

Tab. 8 Environmental Assessment Summary Note

Project:	Anglia Level Crossings Reduction Strategy		
Our reference:	MMD-367516-TN26	Your reference:	
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Approved by:	S Tilbrook	Checked by:	F Kilmurray
Subject:	Environmental Assessment Summary Note - Cambridgeshire		

Summary of Environmental Assessment

1. An Environmental Impact Assessment (EIA) Screening Request was prepared by Mott MacDonald on behalf of Network Rail for the Cambridgeshire Level Crossings Reduction Order, submitted to the Secretary of State for Transport in on 9th December 2016. The EIA Screening Decision was requested from the Secretary of State for Transport in accordance with rule 7 of the Transport and Works Act (Applications and Objections Procedure) (England and Wales) Rules 2006 ("The Rules"). In accordance with rule 7(5), the EIA Screening Request included plans to identify the land in question, a brief description of the nature and purpose of the proposed works and a high level assessment and brief description of the possible effects of the works on the environment. For the EIA Screening Request, a test was applied to assess whether the project would be likely to result in significant effects upon the environment. The high level assessment was based on both field surveys and desk studies.
2. Annex IV of the EIA Directive specifies a range of environmental issues that should be addressed as part of the EIA screening process. These issues comprise: population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors. Climatic factors were not included within the Screening Request as it was considered that the proposals are small in scale and will be unlikely to affect climate. However, traffic and transport issues were included due to the transport elements of the scheme. The following topics were therefore included within the EIA Screening Request to cover construction and operation to comply with the requirements of Annex III:
 - Ecology;
 - Landscape;
 - Historic environment;
 - Ground conditions;
 - Water resources;
 - Traffic and transport;
 - Noise;
 - Air quality; and
 - Socio-economics and community.
3. Several assumptions were made for the purpose of the assessment for the EIA Screening request. It was assumed that unless approved by the Local Planning Authority, any physical works required for the scheme outside of Network Rail land would not be undertaken during unsociable hours on Mondays to

Saturdays and no works would be undertaken on Sundays or Bank Holidays to minimise any disturbance to residents or businesses. It was assumed that all construction contractors would be obliged to comply with Network Rail's environmental contract requirements and they will be required to produce a contractor's construction environment management plan prior to commencing any physical works and to comply with any relevant legislation. These documents would also include appropriate risk management and communication protocols with stakeholders outlining recognised best practice measure to address any environmental concerns found on site before constructions commences.

4. For each level crossing within the Cambridgeshire Order, a high level assessment was undertaken to determine the likelihood of significant environmental effects during the construction and operational phases using field survey results and desk studies, undertaken using public data available up to January 2017. With regards the matters in the Statement of Matters, paragraphs 4 (c) and 4 (d), these were covered within the following topics: the impacts on flood risk were covered by the water resources assessment, impacts on any SSSI or local wildlife site were covered under the ecology assessment, impacts on landscape were covered by the landscape assessment and other environmental impacts were covered by the historic environment, air quality, noise, ground conditions, traffic & transport and socio-economics and community assessments. The limited size, nature and location of the proposed works were considered when determining the likelihood of significant environmental effects.
5. The results of the assessment do indicate that there is the potential for significant adverse effects related to traffic and transport at one of the level crossings; C31 - Littleport. The potential significant effect is only due to the potential for driver delay associated with diverted traffic being held at the level crossing barrier during the operational stage of the scheme and is does not relate to any other aspect of traffic and transport that has been assessed. It was considered that the potential for significant effects for a single aspect of one environmental topic at one of 31 level crossings would not initiate the requirement for an EIA. The rest of the assessment concluded that there were no likely significant environmental effects arising from the proposals, given the limited size, nature and location of the works, as reported in the EIA Screening Request. The Screening Decision received from the Secretary of State for Transport in January 2017 concluded that an EIA was not required.
6. The assessment was carried out under the requirements of Schedule 1 to the TWA Applications Rules which did not include health as a topic. Due to the limited size, nature and location of the works it is unlikely that the proposed works would give rise to adverse significant effects to human health.
7. The EIA Screening Assessment covered a total of 31 level crossings within Cambridgeshire. Since the submission of the EIA Screening Request, two of the level crossings were removed from the Cambridgeshire Order. These were C06 Barrington Road and C18 Muncseys. The removal of these level crossings does not affect the assessment or our conclusions.
8. Network Rail has also considered the potential effects of the scheme on agricultural land and forestry and in developing the scheme has sought where possible to minimise land affected, maintain farm access routes and kept new prows to field margins where possible. The Order provides for compensation and for land used temporarily to be restored to the reasonable satisfaction of the owners. Network Rail is also willing to provide appropriate fencing or other security measures reasonably required as a result of the scheme to be discussed with landowners as detailed design of the order proposals is progressed.