensuring transport is accessible, affordable and inclusive for all.

Supporting the transition to a low-carbon transport system is a key theme of the LTP. Measures aimed at reducing carbon emissions, enabling active travel, improving public transport integration and encouraging more sustainable travel choices contribute to both local ambitions and wider national commitments relating to climate change and environmental improvement.

WSP has been appointed by Gloucestershire County Council to undertake a Habitats Regulations Assessment (HRA) of the Local Transport Plan. Stage 1 (Screening), presented within this report, represents the first step in the HRA process. The purpose of the HRA is to determine whether the objectives contained within the Plan have the potential to result in Likely Significant Effects (LSE) of Habitats Sites, either alone or in combination with other plans and projects.

Screening Framework

At a screening level, this report will ensure that all HRA-related considerations are fully integrated into the LTP as it is developed.

This report details:

- The HRA process and methodology for assessment;
- The relevant Habitats Sites within the Zone of Influence (ZoI) for the LTP;
- The potential impacts/pathways associated with the LTP and how these may impact upon relevant Habitats Sites, and
- the screening of LSE (Stage 1) of the LTP.

It should be noted that this HRA has been based solely upon the LTP and does not include a detailed analysis of any projects that may arise as a result of it.

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Objectives of the LTP

The LTP is a long-term strategy, comprising three outcomes and 12 objectives. These outcomes and objectives are to include the following:

Outcome 1: A well connected and prosperous Gloucestershire

- Objective 1: Improving regional transport connections to support a wider functional economic area.
- Objective 2: A transport system which supports sustainable housing and employment growth.
- Objective 3: Making our transport system more reliable and resilient all day, every day.
- Objective 4: Making our transport system fit for the future.

Outcome 2: A green and healthy Gloucestershire

- Objective 5: High quality natural and built environment.
- Objective 6: Reducing carbon emissions and shifting to sustainable transport modes.
- Objective 7: Making travel safer and more secure.
- Objective 8: Enabling people to lead active and healthy lives.

Outcome 3: A Gloucestershire which supports local communities

- Objective 9: Integrating different types of transport to make it work better for the community.
- Objective 10: Ensuring travel is affordable for all.
- Objective 11: Ensuring transport is accessible for everyone.
- Objective 12: Local transport that reflects community needs.

Each outcome and objective is detailed further within the LTP. Each Objective is further split into a number of policies which aim to achieve each objective. These can be seen in **Section 6**.

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4. Policy, Legislation, Case Law and Guidance

Legislative context

Habitats Regulations Assessment

The Habitats Regulations protect a national network of sites within the UK (previously referred to as Habitats Sites) consisting of Special Areas of Conservation (SACs; focused on intrinsically important habitats and biological populations other than birds) and Special Protection Areas (SPAs; focused on protecting important bird populations and the habitats that support them).

Prior to the UK's departure from the European Union, SPAs and SACs were part of the Natura 2000 network. References to Natura 2000 in the Habitats Regulations and in guidance now refers to the Habitats Sites[1].

It is a matter of Government policy (National Planning Policy Framework (NPPF)[2] Page 106) that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (commonly known as Ramsar sites) are also considered in the same way as SACs and SPAs, as should potential SPAs, possible SACs and proposed Ramsar sites and sites identified, or required, as compensatory measures for adverse effects on any of these sites. This report refers to the term 'Habitats Sites' as collectively including Ramsar sites, potential SPAs and possible SACs.

Regulation 63 (1) of the Habitats Regulations states that "A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which:

> *(a) is likely to have a significant effect on a Habitats 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 that site.*
>
> —must make an Appropriate Assessment of the implications for that site in view of that site's conservation objective."

Where effects on a Habitats Site are likely to be significant, they must be subject to the second stage of the HRA process, Appropriate Assessment. The Habitats Regulations also make allowance for projects or plans to be completed if they satisfy "imperative reasons of overriding public interest (IROPI)"[3], notwithstanding an assessment concluding that they would have adverse effects on the integrity of one or more Habitats Sites. Regulations 64 and 68 of the Habitats Regulations regulates such situations.

Although the UK has now left the European Union, Court of Justice of the European Union (CJEU) decisions issued prior to 1st January 2021 remain binding until subsequent UK court decisions overrule them.

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1 An alternative term for Habitats Sites Sites is Habitats Sites which will be used throughout this report.

2 NPPF 2026: https://assets.publishing.service.gov.uk/media/6a8334c03bd75b81e2329ac4/National_Planning_Policy_Framework.pdf

3 "(a) reasons relating to human health, public safety or beneficial consequences of primary importance to the environment; or (b) any other reasons which the competent authority, having due regard to the opinion of the European Commission, consider to be imperative reasons of overriding public interest."

Stages of Habitats Regulations Assessment

The UK government has set out the step wise approach which should be followed to enable Competent Authorities to discharge their duties under The Habitats Regulations[4] and provides further clarity on the interpretation of Articles 6 (3) and 6 (4), and the actions required under Regulation 63 (1) of The Habitats Regulations. The process used is usually summarised in three distinct stages of assessment:

- **Stage 1:** Screening: the process which identifies whether effects upon the Habitats Sites by a plan or project are possible, either alone or in combination with other plans or projects. The screening assessment then considers whether these effects are likely to be significant;
- **Stage 2:** Appropriate Assessment: the detailed consideration of the effect on the integrity of the Habitats Sites by the plan or project, either alone or in combination with other plans or projects, with respect to the Habitats Site's conservation objectives and its structure and function; and
- **Stage 3:** Derogations: the process under which a plan or project may still go ahead if it fails the integrity test at Stage 2. To qualify for a derogation, the plan or project must pass three legal tests:
    - There are no feasible alternative solutions that would be less damaging or avoid damage to the site;
    - The plan or project needs to be carried out for imperative reasons of overriding public interest (IROPI); and
    - Necessary compensatory measures to maintain the overall coherence of the Habitats Sites can be secured.

In accordance with the People over Wind Judgment (People over Wind and Peter Sweetman v Coillte, 2018) (Case 323/17) targeted measures to mitigate effects on the Habitats Sites will not be considered at the HRA screening stage. The People Over Wind ruling states that:

'…in order to determine whether it is necessary to carry out, subsequently, an appropriate assessment of the implications, for a site concerned, of a plan or project, it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site.'

UK government guidance to Competent Authorities carrying out HRA (Defra, Natural England (NE), Welsh Government, and Natural Resources Wales (NRW), 2021) further confirms this requirement. In relation to HRA screening, this guidance states that:

'At this stage, you should not consider any mitigation measures included by the proposer for the purpose of avoiding or minimising risk to a Habitats Site. These mitigation measures need to be considered at the appropriate assessment stage.'

4 UK Gov. 2023. Guidance 'Habitats regulations assessments: protecting a European site'. Available at: https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site.

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Screening (Stage 1)

The screening process was wide-ranging and took into consideration the sensitivity and mobility of Habitats Site's qualifying features, e.g. breeding birds, as well as the nature of the LTP and working methods.

Its purpose was to identify the likely impacts upon potential Habitats Site impacted by the LTP, either alone or in combination with other plans or projects and considers whether these impacts are likely to be significant. It included

Determining whether the LTP are directly connected with, or necessary for, the management of applicable Habitats Sites;

Describing the elements of the LTP that may have the potential for significant effects upon applicable Habitats Sites;

Undertaking an initial scoping for potential direct and indirect impacts upon applicable Habitats Sites;

Assessing the likely significance of any potential effects identified as resulting from these impacts, both alone and in-combination with other plans and projects; and

Excluding Habitats Sites where it can be objectively concluded that there will be no likely significant effects.

Results of the screening assessment are set out in **Section 8**.

Relevant guidance (primary resources)

Natural England's Internal Guidance

In June 2018, Natural England published guidance[5] on their approach to advising Competent Authorities on the assessment of road traffic emissions under the Habitats Regulations. The document draws upon Annex F of the DMRB (now withdrawn) but takes into account the Wealden Judgement and need to assess 'in-combination' effects on Habitats Sites as a result of air pollution.

The guidance provides a framework around the assessment of road traffic emissions and subsequent effects on Habitats Sites. Notably:

- Step 1 – Does the proposal give rise to emissions which are likely to reach a Habitats Site;
- Step 2 – Are there qualifying features within 200m of a road sensitive to air pollution;
- Step 3 – Could the sensitive qualifying features of the site be exposed to emissions; and
- Step 4 – Application of the Screening Thresholds:
    - Step 4a: apply the threshold alone;

5 Natural England (June 2018) Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (Accessed on 04/08/2026)

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- Step 4b: apply the threshold in-combination with emissions from other road traffic plans and projects; and
- Step 4c: apply the threshold in-combination with emissions from other non-road plans and projects.

- Step 5: Advise on the need for AA where thresholds are exceeded, either alone or in-combination.

The relevant thresholds in relation to Step 4 are as follows:

- Changes in Annual average daily traffic (AADT) of 1,000 vehicles a day (or more); and/or
- Changes of 1% of the relevant Critical Load and/or Level as a result of the plan/project.

Cieem Advisory Note: Ecological Assessment of Air Quality Impacts

This guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) is intended to take ecologists (and air quality specialists) through the issues that they should consider in order to make an informed judgement as to the ecological effects of changes in pollution concentrations and deposition rates. The approaches build on the advice and guidance from Natural England and Institute of Air Quality Management (IAQM) but focus on the ecologist role to interpret the numerical output of air quality assessments to reach evidence-based conclusions on ecological significance.

Updated DMRB (LA 115 – Habitats Regulations Assessment)

The DMRB document LA 115 - Habitats Regulations Assessment[6] states that HRA shall include systematic collection, assessment, and reporting of the implications of highways projects on Habitats Sites and shall be implemented forthwith on all projects involving HRA on the motorway and all-purpose trunk roads. In addition to identifying the Habitats Site designations to be considered within HRA and the format of reporting, the document sets out (principles and purpose) that:

- The precautionary principle shall be applied in reporting through all HRA stages.
- Recourse to the precautionary principle may be relevant when there:
  a. are "*potentially negative effects*"; or
  b. is "*insufficiency of the data, which makes it impossible to determine with sufficient certainty the risk in question".*
- Site conservation objectives should prevail where there is uncertainty.
- Adverse effects should be reported in the HRA in the absence of evidence to the contrary.

6 Highways England (November 2019) Design Manual for Roads and Bridges, LA115 – Habitats Regulations Assessment.

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Other relevant guidance and policy

Chapman, C. and Kite, B. (2021). Guidance on Decision-Making Thresholds for Air Pollution. Joint Nature Conservation Committee (JNCC) Report No.696 (Main Report), JNCC, Peterborough, ISSN 0963-8091 (Note: Plan-level limitation of use is set out in this document; advice on the relevant Zone of Influence or 'ZoI' has been applied).

Department for Communities and Local Government (August 2006). Planning for the protection of Habitats Sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents. Draft.

English Nature (2006). Draft Guidance – The Assessment of Regional Spatial Strategies and Sub-regional strategies under the provisions of the Habitats Regulations European Commission (2000). Managing Natura 2000 Sites, the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC. Available online: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/provision_of_art6_en.pd

Highways England (2019) Design Manual for Roads and Bridges Sustainability and Environment Appraisal LA 105 Air quality (formerly HA 207/07, IAN 170/12, IAN 174/13, IAN 175/13, part of IAN 185/15) Revision 0.

Tyldesley, D. and Chapman, C. (2013). The Habitats Regulations Assessment Handbook (July 2020 Edition) UK DTA Publications Ltd.

Convention on Wetlands of International Importance especially as Waterfowl Habitat. Ramsar (Iran), 2 February 1971. UN Treaty Series No. 14583. As amended by the Paris Protocol, 3 December 1982, and Regina Amendments, 28 May 1987.

JNCC (2016). SAC and SPA Standard Data Forms and Ramsar Information Sheets. Available online: https://jncc.gov.uk/our-work/uk-protected-area-datasets-for-download/.

HRA Policy Guidance

Council of the European Union (1992). Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora. Available online: http://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:31992L0043.

Council of the European Union (2009). Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds. Available online: http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=URISERV:ev0024.

Ministry of Housing, Communities and Local Government (MHCLG) (2023). National Planning Policy Framework.

European Communities (2007). Guidance document on Article 6 (4) of the 'Habitats Directive' 92/43/EEC; Available online: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/guidance_art6_4_en.pdf

Her Majesty's Stationery Office (2017). The Conservation of Habitats and Species Regulations 2017/490.

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In addition, the UK is a signatory to the Convention on Wetlands of International Importance especially Waterfowl Habitat (the Ramsar Convention)[7]. The Convention has three main 'pillars' of activity: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international co-operation with other countries.

The UK has generally chosen to underpin the designation of its Ramsar sites through prior notification of these areas as Sites of Special Scientific Interest (SSSIs) in England. Accordingly, these receive statutory protection under the Wildlife and Countryside Act (1981) as amended. Government has also issued policy statements relating to the special status of Ramsar sites. This extends the same protection at a policy level to listed Ramsar sites in respect of new development as that afforded to sites which have been designated under the EC Birds and Habitats Directives as part of the EU Natura 2000 network.

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7 Guidance provided by UK Government on the assessment of planning applications in relation to designated sites is given at https://www.gov.uk/guidance/protected-sites-and-areas-how-to-review-planning-applications, which clearly includes Ramsar sites within the highest level of protection.

5. Methodology

Data collection

Data sources and context

The screening considers the baseline condition of Habitats Sites and their interest features[8], including (where reported) data on:

- The site boundaries and the boundaries of the component SSSIs;
- The conservation objectives;
- Information on the attributes of the Habitats Sites that contribute to and define their integrity;
- The condition, vulnerabilities and sensitivities of the sites and their interest features, including known pressures and threats;
- The approximate locations of the interest features within each site (if reported); and
- Designated or non-designated 'functional habitats' (if identified).

These data are derived from, where available / relevant:

- The most recent JNCC-hosted GIS datasets;
- The Standard Data forms for SACs and SPAs and Information Sheets for Ramsar sites;
- Article 12 and 17 reporting;
- The published site conservation objectives;
- Supplementary advice to the conservation objectives (SACO) where available[9];
- Site Improvement Plans (SIPs); and
- The supporting Site of Special Scientific Interest's favourable condition tables where relevant and where no SACOs applicable to the features are available.

For SPAs, the qualifying features are taken as those identified on the most recent JNCC datasets and citations, or NE conservation objectives sheets, where these post-date the most recent SPA Review (i.e. it will be assumed that any amendments suggested by the SPA review have been made) unless otherwise explicitly identified by NE.

Where possible, the site data is used to identify other features that may be relevant to site integrity, particularly 'typical species' (for SACs), within-site supporting habitats, and non-Habitats Site or non-designated 'functionally linked habitats.

A typical species is broadly described by European Commission guidance as being any species (or community of species) which is particularly characteristic of, confined to, and/or dependent

8 The term 'interest features' is often used interchangeably with 'qualifying features' but is more appropriately used as a broader term covering the qualifying species and other within-site features that may be relevant to site integrity, particularly 'typical species' (for SACs) and within-site supporting habitats for mobile species.

9 NE has published 'Supplementary advice on conserving and restoring site features' for most Habitats Sites in England which describe in more detail the range of ecological attributes which are most likely to contribute to a site's overall integrity, and qualitative or quantitative targets for each attribute.

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upon the qualifying Annex I habitat feature at a particular site. This may include those species which:

- Are critical to the composition or structure of an Annex I habitat (e.g. constant species identified by the National Vegetation Classification (NVC) community classification);
- Exert a critical positive influence on the Annex I habitat's structure or function (e.g. a bioturbator (mixer of soil/sediment), grazer, surface borer or predator);
- Are consistently associated with, and dependent upon, the Annex I habitat feature for specific ecological needs (e.g. feeding, sheltering), completion of life-cycle stages (e.g. egg-laying) and/or during certain seasons/times; or
- Are particularly distinctive or representative of the Annex I habitat feature at a particular site.

Within-site supporting habitats are those which support the population(s) of the qualifying species, and which are therefore critical to the integrity of the feature.

Functionally linked habitats, or 'functionally linked land' (FLL) is generally taken to be habitats or features outside a Habitats Site boundary that are important or critical to the functional integrity of the site's habitats and / or its qualifying features. These might include, for example:

- 'Buffer' areas around a site (e.g. dense scrub areas preventing public access; areas of land that reduce the effects of agricultural run-off; etc.); or
- Specific features or habitats relied on by mobile species during their lifecycle (e.g. high-tide roosts for waders; significant maternity colonies for bats known to hibernate within an SAC; areas that are critical for foraging or migration; etc), recognising that 'functionally-linked' is not intended as a speculative catch-all covering any habitat that might be occasionally used by, or suitable for, a particular species[10]).

Conservation Objectives

Conservation Objectives benchmark Favourable Conservation Status (FCS) for each feature. Guidance[11] from the UK Statutory Nature Conservation Bodies (SNCBs) provides a broad characterisation of FCS, stating that it "*relates to the long-term distribution and abundance of the populations of species in their natural range, and for habitats to the long-term natural distribution, structure and functions as well as the long-term survival of its typical species in their natural range. It describes a situation in which individual habitats and species are maintaining themselves at all relevant geographical scales and with good prospects to continue to do so in the future*".

The high-level conservation objectives for all SACs and SPAs use the same format and include one or more of the following provisions (depending on the site qualifying features):

For SACs in England:

10 Case law notes that such land should be necessary to the conservation of the protected habitat types and species (Holohan v An Bord Pleanala C-461/17) or play an important role in maintaining or restoring the population of qualifying species at favourable conservation status.

11 JNCC (2018). Favourable Conservation Status: UK Statutory Nature Conservation Bodies Common Statement [online]. Available at: https://data.jncc.gov.uk/data/b9c7f55f-ed9d-4d3c-b484-c21758cec4fe/FCS18-InterAgency-Statement.pdf. [Accessed March 2022].

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> With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features'...), 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 [as applicable to the specific qualifying features of each site];

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

For SPAs in England:

> *With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features'...), 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 aims of the Wild Birds Directive, by maintaining or restoring:*

- *The extent and distribution of the habitats of the qualifying features;*
- *The structure and function of the habitats of the qualifying features;*
- *The supporting processes on which the habitats of the qualifying features rely;*
- *The population of each of the qualifying features; and*
- *The distribution of the qualifying features within the site.*

NE has published SACOs for most Habitats Sites in England which describe in more detail the range of ecological attributes which are most likely to contribute to a site's overall integrity, and which identify qualitative or quantitative targets for each attribute. The targets identify the desired state for the attribute (i.e. to help ensure the site's conservation objectives are met) but do not represent thresholds to assess the significance of any given effect in HRAs. However, a proposal should not prevent the achievement of those targets. The attribute targets are considered at the screening and appropriate assessment stages, where relevant.

The conservation objectives for Ramsar sites are taken to be the same as for the corresponding SACs / SPAs (where sites overlap). Where Ramsar sites do not coincide with an SAC or SPA, or where the Ramsar site features are not ecologically coincident with SAC or SPA features, the conservation objectives and definitions of favourable condition for the underlying SSSIs are used.

In-Combination Effects

When assessing the potential for LSE of a plan or project in light of the conservation objectives for the Habitats Sites, it is necessary to consider the potential for in-combination effects with other plans and projects on the designated interest features of the sites. This should include:

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- Approved but as yet uncompleted plans or projects;
- Permitted ongoing activities such as discharge and abstraction consents; and
- Plans and projects for which an application has been made and which are currently under consideration but not yet approved by competent authorities.

Uncertainty and assumptions

At the point of assessment, full details on the implementation of the LTP have not been finalised; in particular, detailed design, some methods of construction and precise timing of implementation. The precautionary principle has been applied to screen in all aspects where uncertainty exists. The process of Stage 1 screening is a 'low bar' with sites, aspects or features only screened out if they will clearly have no effect or no likely significant effect (LSE) (alone or in-combination) due to an absence of impact pathways. It does not attempt a detailed quantification if significant effects via a particular pathway cannot be simply or self-evidently excluded (this is completed at the appropriate assessment stage, where required, when mitigation is also accounted for).

This report presents the findings of the screening undertaken as part of Stage 1 of the HRA process to establish whether or not the likely impacts of the LTP could have LSE on Habitats Sites.

This document provides this information by undertaking the following steps:

- Determining whether the plan is directly connected with, or necessary for, the management of applicable Habitats Sites;
- Describing the plan impacts that may have the potential for significant effects upon applicable Habitats Sites; and
- Description of the potential pathways of impacts, both alone and in-combination with other plans and projects.

The precautionary principle is applied at all stages of the HRA process. In relation to screening, this means that plans and projects where effects are considered likely and those where uncertainty exists as to whether effects are likely to be significant must be subject to the second stage of the HRA process, AA.

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6. Description of the LTP

The vision for 2043 is for 'a better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable.'

The LTP vision seeks to create a highly connected, accessible and low-carbon transport network across Gloucestershire, reducing reliance on private car travel and providing a genuine range of travel choices for residents. New housing and employment growth will be located where it can be supported by sustainable transport infrastructure, with a transformed public transport system forming the backbone of movement across the county.

A county-wide zero-emission Bus Rapid Transit (BRT) network is proposed to provide fast, frequent and reliable links between Gloucester, Cheltenham, market towns, rural communities and key employment areas. This will be supported by interchange hubs and Park & Ride facilities that integrate bus, rail, active travel and shared mobility options. The Robin demand-responsive transport network will improve accessibility for rural communities, helping ensure equitable access to employment, services and leisure opportunities regardless of age, mobility, income or car ownership.

The strategy also places significant emphasis on active travel, with investment in walking, wheeling and cycling infrastructure, including the Gloucestershire Cycle Spine and wider county-wide active travel network. Improved rail services and integration with other transport modes will strengthen regional and national connectivity, while highway improvements, including M5 Junction 9, are intended to support economic growth, improve safety and reduce congestion alongside encouraging more sustainable travel patterns.

In combination, these measures are expected to support Net Zero ambitions through increased use of public transport and active travel, reduced vehicle emissions, improved air quality and the creation of greener, more climate-resilient places. The vision therefore focuses on substantial transport infrastructure investment and behavioural change, with the potential for both beneficial and adverse effects on Habitats Sites depending on the location, design and implementation of specific projects. A Transport Strategy has now been drafted to identify the types of transport interventions that will be required to help realise economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

In order to realise these visions, GCC has developed 12 objectives, split into 52 policies.

OUTCOME 1: A WELL CONNECTED AND PROSPEROUS GLOUCESTERSHIRE

Objective 1: Improving regional transport connections to support a wider functional economic area.

- Policy 1: Preparing for Devolution
- Policy 2: Improving Gloucestershire's Rail Infrastructure
- Policy 3: Delivering high-quality coach travel
- Policy 4: Managing Gloucestershire's Local Highway
- Policy 5: Supporting the function of the SRN

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- Policy 6: Ensuring efficient freight movement
- Policy 7: Funding Strategic Transport Infrastructure

Objective 2: A transport system which supports sustainable housing and employment growth.

- Policy 8: Land Use Transport Integration
- Policy 9: Supporting enhanced rail connectivity
- Policy 10: Prioritising high-quality rapid transit corridors
- Policy 11: Development management
- Policy 12: Connecting local businesses and supporting the visitor economy

Objective 3: Making our transport system more reliable and resilient all day, every day.

- Policy 13: Managing travel demand
- Policy 14: Improving bus reliability
- Policy 15: Creating a resilient transport network
- Policy 16: Managing and maintaining our transport network
- Policy 17: Enforcing civil and regulatory powers
- Policy 18: Managing on-street car parking

Objective 4: Making our transport system fit for the future.

- Policy 19: Maximising the benefits of digital technology
- Policy 20: Exploring technology and innovative solutions

OUTCOME 2: A GREEN AND HEALTHY GLOUCESTERSHIRE

Objective 5: High quality natural and built environment.

- Policy 21: Reducing transport related pollution and waste
- Policy 22: Supporting nature recovery
- Policy 23: Improving access to greenspace for all
- Policy 24: Delivering good streets and public spaces

Objective 6: Reducing carbon emissions and shifting to sustainable transport modes

- Policy 25: Reducing transport carbon emissions
- Policy 26: Zero Emission Buses
- Policy 27: Implementing electric vehicle charging infrastructure
- Policy 28: Gloucestershire related transport emissions
- Policy 29: Supporting sustainable local deliveries
- Policy 30: Reducing carbon in infrastructure

Objective 7: Making travel safer and more secure.

- Policy 31: Supporting safer streets and roads
- Policy 32: Ensuring personal safety when travelling

Objective 8: Enabling people to lead active and healthy lives.

- Policy 33: Delivering our Active Travel Strategy

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- Policy 34: Gloucestershire's walking, wheeling and cycling network
- Policy 35: Providing shared micromobility services
- Policy 36: Support opportunities to create quiet lanes where appropriate
- Policy 37: Access to greenspaces and Public Rights of Way
- Policy 38: Influencing Travel Behaviour

OUTCOME 3: A GLOUCESTERSHIRE WHICH SUPPORTS LOCAL COMMUNITIES

Objective 9: Integrating different types of transport to make it work better for the community.

- Policy 39: Improving Gloucestershire's local bus network
- Policy 40: Integrated public transport ticketing and payments
- Policy 41: Establishing high-quality and safe interchange hubs
- Policy 42: Delivering railway station improvements

Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion.

- Policy 43: Reducing transport poverty
- Policy 44: Providing transport for children and young people
- Policy 45: Shared mobility
- Policy 46: Expanding our demand responsive transport offer
- Policy 47: Taxis and personal hire provision

Objective 11: Ensuring transport is accessible and inclusive for everyone.

- Policy 48: Considering accessibility and inclusion in transport
- Policy 49: Improving customer experience for all people travelling
- Policy 50: Providing accessible and inclusive travel information

Objective 12: Local transport that reflects community needs.

- Policy 51: Working with local communities
- Policy 52: Community led transport

The following general categories of transport interventions (or plans / policies) that might be appropriate to help realise the region's economic potential have been identified in Table 6-6-1.

Table 6-6-1 – Potential Transport Interventions

Transport Mode	Potential Transport Interventions
Highways	New roads Park and Ride facilities. Online improvements - junction and roundabout improvements, parking, and minor widening; Non-infrastructure options - traffic management and road safety (signage, signalling, visibility, traffic/speed restrictions).

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Transport Mode	Potential Transport Interventions
Rail	New railway lines and stations Upgrade to stations, services and signalling. Improved rail services and frequencies. Improved interchange facilities between rail and other transport modes.
Bus	Priority measures, improvements to stops, services and information. New or enhanced bus stations and interchange facilities. Improvements to bus stops, shelters and passenger facilities. Improved service integration and network coverage.
Walking and Cycling	New and improved cycle ways and new walkways; Improvements to existing walkways and existing cycleways. Cycle parking and cycle hire facilities at interchanges.
Other	Public transport information provision, congestion schemes, ticketing, behavioural change.

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7. Relevant Designated Sites

The Zone of Influence (ZoI) is defined by the potential effects arising from the project or plan and the available pathways for those effects to reach and affect interest features of Habitats Sites.

The ZoIs applied in this assessment have been defined using a precautionary, pathway-led approach that reflects the strategic nature of the LTP and the limited scheme-level information currently available. The 2km buffer around Strategic Corridors provides an initial screening area for potential direct and indirect effects associated with future transport interventions, including construction disturbance, habitat loss, fragmentation, lighting, noise, pollution, localised hydrological change and changes in access. The ZoI has been extended where clear hydrological connectivity exists, recognising that effects on water-dependent Habitats Sites may occur over greater distances where surface water, drainage or catchment pathways provide a mechanism for changes in water quality or quantity. For SACs designated for bat interest including existing Bat SAC ZoI, a 30km search area has been applied to reflect the mobility of qualifying bat species and the potential importance of off-site functionally linked habitats used for commuting, foraging, roosting and seasonal movement. These ZoIs are not intended to imply that all Habitats Sites within the search areas would be affected; rather, they provide a robust and proportionate framework for identifying where credible impact pathways may exist and where further assessment may be required as scheme details emerge.

This approach follows Highways England Design Manual for Roads and Bridges (DMRB) guidance and provides a contextual framework for the consideration of impacts[12].

Relevant designated sites include all those that fall within the potential ZoI for the Plan. 27 Habitats Sites lie within the potential ZoIs for the Plan, including: four SPA; three Ramsar and 20 SACs (six designated for bat interest) located within the 30km search area.

The reasons for designation of these sites are summarised in **Appendix A**. The known vulnerabilities of these sites are summarised and collated from the Natura 2000 standard data forms (JNCC, 2016) and Site Improvement Plans (Natural England (NE) (NE, 2014).

With regard for the qualifying features and information on vulnerability of the sites detailed in **Appendix A**, the broad conservation objectives for SACs and SPAs are to:

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

12 This approach is considered appropriate for this level of assessment; however, buffers may need to be revised to be specific to the individual plans and proposals produced by the GCC as and when they become available.

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- 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.

The Habitats Directive provides further interpretation of the meaning of 'favourable conservation status' within Article 1 parts a, e and i as below:

'(a) conservation means a series of measures required to maintain or restore the natural habitats and the populations of species of wild fauna and flora at a favourable status as defined in (e) and (i);

(e) conservation status of a natural habitat means the sum of the influences acting on a natural habitat and its typical species that may affect its long-term natural distribution, structure and functions as well as the long-term survival of its typical species within the territory referred to in Article 2. The conservative status of a natural habitat will be taken as "favourable" when:

- Its natural range and areas it covers within that range are stable or increasing, and
- The specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and
- The conservation status of its typical species is favourable as defined in (i);

(i) conservation status of a species means the sum of the influences acting on the species concerned that may affect the long-term distribution and abundance of its populations within the territory referred to in Article 2; The conservation status will be taken as "favourable" when:

- Population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats, and
- The natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and
- there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis'.
- Specific conservation objectives for Ramsar sites are not available.

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8. Screening Assessment

Step 1: The Strategy and Management of Habitats Sites

This stage considers whether LTP is directly connected with or necessary to the management of Habitats Sites. Within this context 'directly' means that the plan is solely conceived for the conservation management of a site or group of sites and 'management' refers to the management measures required in order to maintain in favourable condition the features for which the Habitats Site has been designated.

LTP is not directly connected with or necessary for the management of, any of the Habitats Sites listed in **Section 7**. It has not been conceived solely to further the conservation of the site(s) and nor is it essential to the management of the site(s). Therefore, further consideration of the Plan within the HRA process is required.

Step 2: Description of the LTP

A description of LTP is provided in **Section 6**. However, details and all potential locations of projects and / or specific plans for implementing the LTP policies are not currently available. Therefore, at this stage it is has only been possible to describe potential development requirements and make considered assumptions upon potential locations in relation to Habitats Sites.

Step 3: Initial Scoping for Impacts and Effects on Habitats Sites

Consideration of impacts and effects in isolation

Table 8-2 provides an assessment of the potential development activities and associated impacts, which may arise as a result of the implementation of strategy.

It should be noted that for recreational pressures an initial ZoI of ≤500m has been assumed, and as many designated sites are on private land only those sites identified as being potentially vulnerable to public access / disturbance (see Table 8-1) have been screened in, where required. The ZoI for hydrological threats has been assumed to be ≤2km where no above surface water connectivity (i.e. between strategic corridors and designated sites) is present. These ZoI's may need to be revised once more specific details in relation to LTP schemes become available.

Table 8-8-1 – Construction and Operation impacts of LTP

LTP themes (refer to Section 3 for details)	Possible Impacts
Outcome 1: A well connected and prosperous Gloucestershire 1. Improving regional transport connections to support a wider	Habitat loss, damage and fragmentation resulting from new transport infrastructure, network improvements or associated development, which could affect designated habitats, supporting habitats and ecological connectivity. Hydrological impacts arising from changes to drainage patterns, surface water runoff, water quality or water quantity, with potential effects on water-dependent habitats and species.

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LTP themes (refer to Section 3 for details)	Possible Impacts
functional economic area. 2. A transport system which supports sustainable housing and employment growth. 3. Making our transport system more reliable and resilient all day, every day. 4. Making our transport system fit for the future.	Disturbance from construction and operation, including noise, vibration, lighting and increased human activity, which could affect qualifying species and their feeding, breeding and commuting behaviour. Air quality impacts associated with increases in traffic movements, leading to elevated nitrogen deposition and pollutant concentrations affecting sensitive habitats. Recreational pressure where improved access and development growth increase visitor numbers to Habitats Sites, potentially resulting in disturbance, trampling and habitat degradation. Improving connectivity: Conversely, transport improvements may provide opportunities to enhance ecological connectivity through the provision of green infrastructure, wildlife crossings and habitat corridors, supporting species dispersal and climate change resilience.
Outcome 2: A green and healthy Gloucestershire 5. High quality natural and built environment. 6. Reducing carbon emissions. 7. Making travel safer and more secure. 8. Enabling people to lead active and healthy lives.	Habitat loss, damage and fragmentation resulting from the construction of new transport, active travel or public realm infrastructure. Recreational pressure where enhanced walking, cycling and access routes increase visitor numbers to Habitats Sites, potentially leading to disturbance, trampling and habitat degradation. Reduction in carbon emissions may be linked to improved air quality which could lead to a long term positive impact on designated Sites.
Outcome 3: A Gloucestershire for local communities 9. Integrating different types of transport to make it work better for the community. 10. Ensuring travel is affordable for all.	Recreational pressure where improved transport accessibility and connectivity increase visitor access to Habitats Sites, potentially resulting in habitat degradation, trampling, erosion and disturbance to qualifying species.

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LTP themes (refer to Section 3 for details)	Possible Impacts
11. Ensuring transport is accessible and inclusive for everyone. 12. Local transport that reflects community needs.	

Step 4: Assessment of the significance of effects on Habitats Sites

Table 8-2 summarises the likelihood of occurrence of significant effects as a result of the LTP.

Table 8-2 – Likelihood and occurrence of significant effects as a result of LTP

LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
Improving regional transport connections to support a wider functional economic area.	Policy 1: Preparing for Devolution	This is a high-level governance and strategic coordination policy. It does not itself identify, allocate or promote specific transport infrastructure, development locations or operational changes that would give rise to a direct or indirect pathway for effects on Habitats Sites. Any future transport schemes arising through devolved arrangements would need to be subject to separate HRA screening where sufficient detail is available. No LSE pathway is identified at this stage.	Screened Out
	Policy 2: Improving Gloucestershire's Rail Infrastructure	This policy supports improvements to rail infrastructure and services, which may require physical works such as station, track, signalling, access or interchange enhancements. As the location, scale and design of future interventions are not yet defined, potential impact pathways to Habitats Sites cannot be excluded. These may include habitat loss or fragmentation,	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		disturbance to qualifying species, changes to air quality, hydrological effects and construction-related pollution. On a precautionary basis, LSE cannot be ruled out at this strategic stage.	
	Policy 3: Delivering high-quality coach travel	This policy is primarily focused on improving coach travel provision and may support more efficient shared travel, with potential long-term air quality benefits. However, where improvements require new or upgraded coach facilities, interchange infrastructure, parking, access arrangements or changes in visitor movement, there may be potential for indirect effects on Habitats Sites, including recreational pressure or localised disturbance. As the location and scale of future interventions are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 4: Managing Gloucestershire's Local Highway	This policy may support highway management, maintenance, improvement or enhancement works across the local road network. Depending on the location and nature of future measures, there is potential for impact pathways to Habitats Sites through land take, habitat fragmentation, construction disturbance, pollution, changes in drainage or hydrology, and traffic-related air quality effects. As scheme details are not yet available, LSE cannot be excluded on a precautionary basis.	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
	Policy 5: Supporting the function of the Strategic Road Network (SRN)	This policy supports improvements to the strategic road network, including junction and corridor enhancements. Such measures may require construction activity, vegetation clearance, land take, drainage works or changes in traffic flows. Potential pathways to Habitats Sites include habitat loss or fragmentation, disturbance, air quality effects, hydrological change and construction-related pollution. Given the strategic nature of the policy and absence of detailed scheme design, LSE cannot be ruled out at this stage.	Screened In
	Policy 6: Ensuring efficient freight movement	This policy seeks to improve the efficiency and management of freight movement. It does not, in itself, identify or commit to specific new infrastructure, route changes or freight facilities that would create a clear impact pathway to Habitats Sites. Any future freight-related schemes involving physical works or material changes in traffic patterns would require separate HRA screening once details are available. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 7: Funding Strategic Transport Infrastructure	This policy supports the funding and delivery of strategic transport infrastructure. Although it does not define specific schemes, it provides a mechanism through which future infrastructure could be brought forward. Depending on the location, scale and design of those schemes, potential pathways to Habitats Sites may include habitat loss or	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		fragmentation, disturbance, air quality effects, hydrological change and pollution during construction or operation. In the absence of project-level detail, LSE cannot be ruled out.	
A transport system which supports sustainable housing and employment growth	Policy 8: Land Use Transport Integration	This policy promotes the integration of land use and transport planning at a strategic level. It does not, in itself, allocate development, identify specific transport schemes or commit to physical works. On that basis, no direct or indirect impact pathway to Habitats Sites is identified at this stage. Any future transport infrastructure or development proposals arising from this policy would require separate HRA screening once sufficient detail is available. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 9: Supporting enhanced rail connectivity	This policy may facilitate rail connectivity improvements, including new or upgraded infrastructure, station enhancements, service improvements or interchange works. Such interventions could create pathways to Habitats Sites through habitat loss or fragmentation, disturbance, hydrological effects, construction-related pollution and changes in traffic or access patterns. As the locations and design of future rail improvements are not yet known, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 10: Prioritising high-	This policy supports the development of high-quality rapid transit corridors and associated infrastructure.	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
	quality rapid transit corridors	Depending on route alignments, works areas and operational arrangements, potential pathways to Habitats Sites may include habitat loss or fragmentation, disturbance, air quality effects, hydrological change, construction pollution and increased access to sensitive locations. As corridor details and scheme designs are not yet available, LSE cannot be ruled out at this strategic stage.	
	Policy 11: Development Management	This policy seeks to ensure that new development is supported by sustainable transport connections, including walking, wheeling, cycling and public transport access. While this may deliver beneficial outcomes, it may also require new or upgraded access infrastructure, links to rights of way, cycle routes or public transport facilities. Depending on location, such measures could result in habitat loss, disturbance, recreational pressure, hydrological effects or construction-related pollution affecting Habitats Sites. As the scale and location of future interventions are uncertain, LSE cannot be excluded.	Screened In
	Policy 12: Connecting local businesses and supporting the visitor economy	This policy supports local economic connectivity and the visitor economy but does not identify specific infrastructure, routes, visitor destinations or access improvements. On the basis of the policy wording available, no clear impact pathway to Habitats Sites is identified. However, if future measures promote increased access to or movement near sensitive	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		Habitats Sites, particularly those vulnerable to recreational pressure, further HRA screening may be required. No LSE pathway is identified at this strategic stage.	
Making our transport system more reliable and resilient all day, every day	Policy 13: Managing travel demand	This policy seeks to manage travel demand and encourage more sustainable travel behaviours. It is behavioural and operational in nature and does not itself require physical works, new infrastructure or changes in access to sensitive locations. It is therefore unlikely to give rise to direct or indirect effects on Habitats Sites. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 14: Improving bus reliability	This policy is primarily intended to improve the reliability of bus services. Where this is delivered through operational changes alone, no LSE pathway would be expected. However, if implementation requires bus priority measures, junction alterations, stop improvements, highway reconfiguration or other physical infrastructure, there may be potential pathways to Habitats Sites through land take, disturbance, pollution, hydrological change or air quality effects. In the absence of scheme-level information, further HRA screening should be undertaken where physical works are proposed.	Screened Out, with caveat for future physical works
	Policy 15: Creating a resilient transport network	This policy may require adaptation or engineering works to improve the resilience of transport infrastructure to climate change and extreme weather.	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		Such works could involve drainage changes, flood resilience measures, vegetation clearance, embankment works or infrastructure upgrades. Potential pathways to Habitats Sites may include habitat loss or fragmentation, disturbance, hydrological change and construction-related pollution. As scheme details are not available, LSE cannot be ruled out at this strategic stage.	
	Policy 16: Managing and maintaining our transport network	This policy may involve maintenance, repair or management works across the transport network, including works near or within areas ecologically connected to Habitats Sites. Depending on location and method, potential pathways may include disturbance, temporary habitat loss or damage, pollution incidents, changes to drainage and effects on qualifying or supporting habitats and species. As the location and nature of future works are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 17: Enforcing civil and regulatory powers	This policy relates to the use of civil and regulatory powers to manage the transport network. It is administrative and operational in nature and does not promote development, infrastructure delivery or changes in visitor access. No pathway by which the policy could result in effects on Habitats Sites is identified. No LSE pathway is identified at this strategic stage.	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
	Policy 18: Managing on street car parking	This policy relates to parking management and regulation. It does not itself involve new transport infrastructure or physical works likely to affect Habitats Sites. While future parking controls could influence local travel behaviour, no clear or measurable pathway to Habitats Sites is identified at this strategic level. No LSE pathway is identified at this stage.	Screened Out
Making our transport system fit for the future.	Policy 19: Maximising the benefits of digital technology	This policy focuses on improving digital connectivity and access to transport information. It is not expected to require transport infrastructure works or changes in travel patterns of a scale likely to affect Habitats Sites. No direct or indirect impact pathway is identified. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 20: Exploring technology and innovation solutions	This is a high-level policy supporting the exploration of technology and innovation in transport. It does not itself identify specific infrastructure, locations or operational changes that would give rise to a direct or indirect pathway for effects on Habitats Sites. Any future technology-related infrastructure or trials with physical works would require separate HRA screening where relevant. No LSE pathway is identified at this strategic stage.	Screened Out
High quality natural and built environment.	Policy 21: Reducing transport related	This policy is intended to reduce transport-related pollution and waste, with likely beneficial outcomes for air quality, water quality and the wider environment. It does not itself promote	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
	pollution and waste	new infrastructure, land take or changes in access that would create a credible adverse impact pathway to Habitats Sites. No LSE pathway is identified at this strategic stage.	
	Policy 22: Supporting nature recovery	This policy is explicitly directed towards supporting nature recovery and improving ecological outcomes. It is expected to provide beneficial effects for biodiversity and may support the resilience of ecological networks, including habitats functionally connected to Habitats Sites. No adverse impact pathway to Habitats Sites is identified. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 23: Improving access to greenspace for all	This policy promotes improved access to greenspace, which may have health and wellbeing benefits. However, where access improvements promote or facilitate increased visitor use of sensitive locations, there is potential for recreational pressure on Habitats Sites, including disturbance to qualifying species, trampling, erosion and habitat degradation. As the location and scale of access improvements are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 24: Delivering good streets and public spaces	This policy focuses on improving streets and public spaces, primarily within built-up or urban areas. It does not, in itself, identify specific transport infrastructure or access measures likely to affect Habitats Sites. Where	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		future public realm schemes involve physical works near ecologically sensitive locations, they should be considered through project-level screening. No LSE pathway is identified at this strategic stage.	
Reducing carbon emissions.	Policy 25: Reducing transport carbon emissions	This policy seeks to reduce transport-related carbon emissions and is likely to contribute to broader air quality and climate objectives. It does not itself promote specific physical infrastructure, land take or access changes that would create a direct or indirect adverse pathway to Habitats Sites. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 26: Zero emission buses	This policy supports the transition to zero-emission buses, which is likely to reduce operational emissions and provide air quality benefits. The policy does not, in itself, identify new infrastructure or physical works. If implementation requires depot upgrades, charging facilities or other associated infrastructure, these should be subject to separate HRA screening once details are available. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 27: Implementing electric vehicle charging infrastructure	This policy supports the delivery of electric vehicle charging infrastructure. Although the policy is likely to contribute to reduced transport emissions over time, installation of charging infrastructure could require physical works, ground disturbance, lighting, access changes or associated	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		cabling and grid connections. Depending on location, such works could create pathways to Habitats Sites through habitat loss, disturbance, pollution or changes in drainage. As locations and designs are not yet known, LSE cannot be excluded.	
	Policy 28: Gloucestershire related transport emissions	This policy seeks to reduce emissions associated with GCC-related transport activity. It is expected to have beneficial effects in relation to air quality and carbon reduction and does not promote new physical infrastructure or access changes likely to affect Habitats Sites. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 29: Supporting sustainable local deliveries	This policy supports more sustainable local delivery practices and is expected to reduce reliance on higher-emission delivery movements. It does not itself identify new infrastructure, development locations or operational changes of a scale likely to affect Habitats Sites. No direct or indirect adverse pathway is identified. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 30: Reducing carbon in infrastructure	This policy concerns the approach to designing and delivering lower-carbon transport infrastructure. It is intended to influence construction methods, materials and lifecycle emissions rather than promote specific schemes. It does not create an additional impact pathway to Habitats Sites beyond those associated with the	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		infrastructure projects themselves, which would require separate HRA screening where relevant. No LSE pathway is identified at this strategic stage.	
Making travel safer and more secure.	Policy 31: Supporting safer streets and roads	This policy may support measures to improve road safety, including lighting, signage, junction amendments, traffic calming, visibility improvements and other streetscape or highway interventions. Depending on location and design, such measures could create pathways to Habitats Sites through physical works, vegetation clearance, lighting effects, disturbance, pollution or changes in drainage. Lighting changes may be particularly relevant where SAC bat interest features or functionally linked habitats could be affected. As the location and design of measures are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 32: Ensuring personal safety when travelling	This policy focuses on improving personal safety and security for people using the transport network. It is primarily operational and behavioural in nature and does not, in itself, identify specific infrastructure or physical works. Where future safety measures involve lighting, CCTV, shelters or other infrastructure in sensitive locations, project-level HRA screening may be required. No LSE pathway is identified at this strategic stage.	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
Enabling people to lead active and healthy lives.	Policy 33: Delivering our Active Travel Strategy	This policy supports delivery of the Active Travel Strategy, which may include new or improved walking, wheeling and cycling infrastructure. Depending on route alignment, construction methods and proximity to Habitats Sites or functionally linked land, potential pathways may include habitat loss or fragmentation, disturbance, hydrological effects, construction-related pollution and increased recreational access. As the location, scale and design of future schemes are not yet known, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 34: Gloucestershire's walking, wheeling and cycling network	This policy supports the expansion and enhancement of Gloucestershire's walking, wheeling and cycling network. Future schemes may require new or upgraded routes, associated infrastructure, access improvements and links to existing green infrastructure or Public Rights of Way. Depending on location, potential pathways to Habitats Sites may include habitat loss or fragmentation, disturbance, hydrological change, pollution during construction and increased recreational access. As scheme details are not yet available, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 35: Providing shared micromobility services	This policy supports shared micromobility options such as bike, e-bike or e-scooter hire. It is primarily service-based and is likely to support more sustainable travel choices. It	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		does not itself identify specific infrastructure or physical works likely to affect Habitats Sites. If docking stations, parking areas or associated infrastructure are proposed in sensitive locations, project-level HRA screening may be required. No LSE pathway is identified at this strategic stage.	
	Policy 36: Support opportunities to create quiet lanes where appropriate	This policy may involve the designation or enhancement of quiet lanes, potentially including signage, traffic management, route promotion, access improvements or small-scale physical works. While the policy may support lower traffic speeds and active travel, it could also increase recreational use of rural routes near sensitive Habitats Sites. Depending on location, potential pathways may include recreational pressure, disturbance, habitat degradation, minor habitat loss or construction-related pollution. As locations and interventions are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 37: Access to greenspaces and Public Rights of Way	This policy supports improvements to the Public Rights of Way network. Such improvements may facilitate increased recreational access to sensitive Habitats Sites and could also involve physical works such as surfacing, drainage, signage, vegetation clearance or access structures. Potential pathways include recreational pressure, disturbance to qualifying species, trampling, erosion, habitat degradation and construction-	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		related effects. As the location and scale of interventions are uncertain, LSE cannot be ruled out at this stage.	
	Policy 38: Influencing travel behaviour	This policy seeks to influence travel behaviour and encourage more sustainable travel choices. It is behavioural and promotional in nature and does not itself require physical works, new infrastructure or changes in access to sensitive locations. No direct or indirect adverse pathway to Habitats Sites is identified. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 39: Improving Gloucestershire's local bus network	This policy supports improvements to the local bus network. Where delivery is limited to service frequency, routing or operational changes, no LSE pathway would normally be expected. However, implementation could require new or upgraded stops, shelters, interchanges, bus priority measures, depots or supporting infrastructure. Depending on location, potential pathways may include habitat loss, disturbance, pollution, hydrological effects, air quality changes or increased access to sensitive locations. In the absence of scheme-level detail, LSE cannot be excluded where physical works are required.	Screened In
Integrating different types of transport to make it work	Policy 40: Integrated public transport ticketing and payments	This policy relates to integrated ticketing and payment systems for public transport. It is primarily administrative, digital and operational in nature and does not itself promote	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
better for the community.		physical infrastructure, land take or changes in access of a scale likely to affect Habitats Sites. No direct or indirect adverse impact pathway is identified. No LSE pathway is identified at this strategic stage.	
	Policy 41: Establishing high-quality and safe interchange hubs	This policy supports the establishment of high-quality and safe interchange hubs, which may require new or upgraded infrastructure, access arrangements, lighting, surfacing, parking, drainage and associated public realm works. Depending on location and design, potential pathways to Habitats Sites may include habitat loss or fragmentation, disturbance, lighting effects, hydrological change, construction-related pollution and changes in visitor access. As the location, scale and design of future hubs are not yet defined, LSE cannot be excluded on a precautionary basis.	Screened In
	Policy 42: Delivering railway station improvements	This policy supports railway station improvements, which may include platform, access, parking, interchange, lighting, drainage, building or associated rail infrastructure works. Such measures could create pathways to Habitats Sites through habitat loss or fragmentation, disturbance, hydrological effects, construction-related pollution, lighting impacts and changes in access patterns. As the location and design of future station improvements are not yet known, LSE cannot be excluded at this strategic stage.	Screened In

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
	Policy 43: Reducing transport poverty	This policy seeks to reduce transport poverty and improve access to services, employment and opportunities. It is primarily social, operational and accessibility-focused and does not itself identify specific infrastructure, development locations or access changes likely to affect Habitats Sites. If future measures require physical works or materially increase access to sensitive Habitats Sites, project-level HRA screening may be required. No LSE pathway is identified at this strategic stage.	Screened Out
Ensuring travel is affordable for all.	Policy 44: Providing transport for children and young people	This policy relates to improving transport provision for children and young people. It is primarily service-based and operational in nature and does not itself promote new transport infrastructure or physical works. No direct or indirect adverse pathway to Habitats Sites is identified at this strategic stage. Any future infrastructure-based measures would require separate HRA screening once sufficient detail is available.	Screened Out
	Policy 45: Shared mobility	This policy supports alternatives to private car ownership, such as shared mobility and other service-based transport options. It is expected to encourage more sustainable travel behaviour and does not itself identify specific physical infrastructure likely to affect Habitats Sites. Where future delivery requires hubs, parking areas, docking stations or associated infrastructure in sensitive locations, project-level HRA screening may be	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		required. No LSE pathway is identified at this strategic stage.	
	Policy 46: Expanding our demand responsive transport offer	This policy supports the expansion of demand responsive transport services. It is primarily operational and service-based, and no direct pathway to Habitats Sites is identified from the policy itself. However, if expanded services materially increase access to sensitive recreational locations, or require new stops, hubs, parking or depot infrastructure, further HRA screening may be required. No LSE pathway is identified at this strategic stage.	Screened Out, with caveat for increased access/infrastructure
	Policy 47: Taxis and personal hire provision	This policy relates to taxi and private hire provision and is primarily regulatory and operational in nature. It does not itself promote new infrastructure, land take or changes in access of a scale likely to affect Habitats Sites. No direct or indirect adverse impact pathway is identified. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 48: Considering accessibility and inclusion in transport	This policy seeks to ensure accessibility and inclusion are considered in transport planning and delivery. As a high-level policy, it does not itself identify specific infrastructure or development locations that would create an impact pathway to Habitats Sites. Where future accessibility improvements involve physical works in sensitive locations, those works should be subject to project-level HRA	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		screening. No LSE pathway is identified at this strategic stage.	
Ensuring transport is accessible and inclusive for everyone.	Policy 49: Improving customer experience for all people travelling	This policy is focused on improving the customer experience across the transport network. It is primarily operational and service-based and does not itself promote location-specific infrastructure or physical works. If future customer experience improvements require shelters, signage, lighting, interchange upgrades or other infrastructure in sensitive locations, project-level HRA screening may be required. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 50: Providing accessible and inclusive travel information	This policy focuses on the provision of accessible and inclusive travel information. It is informational, digital and operational in nature and does not require physical infrastructure, land take or changes in visitor access likely to affect Habitats Sites. No LSE pathway is identified at this strategic stage.	Screened Out
	Policy 51: Working with local communities	This policy supports engagement and partnership working with local communities to identify and respond to transport needs. It is governance and engagement-based and does not itself identify specific infrastructure, routes or access improvements. Any future community-led schemes involving physical works or increased access to sensitive Habitats Sites would need to be screened separately when sufficient	Screened Out

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LTP Objectives (refer to Section 3 for details)	Policy	LSE screening rationale	Screening outcome
		detail is available. No LSE pathway is identified at this strategic stage.	
Local transport that reflects community needs.	Policy 52: Community led transport	This policy supports community-led transport initiatives. These are likely to be small-scale and service-based, but may include local access improvements, stops, parking, signage or supporting infrastructure. Depending on location, there may be potential for localised disturbance, habitat loss, recreational access effects or construction-related pollution. As the scale, location and form of future measures are not yet defined, further HRA screening may be required where physical works or increased access to sensitive Habitats Sites are proposed. No LSE pathway is identified at this strategic stage unless infrastructure or access changes are brought forward.	Screened Out, with caveat for infrastructure/access changes

Notwithstanding the requirement for further assessment, it is highly likely that within the regulation and permitting of the development of projects to implement the LTP, a range of environmental control measures will be required to ensure adverse impacts upon the environment are avoided or minimised. This will include the control of water abstraction and discharge of water is required via the Water Framework Directive, the consideration of impacts on designated sites is covered under the Habitats Regulations, Wildlife and Countryside Act 1981 (as amended), and national and local planning policy. These control measures will ensure that impacts associated with projects to implement the LTP are minimised. This will be determined at the next tier of assessment, screening or AA stage, and it is likely that with the control measures in place, development that may result in significant adverse impacts on Habitats Sites would only be permitted in exceptional circumstances.

At this stage, it is not possible to categorically demonstrate that the LTP will not have any impacts upon Habitats Sites.

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Potential in Combination Impacts and Effects

Given the strategic nature of this screening assessment and the uncertainties surrounding the timing and effects of other county/regional level plans and projects, it is not practicable at this stage to identify all the possible plans and projects that may act 'in-combination' or to consider the specific nature of likely effects arising.

However, it is possible to outline at a strategic level the broad types of effects that may arise from the implementation of other plans and projects which should inform the overall implementation of LTP. Some of the effects may occur as a result of LTP alone but may also occur or be magnified as a result of a wider range of development actions and activities arising from the implementation of other plans and projects.

Table 8-2: Water Impacts and Effects

Water resources and quality	Sewage and industrial effluent discharges from new developments Abstraction to secure water supplies for planned growth (housing, industry) Flood and coastal risk management development (for example, implementation of new flood defences)
Soil and Geology	Changes in land use, in particular agricultural production
Air quality	Increase in atmospheric pollutants (for example, road, rail, airports expansion) Changes in atmospheric pollutants from power generation, in particular change in fossil fuel use to 'cleaner' technologies in industrial and domestic use
Disturbance	Construction and operation of new developments (transportation, residential, commercial, industrial) Recreational pressures including trampling from settlements expansion, Improved access (for example, national coastal footpaths Infrastructure at height (chimney stacks, wind turbines)
Habitat (and species) loss and fragmentation	Direct land take (for example, road, rail, settlements, industrial) Barriers to migration (for example, tidal power, bridge construction)

Further assessment of the cumulative impacts of different plans and projects will not be specifically undertaken for this screening assessment as the LTP is too high-level to identify specific impacts and effects that could be considered in-combination with other plans and projects. Any subsequent next-tier screening assessments and AA(s) will require consideration of the potential impacts of in-combination effects in greater detail as further information become available.

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9. Conclusion

Conclusion and Recommendations

This screening report sets out baseline information on Habitats Sites relevant to the Gloucestershire Local Transport Plan (LTP) and assesses the potential for LSE upon these sites, either alone or in-combination with other plans and projects.

A total of 27 Habitats Sites lie within the potential ZoIs for the LTP, comprising four SPAs, three Ramsar sites and 20 SACs, including six SACs designated for bat interest within the 30 km bat SAC search area. The assessment has considered potential impact pathways including habitat loss and fragmentation, air quality effects, hydrological change, disturbance, recreational pressure, lighting effects and construction-related pollution.

The LTP sets out a strategic framework for transport across Gloucestershire to 2043 and includes 52 policies across three outcomes. A number of policies are high-level, governance-based, operational, behavioural or service-focused in nature, and are not considered to give rise to a credible impact pathway to Habitats Sites at this strategic stage. These policies have therefore been screened out.

However, the screening exercise identified a number of policies for which LSE cannot be ruled out on a precautionary basis, due to their potential to support transport infrastructure, network improvements, access enhancements or other physical interventions where the location, scale, design and construction methods are not yet defined. The policies screened in are:

- Policy 2: Improving Gloucestershire's Rail Infrastructure
- Policy 3: Delivering high-quality coach travel
- Policy 4: Managing Gloucestershire's Local Highway
- Policy 5: Supporting the function of the Strategic Road Network (SRN)
- Policy 7: Funding Strategic Transport Infrastructure
- Policy 9: Supporting enhanced rail connectivity
- Policy 10: Prioritising high-quality rapid transit corridors
- Policy 11: Development Management
- Policy 15: Creating a resilient transport network
- Policy 16: Managing and maintaining our transport network
- Policy 23: Improving access to greenspace for all
- Policy 27: Implementing electric vehicle charging infrastructure
- Policy 31: Supporting safer streets and roads
- Policy 33: Delivering our Active Travel Strategy
- Policy 34: Gloucestershire's walking, wheeling and cycling network
- Policy 36: Support opportunities to create quiet lanes where appropriate
- Policy 37: Access to greenspaces and Public Rights of Way
- Policy 39: Improving Gloucestershire's local bus network
- Policy 41: Establishing high-quality and safe interchange hubs
- Policy 42: Delivering railway station improvements

Under these policies, future transport interventions could result in LSE through one or more impact pathways, including habitat loss or fragmentation, disturbance to qualifying species, changes in air

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quality, hydrological effects, lighting impacts, recreational pressure, and construction-related pollution. At this strategic stage, insufficient information is available regarding the precise location, scale, design, timing or delivery mechanisms of future schemes to enable these effects to be assessed in detail or ruled out with certainty.

Several policies have been screened out at this strategic stage but include caveats requiring further HRA screening if implementation results in physical works, infrastructure provision or material changes in access to sensitive Habitats Sites. This includes, in particular, policies relating to bus reliability, demand responsive transport and community-led transport, where no LSE pathway is identified from the policy wording alone, but where future delivery mechanisms may require further consideration.

It is therefore recommended that the LTP includes a clear commitment that any lower-tier plan, programme or project arising from the LTP will be subject to further HRA screening, and where necessary Appropriate Assessment, once sufficient detail is available. Projects should only be taken forward where it can be demonstrated that they would not adversely affect the integrity of any Habitats Site, either alone or in-combination with other plans or projects.

At this stage, the findings of the screening assessment do not prevent the LTP from progressing as a strategic plan. However, the screened-in policies should be carried forward with appropriate safeguards, including a requirement for scheme-level HRA, early consideration of Habitats Site constraints, avoidance of impact pathways where possible, and incorporation of mitigation at the appropriate assessment stage where required.

The following over-arching mitigating statement is also recommended for incorporation within the LTP:

- Any development that would be likely to have a significant effect on a Habitats Site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the habitats regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66.
- Where possible over-arching mitigating statements should be incorporated within the LTP:
- development will not be located within any Habitats Site so that no direct habitat loss will occur;
- wherever possible works will be avoided where there is a direct transmission pathway to Habitats Sites (such as a Habitats Site downstream of a new road);
- that buffer zones will be provided between construction/improvement works and Habitats Sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors);
- there would be a general presumption against the permitting of construction/improvement works which generate particular adverse effects in proximity to Habitats Sites, which are sensitive to those effects – e.g. where particular adverse impacts on the water environment are identified; and
- improved access to Habitats Sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

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11. Appendix A – Habitats Site Details

Table A1 – Habitat Site Details

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Special Areas of Conservation (SAC) - England				
Bredon Hill SAC	Annex II species that are a primary reason for selection of this site: ▪ Violet click beetle *Limoniscus violaceus*[14]	1. Ashchurch Freight Loop Extension and Third Platform (780.50 m) 2. Bridge over Railway (780.50m)	P/T - Forestry and woodland management P/T - Feature location / extent / condition unknown T - Disease P - Air Pollution: impact of atmospheric nitrogen deposition T - Climate change[15]	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 the habitats of qualifying species

[13] Threats/pressures highlighted in green should be given primary consideration in screening and appropriate assessment of the LTP policies, those highlighted amber should be considered as indirect effects as a result of the LTP policies and those highlighted red are unlikely to be considerations in screening and appropriate assessment of the LTP policies.
[14] Bredon Hill SAC Citation- https://publications.naturalengland.org.uk/file/6450185953607680
[15] Bredon Hill SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/6073334638837760

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[16]
Cotswold Beechwoods SAC	Annex I habitats that are a primary reason for selection of this site ▪ *Asperulo-Fagetum* beech forests Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	1. Steadings-town centre (4.99m) 2. Brockworth-Cheltenham (1.25km) 3. Cycle access improvements A46 Corridor –	T - Invasive species T - Deer T - Invasive species T - Disease T - Public Access/Disturbance	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;

[16] Bredon Hill SAC Conservation Objectives Citation - https://publications.naturalengland.org.uk/file/6278893137035264

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia)* (* important orchid sites)[17]	Cheltenham – Brockworth (1.25km)	T - Changes in species distributions P-Air Pollution: impact of atmospheric nitrogen deposition[18]	▪ 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[19]
North Meadow & Clattinger Farm SAC	Annex I habitats that are a primary reason for selection of this site: ▪ Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis)*[20]	1. Cirencester-Cricklade (111.39m)	P/T - Inappropriate water levels P/T - Habitat fragmentation P/T - Commons management	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;

[17]Cotswold Beechwoods SAC Citation- https://publications.naturalengland.org.uk/file/5713432510726144
[18] Cotswold Beechwoods SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/file/5734985984114688
[19] Cotswold Beechwoods SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6196928853573632
[20] North Meadow & Clattinger Farm SAC Citation- https://publications.naturalengland.org.uk/file/4779957305737216

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
			P/T - Public Access/Disturbance T - Water Pollution[21]	▪ 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[22]
Oxford Meadows SAC	Annex I habitats that are a primary reason for selection of this site: ▪ Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*) Annex II species present as a primary reason for site selection:	1. Bus priority and corridor improvements - C10 Andoversford – Oxfordshire (11.67m)	P/T- Hydrological changes T- Invasive species[24]	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;

[21] North Meadow & Clattinger Farm SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4565167836758016
[22] North Meadow & Clattinger Farm SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/4953376035176448
[24] Oxford Meadows SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4942743310696448

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Creeping marshwort *Apium repens*[23]			▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species Ø 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.[25]

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[23] Oxford Meadows SAC Citation- https://publications.naturalengland.org.uk/file/4798170332659712
[25] Oxford Meadows SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5150991062401024

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
River Wye SAC	Annex I habitats that are a primary reason for selection of this site ▪ Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Transition mires and quaking bogs Annex II species that are a primary reason for selection of this site ▪ White-clawed (or Atlantic stream) crayfish *Austropotamobius pallipes* ▪ Sea lamprey *Petromyzon marinus*	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (within the site) 2. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (within the site) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (within the site)	P/T - Water Pollution P/T - Physical modification P/T - Invasive species P/T - Hydrological changes P/T - Forestry and woodland management P - Fisheries: Freshwater P/T - Fisheries: Fish stocking P/T - Water abstraction T - Public Access/Disturbance T - Air Pollution: impact of atmospheric nitrogen deposition P/T - Inappropriate scrub control	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 habitats of qualifying species rely

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Brook lamprey *Lampetra planeri* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax* ▪ Atlantic salmon *Salmo salar* ▪ Bullhead *Cottus gobio* ▪ Otter *Lutra lutra* Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ Allis shad *Alosa alosa*[26]	4. Bus priority and corridor improvements - C25 Lydney – Chepstow (within the site) 5. Chepstow-Lydney (within the site) 6. A4136 Corridor highway Improvements (1.42km)	P/T - Undergrazing P/T - Transportation and service corridors[27]	▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[28]

[26] River Wye SAC Citation- https://publications.naturalengland.org.uk/file/5464505186254848
[27] River Wye SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/5178575871279104
[28] River Wye SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5099305425960960

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Rodborough Common SAC	Annex I habitats that are a primary reason for selection of this site ▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)[29]	1. Dudbridge: cycling improvements (172.80m) 2. Gunhause Lane-Chalford (353.53m) 3. Stonehouse Nailsworth (172.80m) 4. Stonehouse-Chalford (353.53m)	P/T-Undergrazing Public P/T-Access/Disturbance T- Air Pollution: risk of atmospheric nitrogen deposition[30]	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

[29] Rodborough Common SAC Citation- https://publications.naturalengland.org.uk/file/4660056750555136
[30] Rodborough Common SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/5525408413908992

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		5. Stonehouse-Gunhause Lane (363.22m) 6. Bus priority and corridor improvements - C14 Stroud – Cirencester (353.53m) 7. Bus priority and corridor improvements - C15 Stroud – Gloucester (824.64m) 8. Bus priority and corridor improvements - C16 Stroud – Nailsworth (172.80m) 9. Bus priority and corridor		▪ The supporting processes on which qualifying natural habitats rely[31]

[31] Rodborough Common SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5518108223864832

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		improvements - C17 Hardwicke - Dursley – Stroud (839.50m) 10. Stroud cycling routes (353.53m) 11. Stroud walking routes (1.04km) 12. Stroud-Nailsworth (172.80m) 13. Stroud - Gloucester, BRT Corridor (1.15km) 14. 14. Rodborough (within the site)		
Salisbury Plain SAC	Annex I habitats that are a primary reason for selection of this site ▪ *Juniperus communis* formations on heaths or calcareous grasslands	1. Bus priority and corridor improvements - C13 Cirencester – Wiltshire (1.76km)	P- Changes in species distributions	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites) Annex II species that are a primary reason for selection of this site ▪ Marsh fritillary butterfly Euphydryas (*Eurodryas, Hypodryas*) *aurinia*[32]		P- Air Pollution: risk of atmospheric nitrogen deposition[33]	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,

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[32] Salisbury Plain SAC Citation- https://publications.naturalengland.org.uk/file/5364389880266752
[33] Salisbury Plain SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/5384236060114944

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The distribution of qualifying species within the site.[34]
Severn Estuary SAC	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time	1. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (within the site) 2. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (within the site) 3. Bus priority and corridor	P/T- Public Access/Disturbance T- Physical modification P/T- Impacts of development P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution P- Air Pollution: impact of atmospheric nitrogen deposition	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

[34] Salisbury Plain SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5639123222396928

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Reefs Annex II species that are a primary reason for selection of this site ▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax*[35]	improvements - C23 Elton Road/A48 - Cinderford – Coleford (within the site) 4. Bus priority and corridor improvements - C25 Lydney – Chepstow (455.85m) 5. Chepstow-Lydney (455.85m) 6. Stonehouse-Saul Junction (1.11km)	P/T- Marine consents and permits: minerals and waste P- Fisheries: Recreational marine and estuarine T- Fisheries: Commercial marine and estuarine T- Invasive species P/T- Marine litter T- Marine pollution incidents[36]	▪ 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.[37]

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[35] Severn Estuary SAC Citation- https://publications.naturalengland.org.uk/file/5221186174713856
[36] Severn Estuary SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4590676519944192
[37] Severn Estuary SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6377265718099968

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Wye Valley & Forest of Dean Bat Sites SAC	Annex II species that are a primary reason for selection of this site ▪ Lesser horseshoe bat *Rhinolophus hipposideros* ▪ Greater horseshoe bat *Rhinolophus ferrumequinum*[38]	1. A4136 Corridor highway Improvements (25.06m) 2. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (1.36km) 3. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (1.36km) 4. Bus priority and corridor improvements - C23 Elton Road/A48 -	P/T- Physical modification P- Public Access/Disturbance T- Habitat connectivity[39]	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 the habitats of qualifying species ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which the habitats of qualifying species rely

[38] Wye Valley & Forest of Dean Bat Sites SAC Citation- https://publications.naturalengland.org.uk/file/5725464458952704
[39] Wye Valley & Forest of Dean Bat Sites SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/6102625057505280

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Cinderford – Coleford (216.59m) 5. Bus priority and corridor improvements - C24 Coleford – Lydney (within the site) 6. Bus priority and corridor improvements - C25 Lydney – Chepstow (1.36km) 7. Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors (within the site)		▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[40]

[40] Wye Valley & Forest of Dean Bat Sites SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5128727537385472

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		8. Chepstow-Lydney (1.36km) 9. Cinderford-Gloucester (323.24m) 10. Coleford-Cinderford (567.09m) 11. Coleford-Lydney (within the site)		
Wye Valley Woodlands SAC	Annex I habitats that are a primary reason for selection of this site ▪ *Asperulo-Fagetum* beech forests ▪ *Tilio-Acerion* forests of slopes, screes and ravines * Priority feature ▪ *Taxus baccata* woods of the British Isles * Priority feature	1. A4136 Corridor highway Improvements (1.17km) 2. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (924.58m) 3. Bus priority and corridor improvements - C22	P/T- Deer P/T- Forestry and woodland management P/T- Invasive species P/T- Habitat connectivity T- Species decline P/T- Air Pollution: impact of atmospheric nitrogen deposition T- Disease	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ Lesser horseshoe bat *Rhinolophus hipposideros*[41]	Elton Road/A48 – Lydney (922.72m) 4. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (922.72m) 5. Bus priority and corridor improvements - C25 Lydney – Chepstow (658.91m) 6. Chepstow-Lydney (790.51m	T- Public Access/Disturbance[42]	▪ 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 habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[43]
SAC Wales				

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[41] Wye Valley Woodlands SAC Citation- https://publications.naturalengland.org.uk/file/5725464458952704
[42] Wye Valley Woodlands SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/file/5725464458952704
[43] Wye Valley Woodlands SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5128727537385472

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
River Wye / Afon Gwy SAC	Annex I habitats that are a primary reason for selection of this site ▪ Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Transition mires and quaking bogs Annex II species that are a primary reason for selection of this site ▪ White-clawed (or Atlantic stream) crayfish *Austropotamobius pallipes* ▪ Sea lamprey *Petromyzon marinus* ▪ Brook lamprey *Lampetra planeri*	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford 2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (within the site) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (within the site) 4. Bus priority and corridor improvements - C25	P/T - Water Pollution P/T - Physical modification P/T - Invasive species P/T - Hydrological changes P/T - Forestry and woodland management P - Fisheries: Freshwater P/T - Fisheries: Fish stocking P/T - Water abstraction T - Public Access/Disturbance T - Air Pollution: impact of atmospheric nitrogen deposition P/T - Inappropriate scrub control	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 habitats of qualifying species rely

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax* ▪ Atlantic salmon *Salmo salar* ▪ Bullhead *Cottus gobio* ▪ Otter *Lutra lutra* Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ Allis shad *Alosa alosa*[44]	Lydney – Chepstow (within the site) 5. Chepstow-Lydney (within the site) 6. A4136 Corridor highway Improvements (within the site)	P/T - Undergrazing P/T - Transportation and service corridors[45]	▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[46]
Severn Estuary SAC	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries	1. Bus priority and corridor improvements - C23 Elton Road/A48 -	P/T- Public Access/Disturbance	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the

[44] River Wye SAC Citation- https://publications.naturalengland.org.uk/file/5464505186254848
[45] River Wye Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/5178575871279104
[46] River Wye SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5099305425960960

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II species that are a primary reason for selection of this site ▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis*	Cinderford – Coleford (7.71m) 2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (7.61m) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (21.89m)	T- Physical modification P/T- Impacts of development P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution P- Air Pollution: impact of atmospheric nitrogen deposition P/T- Marine consents and permits: minerals and waste P- Fisheries: Recreational marine and estuarine T- Fisheries: Commercial marine and estuarine T- Invasive species	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,

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Twaite shad *Alosa fallax*[47]		P/T- Marine litter T- Marine pollution incidents[48]	▪ The distribution of qualifying species within the site.[49]
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystlumod Dyffryn Gwy a Fforest y Ddena SAC	Annex II species that are a primary reason for selection of this site ▪ Lesser horseshoe bat *Rhinolophus hipposideros* ▪ Greater horseshoe bat *Rhinolophus ferrumequinum*[50]	1. A4136 Corridor highway Improvements (755.31m)	P/T- Physical modification P- Public Access/Disturbance T- Habitat connectivity[51]	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 the habitats of qualifying species

[47] Severn Estuary SAC Citation- https://publications.naturalengland.org.uk/file/5221186174713856
[48] Severn Estuary SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4590676519944192
[49] Severn Estuary SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6377265718099968
[50] Wye Valley and Forest of Dean Bat Sites SAC Citation- https://publications.naturalengland.org.uk/file/5725464458952704
[51] Wye Valley and Forest of Dean Bat Sites Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/6102625057505280

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[52]
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy SAC	Annex I habitats that are a primary reason for selection of this site ▪ *Asperulo-Fagetum* beech forests ▪ *Tilio-Acerion* forests of slopes, screes and ravines * Priority feature	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (333.82m) 2. Bus priority and corridor improvements - C22	P/T- Deer P/T- Forestry and woodland management P/T- Invasive species P/T- Habitat connectivity T- Species decline	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

[52] Wye Valley and Forest of Dean Bat Sites Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5128727537385472

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ *Taxus baccata* woods of the British Isles * Priority feature Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ Lesser horseshoe bat *Rhinolophus hipposideros*[53]	Elton Road/A48 - Lydney (333.82m) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (333.82m) 4. Bus priority and corridor improvements - C25 Lydney – Chepstow (224.11m) 5. Chepstow-Lydney (231.81m) 6. A4136 Corridor highway Improvements (1.39m)	P/T- Air Pollution: impact of atmospheric nitrogen deposition T- Disease T- Public Access/Disturbance[54]	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 habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[55]

[53] Wye Valley Woodlands SAC Citation https://publications.naturalengland.org.uk/file/4729640186806272
[54] Wye Valley Woodlands SAC Site Improvement Plan (SIP) https://publications.naturalengland.org.uk/publication/4907653293670400
[55] Wye Valley Woodlands SAC Conservation Objectives Citation https://publications.naturalengland.org.uk/file/6571286793027584

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Special Protection Areas (SPA) - England				
Severn Estuary SPA	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II species that are a primary reason for selection of this site	1. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (within the site) 2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (within the site) 3. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (within the site)	P/T- Public Access/Disturbance T- Physical modification P/T- Impacts of development P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution P- Air Pollution: impact of atmospheric nitrogen deposition P/T- Marine consents and permits: minerals and waste	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis* Twaite shad *Alosa fallax*[56]	4. Bus priority and corridor improvements - C25 Lydney – Chepstow (455.85m) 5. Chepstow-Lydney (455.85m) 6. Stonehouse-Saul Junction (1.21)	P- Fisheries: Recreational marine and estuarine T- Fisheries: Commercial marine and estuarine T- Invasive species P/T- Marine litter T- Marine pollution incidents[57]	habitats and the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[58]
Salisbury Plain SPA	Annex I habitats that are a primary reason for selection of this site ▪ *Juniperus communis* formations on heaths or calcareous grasslands ▪ Semi-natural dry grasslands and scrubland facies on	1. Bus priority and corridor improvements - C13 Cirencester – Wiltshire (1.76km)	P- Changes in species distributions P- Air Pollution: risk of atmospheric nitrogen deposition[60]	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;

[56] Severn Estuary SPA Citation-https://publications.naturalengland.org.uk/file/5221186174713856
[57] Severn Estuary SPA Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4590676519944192
[58] Severn Estuary SPA Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6377265718099968
[60] Salisbury Plain SPA

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	calcareous substrates (*Festuco-Brometalia*) (* important orchid sites) Annex II species that are a primary reason for selection of this site ▪ Marsh fritillary butterfly Euphydryas (*Eurodryas, Hypodryas*) *aurinia*[59]			▪ 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,

[59] Salisbury Plain SPA

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ [61]The distribution of qualifying species within the site.
Walmore Common SPA	Annex I species that are a primary reason for selection of this site ▪ Bewick's Swan *Cygnus columbianus bewickii* (non-breeding) ▪ White-fronted Goose *Anser albifrons albifrons* (non-breeding) ▪ Additionally classified for its assemblage of wintering wildfowl.	1. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (106.81m) 2. Cinderford-Gloucester (106.97m)	T- Hydrological changes T- Changes in species distributions T- Change in land management P/T- Offsite habitat availability/ management T- Public Access/Disturbance T- Energy production[62]	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely

[61] Salisbury Plain SPA
[62] Walmore Common SPA Site Improvement Plan

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site. [63]
SPA - Wales				
Severn Estuary SPA	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*)	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (7.64m) 2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (7.61m) 3. Bus priority and corridor	P/T- Public Access/Disturbance T- Physical modification P/T- Impacts of development P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution	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

[63] Walmore Common SPA Conservation Objective Citations

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II species that are a primary reason for selection of this site ▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax*[64]	improvements - C20 Highnam - Elton Road/A48 (20.27m)	P- Air Pollution: impact of atmospheric nitrogen deposition P/T- Marine consents and permits: minerals and waste P- Fisheries: Recreational marine and estuarine T- Fisheries: Commercial marine and estuarine T- Invasive species P/T- Marine litter T- Marine pollution incidents[65]	▪ 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.[66]
Ramsar Sites - England				

[64] Severn Estuary SPA Citation- https://publications.naturalengland.org.uk/file/5221186174713856
[65] Severn Estuary SPA Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4590676519944192
[66] Severn Estuary SPA Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6377265718099968

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Severn Estuary Ramsar	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II species that are a primary reason for selection of this site ▪ Sea lamprey *Petromyzon marinus*	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (within the site) 2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (within the site) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (within the site) 4. Bus priority and corridor improvements - C25 Lydney – Chepstow (455.85m) 5. Chepstow-Lydney (455.85m)	P/T- Public Access/Disturbance T- Physical modification P/T- Impacts of development P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution P- Air Pollution: impact of atmospheric nitrogen deposition P/T- Marine consents and permits: minerals and waste P- Fisheries: Recreational marine and estuarine	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax*[67]	6. Stonehouse-Saul Junction (1204.58m)	T- Fisheries: Commercial marine and estuarine T- Invasive species P/T- Marine litter T- Marine pollution incidents [68]	▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[69]
Walmore Common Ramsar		1. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (106.81m) 2. Cinderford-Gloucester (106.97m)	T- Hydrological changes T- Changes in species distributions T- Change in land management	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

[67] Severn Estuary Ramsar Citation- https://publications.naturalengland.org.uk/file/5221186174713856
[68] Severn Estuary Ramsar Site Improvement Plan-https://publications.naturalengland.org.uk/publication/4590676519944192
[69] Severn Estuary Ramsar Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6377265718099968

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
			P/T- Offsite habitat availability/ management T- Public Access/Disturbance T- Energy production	▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features, and, ▪ The distribution of the qualifying features within the site.
Ramsar Sites - Wales				
Severn Estuary Ramsar	Annex I habitats that are a primary reason for selection of this site ▪ Estuaries	1. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (7.64m)	P/T- Public Access/Disturbance T- Physical modification P/T- Impacts of development	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (Glauco-*Puccinellietalia maritimae*) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II species that are a primary reason for selection of this site ▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis*	2. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (7.61m) 3. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (20.27m)	P/T- Coastal squeeze P/T- Change in land management T- Changes in species distributions P/T- Water Pollution P- Air Pollution: impact of atmospheric nitrogen deposition P/T- Marine consents and permits: minerals and waste P- Fisheries: Recreational marine and estuarine T- Fisheries: Commercial marine and estuarine T- Invasive species P/T- Marine litter	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,

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ Twaite shad *Alosa fallax* [70]		T- Marine pollution incidents[71]	The distribution of qualifying species within the site.[72]
SACs Designated for Bats within 30km - England				
Bath & Bradford on Avon Bats SAC	Annex II species that are a primary reason for selection of this site ▪ 1304 *Rhinolophus ferrumequinum* ▪ 1323 *Myotis bechsteinii* Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1303 *Rhinolophus hipposideros*[73]	1. Bus priority and corridor improvements - C13 Cirencester – Wiltshire (8.15km) 2. Gloucester - Westerleigh Junction Rail Capacity Enhancements (16.64km) 3. Bus priority and corridor improvements - C20	P/T- Planning Permission: general T- Change in land management T- Direct impact from third party T- Feature location/ extent/ condition unknown T- Offsite habitat availability/ management P/T- Public Access/Disturbance	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 the habitats of qualifying species ▪ The structure and function of the habitats of qualifying species

[70] Severn Estuary Ramsar Citation- https://publications.naturalengland.org.uk/file/5221186174713856
[71] Severn Estuary Ramsar Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4590676519944192
[72] Severn Estuary Ramsar Conservation Objectives Citation https://publications.naturalengland.org.uk/file/6377265718099968
[73] Bath & Bradford on Avon Bats SAC Citation https://publications.naturalengland.org.uk/file/6652449532149760

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Highnam - Elton Road/A48 (18.54km) 4. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (18.55km) 5. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (18.55km) 6. Cirencester-Kemble-Tetbury (23.08km) 7. Nailsworth-Tetbury (23.82km) 8. Nailsworth-Charfield (23.82km)	P/T- Change to site conditions T- Inappropriate designation boundary[74]	▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[75]

[74] Bath & Bradford on Avon Bats SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4564119772463104
[75] Bath & Bradford on Avon Bats SAC Conservation Objectives Citation https://publications.naturalengland.org.uk/file/6600635269251072

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		9. Box Road and A4135 to Chapel Street (27.06km) 10. Bus priority and corridor improvements - C17 Hardwicke - Dursley – Stroud (28.71km) 11. Stonehouse-Dursley (28.71km) 12. Bus priority and corridor improvements - C16 Stroud – Nailsworth (29.76km) 13. 13. Stroud-Nailsworth (29.78km)		
Chilmark Quarries SAC	Annex II species that are a primary reason for selection of this site	1. Bus priority and corridor improvements -	T- Public Access/Disturbance	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ 1304 Greater horseshoe bat *Rhinolophus ferrumequinum* 1308 Barbastelle *Barbastella barbastellus* ▪ 1323 Bechstein's bat *Myotis bechsteinii* Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1303 Lesser horseshoe bat *Rhinolophus hipposideros*[76]	C13 Cirencester – Wiltshire (20.82km)	P/T- Natural changes to site conditions T- Offsite habitat availability/management P/T- Planning Permission: general P- Air Pollution: impact of atmospheric nitrogen deposition[77]	site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; ▪ The extent and distribution of habitats of qualifying species ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and,

[76] Chilmark Quarries SAC Citation https://publications.naturalengland.org.uk/file/4631701196374016
[77] Chilmark Quarries SAC Site Improvement Plan- https://publications.naturalengland.org.uk/publication/5962539112333312

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The distribution of qualifying species within the site.[78]
Mells Valley SAC	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) ▪ 8310 Caves not open to the public Annex II species that are a primary reason for selection of this site	1. Bus priority and corridor improvements - C13 Cirencester – Wiltshire (24.51km) 2. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (26.89km) 3. Bus priority and corridor improvements -	T- Public Access/Disturbance T- Wildfire/ arson P- Direct impact from third party P- Undergrazing P- Inappropriate designation boundary P- Air Pollution: impact of atmospheric nitrogen deposition[80]	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

[78] Chilmark Quarries SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6654033096081408
[80] Mells Valley SAC Site Improvement Plan- https://publications.naturalengland.org.uk/publication/4665580590202880

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ 1304 Greater horseshoe bat *Rhinolophus ferrumequinum*[79]	C22 Elton Road/A48 – Lydney (27km) 4. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (27.05km)		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.[81]
Mendip Limestone	Annex I habitats that are a primary reason for selection of this site	1. Bus priority and corridor improvements - C20	T- Inappropriate scrub control	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the

[79] Mells Valley SAC Citation- https://publications.naturalengland.org.uk/file/6301977415778304
[81] Mells Valley SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6245401586040832

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Grasslands SAC	▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 4030 European dry heaths ▪ 8310 Caves not open to the public ▪ 9180 Tilio-Acerion forests of slopes, screes and ravines (* Priority feature) Annex II species present as a qualifying feature, but not a primary reason for site selection	Highnam - Elton Road/A48 (24.13km) 2. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (24.13km) 3. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (24.69km)	T- Change in land management T- Disease P- Air Pollution: impact of atmospheric nitrogen deposition[83]	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

[83] Mendip Limestone Grasslands SAC Site Improvement Plan https://publications.naturalengland.org.uk/publication/4795484023554048

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ 1304 Greater horseshoe bat *Rhinolophus ferrumequinum*[82]			habitats of qualifying species rely ▪ The populations of qualifying species, and, ▪ The distribution of qualifying species within the site.[84]
North Somerset & Mendip Bats SAC	Annex I habitats that are a primary reason for selection of this site ▪ 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) ▪ 9180 Tilio-Acerion forests of slopes, screes and ravines (* Priority feature)	1. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (13.98km) 2. Bus priority and corridor improvements - C22 Elton Road/A48 – Lydney (13.98km)	P/T- Undergrazing P/T- Planning Permission: general P/T- Change to site conditions P- Forestry and woodland management T- Disease	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

[82] Mendip Limestone Grasslands SAC Citation- https://publications.naturalengland.org.uk/file/5713972770635776
[84] Mendip Limestone Grasslands SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/4576009739567104

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 8310 Caves not open to the public Annex II species that are a primary reason for selection of this site ▪ 1303 Lesser horseshoe bat (*Rhinolophus hipposideros*) ▪ 1304 Greater horseshoe bat (*Rhinolophus ferrumequinum*)[85]	3. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford – Coleford (14.26km) 4. Gloucester - Westerleigh Junction Rail Capacity Enhancements (26.39km) 5. Chepstow-Lydney (27.63km) 6. Bus priority and corridor improvements - C25 Lydney – Chepstow (27.63km)	P- Air Pollution: impact of atmospheric nitrogen deposition[86]	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,

[85] North Somerset & Mendip Bats SAC Citation- https://publications.naturalengland.org.uk/file/5309740112412672
[86] North Somerset & Mendip Bats SAC Site Improvement Plan- https://publications.naturalengland.org.uk/publication/6226153064890368

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
				▪ The distribution of qualifying species within the site.[87]
Wye Valley & Forest of Dean Bat Sites SAC	Annex II species that are a primary reason for selection of this site ▪ Lesser horseshoe bat *Rhinolophus hipposideros* ▪ Greater horseshoe bat *Rhinolophus ferrumequinum*[88]	1. Bus priority and corridor improvements - C24 Coleford - Lydney (0.00km) 2. Coleford-Lydney (0.00km) 3. Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors (0.00km)	P/T- Physical modification P- Public Access/Disturbance T- Habitat connectivity[89]	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 the habitats of qualifying species ▪ The structure and function of the habitats of qualifying species

[87] North Somerset & Mendip Bats SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5575002288291840
[88]Wye Valley & Forest of Dean Bat Sites SAC Citation- https://publications.naturalengland.org.uk/file/5725464458952704
[89] Wye Valley & Forest of Dean Bat Sites SAC Site Improvement Plan- https://publications.naturalengland.org.uk/publication/6102625057505280

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		4. A4136 Corridor highway Improvements (0.03km) 5. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford - Coleford (0.22km) 6. Cinderford-Gloucester (0.32km) 7. Coleford-Cinderford (0.57km) 8. Bus priority and corridor improvements - C25 Lydney - Chepstow (1.36km)		▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[90]

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[90] Wye Valley & Forest of Dean Bat Sites SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5128727537385472

Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		9. Chepstow-Lydney (1.36km) 10. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (1.36km) 11. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (1.36km) 12. Newent LCWIP walking and cycling routes (5.83km) 13. Newent LCWIP walking routes (7.19km) 14. Horsefair Lane, Glebe Close, Holts		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Road and Watery Lane (8.10km) 15. Meek Road to Broad Street (via Bury Bar Lane) (8.67km) 16. Newent-Highnam (8.69km) 17. Bus priority and corridor improvements - C21 Highnam - Newent (8.69km) 18. Stonehouse-Saul Junction (8.93km) 19. Bus priority and corridor improvements - C19 Gloucester - Highnam (10.16km) 20. Bus priority and corridor		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		improvements - C17 Hardwicke - Dursley - Stroud (10.51km) 21. Bus priority and corridor improvements - C18 Gloucester - Hardwicke (10.59km) 22. Gloucester - Westerleigh Junction Rail Capacity Enhancements (10.95km) 23. Gloucester- Stonehouse (11.43km) 24. Hartpury-Gloucester west (11.78km) 25. Bus priority and corridor improvements -		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Gloucester City Centre (11.97km) 26. A4135 Cam Chapel Street to B4066 (12.02km) 27. Box Road and A4135 to Chapel Street (12.13km) 28. Steadings-town centre (12.29km) 29. Gloucester Area Rail Capacity Enhancements (12.90km) 30. Cam & Dursley walking routes (13.10km) 31. Cam & Dursley secondary routes (13.10km)		

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		32. Chaple Street, Everlands, The Knapp (13.24km) 33. Bus priority and corridor improvements - C03 Tuffley - Cheltenham (13.51km) 34. Bus priority and corridor improvements - C15 Stroud - Gloucester (13.52km) 35. Stroud - Gloucester, BRT Corridor (13.52km) 36. Bus Rapid Transit (13.69km) 37. Gloucester City Centre cycle link: Black Dog Way, London Road:		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		cycling improvements (13.74km) 38. Tewkesbury-Gloucester (13.88km) 39. BRT C01 - Cheltenham - Gloucester, B4063 (13.89km) 40. BRT C02 Cheltenham - Gloucester, A40 (13.89km) 41. Bus priority and corridor improvements - C04 Gloucester - Coombe Hill (13.91km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		42. Bridge over railway - Horton Road (13.96km) 43. Estcourt Road roundabout: walking and cycling improvements (13.97km) 44. Stonehouse-Dursley (14.07km) 45. Sapphire Road - Finlay Road LCWIP routes 8.1-8.4 (14.15km) 46. Stonehouse Nailsworth (15.29km) 47. Stonehouse-Chalford (15.29km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		48. Stonehouse-Gunhause Lane (15.29km) 49. Nailsworth-Charfield (16.00km) 50. Rodborough (17.96km) 51. Dudbridge: cycling improvements (18.00km) 52. Bus priority and corridor improvements - C16 Stroud - Nailsworth (18.63km) 53. Stroud-Nailsworth (18.63km) 54. Bus priority and corridor improvements - C14		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Stroud - Cirencester (19.04km) 55. Stroud cycling routes (19.04km) 56. Stroud walking routes (19.14km) 57. Brockworth-Cheltenham (19.17km) 58. Cycle access improvements A46 Corridor – Cheltenham - Brockworth (19.19km) 59. Gunhause Lane-Chalford (20.35km) 60. Cheltenham Area Rail Capacity Enhancements (21.44km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		61. Nailsworth-Tetbury (21.44km) 62. Bus priority and corridor improvements - C05 Cheltenham - Coombe Hill (21.50km) 63. Tewkesbury-Cheltenham (21.51km) 64. Bus priority and corridor improvements - C06 Coombe Hill - Tewkesbury (21.53km) 65. Bus priority and corridor improvements - C07 Cheltenham - Tewkesbury via		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Bishops Cleeve (23.25km) 66. Cheltenham to Tewkesbury via Bishop Cleeve (23.25km) 67. Tewkesbury walking routes (23.25km) 68. Tewkesbury-Bishop's Cleeve (23.27km) 69. Chalford-Cirencester (24.14km) 70. Stoke Road (24.26km) 71. Mitton-Tewkesbury (24.98km) 72. Ashchurch-Tewkesbury (24.98km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		73. Tewkesbury cycling routes (24.98km) 74. Newtown-Tewkesbury (24.98km) 75. Bus priority and corridor improvements - C11 Cheltenham - Cirencester (25.40km) 76. Bus priority and corridor improvements - Cheltenham Town Centre (25.51km) 77. Cheltenham-Bourton (25.56km) 78. Cheltenham-Woodmancote (25.56km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		79. Bus priority and corridor improvements - C08 Cheltenham - Andoversford (25.64km) 80. Cheltenham Road: Kings Head to A435 (25.99km) 81. M5/A46-rail station: cycling improvements (26.26km) 82. Bishop's Cleeve secondary corridors (27.38km) 83. Bishop's Cleeve primary routes (27.62km) 84. Bishop's Cleeve village centre		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		walking routes (27.76km) 85. Ashchurch Freight Loop Extension and Third Platform (27.79km) 86. Bridge over railway - North Ashchurch (27.79km) 87. Cirencester-Kemble-Tetbury (27.95km) 88. Bishop's Cleeve to Gotherington (28.08km) 89. Bishop's Cleeve neighbourhood walking routes (28.09km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
Wye Valley Woodlands SAC	Annex I habitats that are a primary reason for selection of this site ▪ *Asperulo-Fagetum* beech forests ▪ *Tilio-Acerion* forests of slopes, screes and ravines * Priority feature ▪ *Taxus baccata* woods of the British Isles * Priority feature Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ Lesser horseshoe bat *Rhinolophus hipposideros*[91]	1. Bus priority and corridor improvements - C25 Lydney - Chepstow (0.66km) 2. Chepstow-Lydney (0.79km) 3. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford - Coleford (0.92km) 4. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (0.92km)	P/T- Deer P/T- Forestry and woodland management P/T- Invasive species P/T- Habitat connectivity T- Species decline P/T- Air Pollution: impact of atmospheric nitrogen deposition T- Disease T- Public Access/Disturbance[92]	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

[91] Wye Valley Woodlands SAC Citation- https://publications.naturalengland.org.uk/file/4729640186806272
[92] Wye Valley Woodlands SAC Site Improvement Plan (SIP)- https://publications.naturalengland.org.uk/publication/4907653293670400

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		5. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (0.92km) 6. A4136 Corridor highway Improvements (1.17km) 7. Coleford-Cinderford (2.86km) 8. Coleford-Lydney (2.86km) 9. Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford /		habitats and habitats of qualifying species rely ▪ The populations of qualifying species, and, The distribution of qualifying species within the site.[93]

[93] Wye Valley Woodlands SAC Conservation Objectives Citation https://publications.naturalengland.org.uk/file/6571286793027584

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Cinderford corridors (2.86km) 10. Bus priority and corridor improvements - C24 Coleford - Lydney (2.89km) 11. Cinderford-Gloucester (7.99km) 12. Newent LCWIP walking and cycling routes (15.55km) 13. Newent LCWIP walking routes (15.93km) 14. Gloucester - Westerleigh Junction Rail Capacity Enhancements (16.26km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		15. Horsefair Lane, Glebe Close, Holts Road and Watery Lane (16.62km) 16. Meek Road to Broad Street (via Bury Bar Lane) (17.19km) 17. Newent-Highnam (17.22km) 18. Bus priority and corridor improvements - C21 Highnam - Newent (17.23km) 19. Nailsworth-Charfield (18.06km) 20. Stonehouse-Saul Junction (19.02km) 21. Bus priority and corridor improvements - C17		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Hardwicke - Dursley - Stroud (19.03km) 22. A4135 Cam Chapel Street to B4066 (19.60km) 23. Box Road and A4135 to Chapel Street (19.60km) 24. Cam & Dursley walking routes (19.85km) 25. Cam & Dursley secondary routes (19.85km) 26. Chaple Street, Everlands, The Knapp (19.95km) 27. Stonehouse-Dursley (20.87km) 28. Bus priority and corridor		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		improvements - C18 Gloucester - Hardwicke (21.94km) 29. Bus priority and corridor improvements - C19 Gloucester - Highnam (21.98km) 30. Gloucester-Stonehouse (22.67km) 31. Hartpury-Gloucester west (22.98km) 32. Bus priority and corridor improvements - Gloucester City Centre (23.92km) 33. Steadings-town centre (24.14km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		34. Gloucester Area Rail Capacity Enhancements (24.83km) 35. Bus priority and corridor improvements - C03 Tuffley - Cheltenham (25.35km) 36. Bus priority and corridor improvements - C15 Stroud - Gloucester (25.35km) 37. Stroud - Gloucester, BRT Corridor (25.35km) 38. Stonehouse Nailsworth (25.40km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		39. Stonehouse-Chalford (25.40km) 40. Stonehouse-Gunhause Lane (25.40km) 41. Bus Rapid Transit (25.65km) 42. Gloucester City Centre cycle link: Black Dog Way, London Road: cycling improvements (25.70km) 43. Tewkesbury-Gloucester (25.81km) 44. BRT C01 - Cheltenham - Gloucester, B4063 (25.85km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		45. BRT C02 Cheltenham - Gloucester, A40 (25.85km) 46. Bus priority and corridor improvements - C04 Gloucester - Coombe Hill (25.86km) 47. Estcourt Road roundabout: walking and cycling improvements (25.88km) 48. Bridge over railway - Horton Road (25.92km) 49. Sapphire Road - Finlay Road LCWIP routes 8.1-8.4 (26.11km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		50. Rodborough (28.07km) 51. Dudbridge: cycling improvements (28.10km) 52. Bus priority and corridor improvements - C16 Stroud - Nailsworth (28.53km) 53. Stroud-Nailsworth (28.53km) 54. Nailsworth-Tetbury (29.02km) 55. Bus priority and corridor improvements - C14 Stroud - Cirencester (29.12km) 56. Stroud cycling routes (29.12km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		57. Stroud walking routes (29.31km)		
SACs Designated for Bats within 30km - Wales				
Usk Bat Sites / Safleodd Ystlumod Wysg SAC	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site ▪ 4030 European dry heaths ▪ 7120 Degraded raised bogs still capable of natural regeneration ▪ 7130 Blanket bogs (* if active bog) (* Priority feature) ▪ 8210 Calcareous rocky slopes with chasmophytic vegetation ▪ 8310 Caves not open to the public ▪ 9180 Tilio-Acerion forests of slopes, screes and ravines (* Priority feature)	1. A4136 Corridor highway Improvements (22.72km) 2. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford - Coleford (29.26km) 3. Coleford-Cinderford (29.30km) 4. Coleford-Lydney (29.30km) 5. Bus stop and bus advantage improvements for	P/T – Grazing P/T – Air pollution (air-borne pollutants) P/T – Invasive non-native species P/T – Human-induced changes in hydraulic conditions T – Other urbanisation, industrial and similar activities T – Problematic native species	Ensure the maintenance or restoration of the lesser horseshoe bat population in favourable conservation status through the maintenance or restoration of: ▪ A sustainable and viable population of lesser horseshoe bats; ▪ Suitable roosting, breeding, hibernation and foraging habitat; ▪ Habitat connectivity and commuting routes, including hedgerows, woodland and tree lines;

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	Annex II species that are a primary reason for selection of this site ▪ 1303 Lesser horseshoe bat (*Rhinolophus hipposideros*)[94]	Gloucester - Lydney / Coleford / Cinderford corridors (29.30km) 6. Bus priority and corridor improvements - C24 Coleford - Lydney (29.38km)	T – Interspecific floral relations[95]	▪ Appropriate management of supporting habitats; and ▪ All factors necessary to sustain the species in the long term.[96]
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystlumod Dyffryn Gwy	Annex II species that are a primary reason for selection of this site ▪ 1303 Lesser horseshoe bat (*Rhinolophus hipposideros*) ▪ 1304 Greater horseshoe bat (*Rhinolophus ferrumequinum*)[97]	1. A4136 Corridor highway Improvements (22.72km) 2. Bus priority and corridor improvements - C23	P/T- Physical modification P- Public Access/Disturbance T- Habitat connectivity[98]	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

[94] Usk Bat Sites / Safleodd Ystlumod Wysg - https://sac.jncc.gov.uk/site/UK0014784
[95] Usk Bat Sites / Safleodd Ystlumod Wysg Standard Data Form - https://citations.lercwales.org.uk/sac/UK0014784.pdf
[96] Usk Bat Sites / Safleodd Ystlumod Wysg Core Management Plan - https://naturalresources.wales/media/674281/Usk%20Bat%20Sites%20Management%20Plan%20Feb%2008.pdf
[97] Wye Valley and Forest of Dean Bat Sites Citation- https://publications.naturalengland.org.uk/file/5725464458952704
[98] Wye Valley and Forest of Dean Bat Sites Site Improvement Plan- https://publications.naturalengland.org.uk/publication/6102625057505280

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
a Fforest y Ddena SAC		Elton Road/A48 - Cinderford - Coleford (3.86km) 3. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (3.86km) 4. Bus priority and corridor improvements - C20 Highnam - Elton Road/A48 (3.90km) 5. Bus priority and corridor improvements - C25 Lydney - Chepstow (4.26km) 6. Chepstow-Lydney (4.26km)		▪ The extent and distribution of the habitats of qualifying species ▪ The structure and function of the habitats of qualifying species ▪ The supporting processes on which the habitats of qualifying species rely ▪ The populations of qualifying species, and ▪ The distribution of qualifying species within the site.[99]

[99] Wye Valley and Forest of Dean Bat Sites Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/5128727537385472

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		7. Coleford-Cinderford (5.24km) 8. Coleford-Lydney (5.24km) 9. Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors (5.24km) 10. Bus priority and corridor improvements - C24 Coleford - Lydney (5.28km) 11. Cinderford-Gloucester (13.34km) 12. Gloucester - Westerleigh Junction Rail Capacity		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Enhancements (19.60km) 13. Newent LCWIP walking and cycling routes (21.48km) 14. Newent LCWIP walking routes (21.80km) 15. Bus priority and corridor improvements - C17 Hardwicke - Dursley - Stroud (21.94km) 16. Horsefair Lane, Glebe Close, Holts Road and Watery Lane (22.42km) 17. Box Road and A4135 to Chapel Street (22.52km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		18. A4135 Cam Chapel Street to B4066 (22.52km) 19. Cam & Dursley walking routes (22.76km) 20. Cam & Dursley secondary routes (22.76km) 21. Chaple Street, Everlands, The Knapp (22.87km) 22. Stonehouse-Saul Junction (22.88km) 23. Meek Road to Broad Street (via Bury Bar Lane) (22.99km) 24. Newent-Highnam (23.01km) 25. Bus priority and corridor		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		improvements - C21 Highnam - Newent (23.02km) 26. Nailsworth-Charfield (23.10km) 27. Stonehouse-Dursley (24.15km) 28. Bus priority and corridor improvements - C18 Gloucester - Hardwicke (27.31km) 29. Bus priority and corridor improvements - C19 Gloucester - Highnam (27.86km) 30. Gloucester-Stonehouse (27.87km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		31. Stonehouse Nailsworth (28.27km) 7. 32. Stonehouse-Chalford (28.27km) 32. Stonehouse-Gunhause Lane (28.27km) 33. Hartpury-Gloucester west (28.92km) 34. Bus priority and corridor improvements - Gloucester City Centre (29.62km)		
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy SAC	Annex I habitats that are a primary reason for selection of this site ▪ 9130 Asperulo-Fagetum beech forests	1. A4136 Corridor highway Improvements (within Site) 2. Bus priority and corridor	P/T- Deer P/T- Forestry and woodland management P/T- Invasive species P/T- Habitat connectivity	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

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
	▪ 9180 Tilio-Acerion forests of slopes, screes and ravines (* Priority feature) ▪ 91J0 Taxus baccata woods of the British Isles (* Priority feature) Annex II species present as a qualifying feature, but not a primary reason for site selection ▪ 1303 Lesser horseshoe bat (*Rhinolophus hipposideros*)[100]	improvements - C25 Lydney - Chepstow (0.22km) 3. Chepstow-Lydney (0.23km) 4. Bus priority and corridor improvements - C23 Elton Road/A48 - Cinderford - Coleford (0.33km) 5. Bus priority and corridor improvements - C22 Elton Road/A48 - Lydney (0.33km) 6. Bus priority and corridor improvements - C20	T- Species decline P/T- Air Pollution: impact of atmospheric nitrogen deposition T- Disease T- Public Access/Disturbance[101]	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 habitats of qualifying species rely ▪ The populations of qualifying species, and,

[100] Wye Valley Woodlands SAC Citation- https://publications.naturalengland.org.uk/file/4729640186806272
[101] Wye Valley Woodlands SAC Site Improvement Plan - https://publications.naturalengland.org.uk/publication/4907653293670400

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Highnam - Elton Road/A48 (0.33km) 7. Coleford-Cinderford (3.96km) 8. Coleford-Lydney (3.96km) 9. Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors (3.96km) 10. Bus priority and corridor improvements - C24 Coleford - Lydney (4.03km)		▪ The distribution of qualifying species within the site.[102]

[102] Wye Valley Woodlands SAC Conservation Objectives Citation- https://publications.naturalengland.org.uk/file/6571286793027584

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		11. Cinderford-Gloucester (10.29km) 12. Gloucester - Westerleigh Junction Rail Capacity Enhancements (17.06km) 13. Newent LCWIP walking and cycling routes (18.73km) 14. Nailsworth-Charfield (18.73km) 15. Newent LCWIP walking routes (19.17km) 16. Horsefair Lane, Glebe Close, Holts Road and Watery Lane (19.89km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		17. Meek Road to Broad Street (via Bury Bar Lane) (20.46km) 18. Newent-Highnam (20.49km) 19. Bus priority and corridor improvements - C21 Highnam - Newent (20.49km) 20. Bus priority and corridor improvements - C17 Hardwicke - Dursley - Stroud (20.54km) 21. Box Road and A4135 to Chapel Street (20.54km) 22. Stonehouse-Saul Junction (20.67km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		23. A4135 Cam Chapel Street to B4066 (20.83km) 24. Cam & Dursley walking routes (20.93km) 25. Cam & Dursley secondary routes (20.93km) 26. Chaple Street, Everlands, The Knapp (21.01km) 27. Stonehouse-Dursley (21.67km) 28. Bus priority and corridor improvements - C18 Gloucester - Hardwicke (24.26km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		29. Bus priority and corridor improvements - C19 Gloucester - Highnam (24.92km) 30. Gloucester-Stonehouse (24.93km) 31. Hartpury-Gloucester west (26.08km) 32. Bus priority and corridor improvements - Gloucester City Centre (26.60km) 33. Stonehouse Nailsworth (27.06km) 34. Stonehouse-Chalford (27.06km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		35. Stonehouse-Gunhause Lane (27.06km) 36. Steadings-town centre (27.07km) 37. Gloucester Area Rail Capacity Enhancements (27.69km) 38. Bus priority and corridor improvements - C15 Stroud - Gloucester (27.86km) 39. Stroud - Gloucester, BRT Corridor (27.86km) 40. Bus priority and corridor improvements - C03		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Tuffley - Cheltenham (27.89km) 41. Bus Rapid Transit (28.48km) 42. Gloucester City Centre cycle link: Black Dog Way, London Road: cycling improvements (28.53km) 43. Tewkesbury-Gloucester (28.67km) 44. BRT C01 - Cheltenham - Gloucester, B4063 (28.68km) 45. BRT C02 Cheltenham -		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		Gloucester, A40 (28.68km) 46. Bus priority and corridor improvements - C04 Gloucester - Coombe Hill (28.68km) 47. Bridge over railway - Horton Road (28.73km) 48. Estcourt Road roundabout: walking and cycling improvements (28.76km) 49. Sapphire Road - Finlay Road LCWIP routes 8.1-8.4 (28.80km)		

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Site Name	Citation at time of designation	Strategic Corridor (and distance from Natura 2000 / Ramsar site)	Pressure and threats listed within the site improvement plan (NE. Undated) (T=Threats, P=Pressure)-This is from the site improvement plan[13]	Conservation Objectives
		50. Rodborough (29.73km) 51. Dudbridge: cycling improvements (29.76km) 52. Nailsworth-Tetbury (29.84km)		

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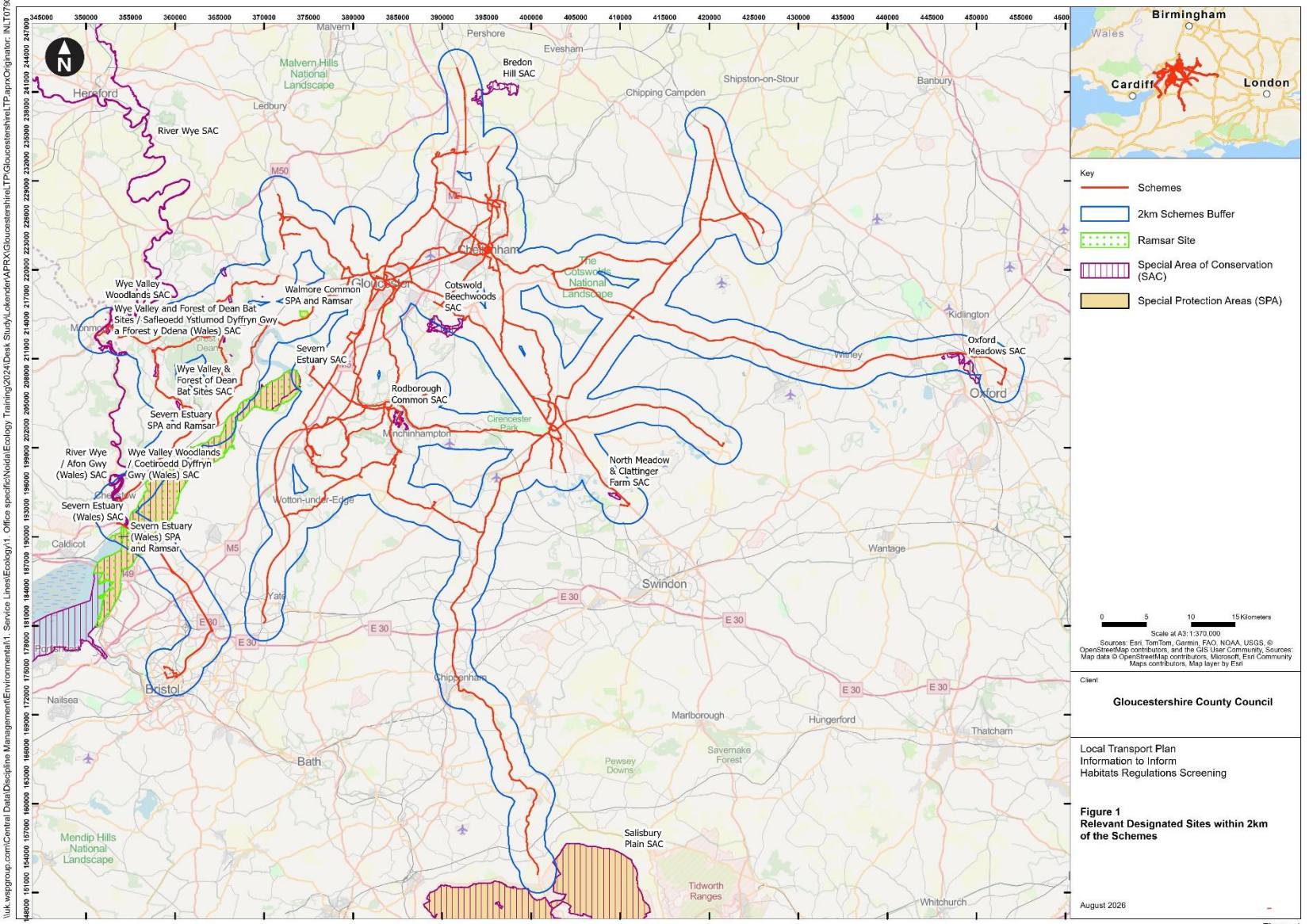
\\uk.wspgroup.com\Central Data\Discipline Management\Environmental\1. Service Lines\Ecology\1. Office specific\Noida\Ecology Training\2024\Desk Study\Lokender\APRX\GloucestershireLTP\GloucestershireLTP.aprxOriginator: INLT07906
Hereford
River Wye SAC
Malvern
Malvern Hills National Landscape
Pershore
Evesham
Bredon Hill SAC
Ledbury
Chipping Campden
Shipston-on-Stour
Banbury
M50
M5
Cheltenham
Gloucester
Wye Valley Woodlands SAC
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystlumod Dyffryn Gwy a Fforest y Ddena (Wales) SAC
Walmore Common SPA and Ramsar
Cotswold Beechwoods SAC
The Cotswolds National Landscape
Severn Estuary SAC
Wye Valley & Forest of Dean Bat Sites SAC
Rodborough Common SAC
Severn Estuary SPA and Ramsar
Cirencester Park
Minchinhampton
River Wye / Afon Gwy (Wales) SAC
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy (Wales) SAC
Severn Estuary (Wales) SAC
Severn Estuary (Wales) SPA and Ramsar
Wotton-under-Edge
North Meadow & Clattinger Farm SAC
Caldicot
M5
M49
Yate
E 30
Swindon
Wantage
Kidlington
Witney
Oxford Meadows SAC
Oxford
Bristol
Nailsea
Chippenham
Marlborough
Hungerford
Thatcham
Savernake Forest
Pewsey Downs
Bath
Mendip Hills National Landscape
Salisbury Plain SAC
Tidworth Ranges
Whitchurch
Birmingham
Wales
Cardiff
London
Key
Schemes
2km Schemes Buffer
Ramsar Site
Special Area of Conservation (SAC)
Special Protection Areas (SPA)
0 5 10 15 Kilometers
Scale at A3: 1:370,000
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri
Client
Gloucestershire County Council
Local Transport Plan
Information to Inform
Habitats Regulations Screening
Figure 1
Relevant Designated Sites within 2km of the Schemes
August 2026

Figure 1

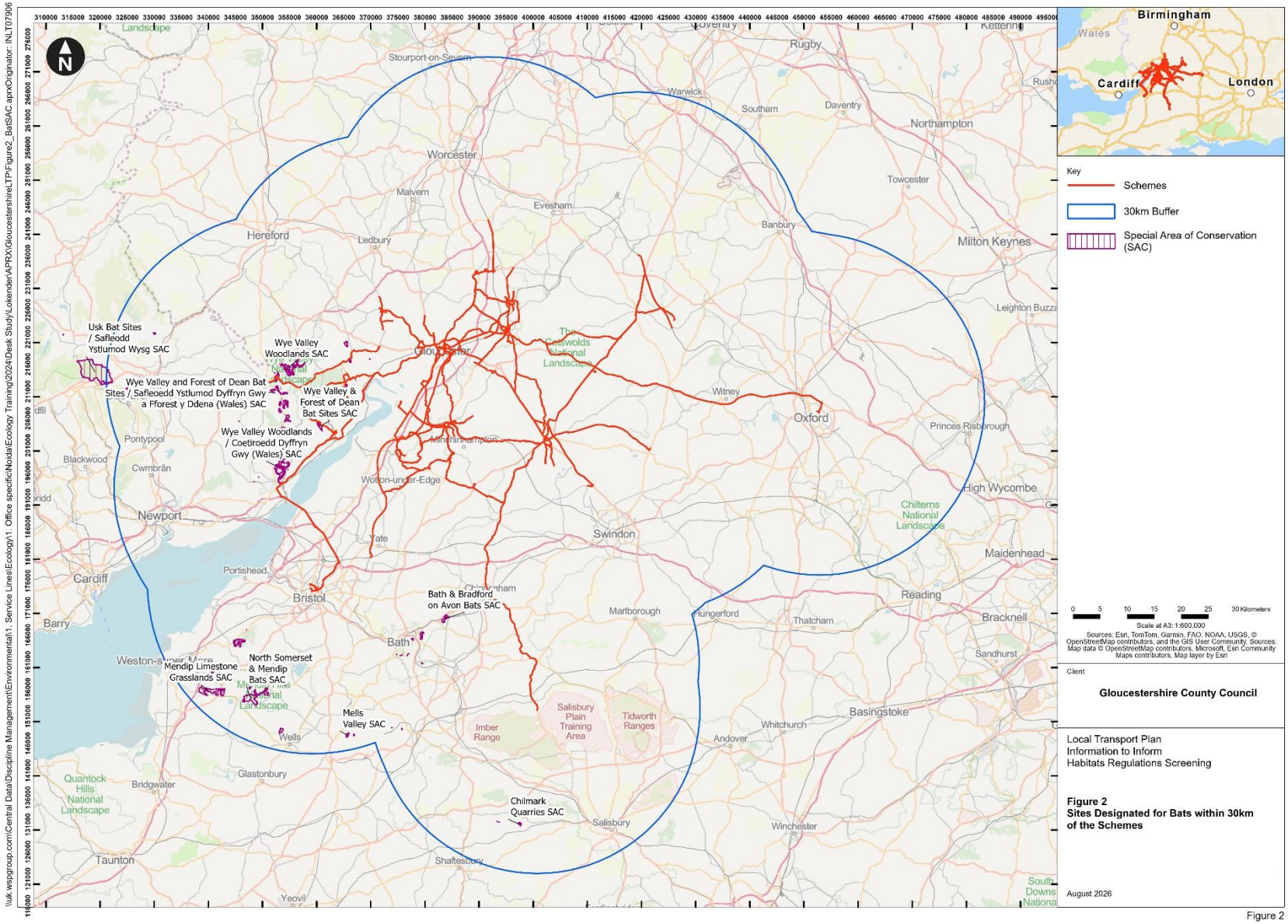
\\uk.wspgroup.com\Central Data\Discipline Management\Environmental\1. Service Lines\Ecology\1. Office specific\Noida\Ecology Training\2024\Desk Study\Lokender\APR2X\GloucestershireLTP\Figure2_BatSAC.aprxOriginator: INLT07906
Usk Bat Sites / Safleodd Ystumod Wysg SAC
Wye Valley Woodlands SAC
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystumod Dyffryn Gwy a Fforest y Ddena (Wales) SAC
Wye Valley & Forest of Dean Bat Sites SAC
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy (Wales) SAC
Bath & Bradford on Avon Bats SAC
North Somerset & Mendip Bats SAC
Mendip Limestone Grasslands SAC
Mells Valley SAC
Chilmark Quarries SAC
Gloucester
Cheltenham
Bristol
Bath
Swindon
Newport
Cardiff
Barry
Weston-super-Mare
Taunton
Yeovil
Salisbury
Winchester
Basingstoke
Reading
Oxford
Milton Keynes
Northampton
Worcester
Hereford
Birmingham
Cardiff
London
Key
Schemes
30km Buffer
Special Area of Conservation (SAC)
0 5 10 15 20 25 30 Kilometers
Scale at A3: 1:600,000
Client
Gloucestershire County Council
Local Transport Plan
Information to Inform
Habitats Regulations Screening
Figure 2
Sites Designated for Bats within 30km of the Schemes
August 2026

Figure 2