A96 Dualling Programme

Strategic Environmental Assessment
Tier 2 Environmental Report

Appendix B - Policies, Plans and Strategies (PPS) Review

May 2015

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Note: The table below includes PPS which have been reviewed in addition to those undertaken at Tier 1 SEA and which were included in Appendix B of the Tier 1 Environmental Report. The Tier 1 PPS remain relevant to the Tier 2 SEA but have not been reproduced in this table

#	PPS/ guidance name	Main requirements and environmental objectives of PPS/ guidance (in relation to A96 Dualling)	How it affects or is affected by the A96 Dualling Plan/ Programme in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
Biodiversity Flora and Fauna			
1	Control of Woodland Removal Policy	Provides a strategic framework for the permanent removal of woodland and which underpins wider forestry and climate change strategies of Scottish Government and provides for the maintenance and expansion of woodland cover in Scotland. The policy presents a presumption against woodland removal other than for clearly defined benefits (social, economic and environmental) and with compensatory planting provided.	Tier 2 SEA will include assessment of relevant constraints from the NWSS (and designated areas) as part of the comparative appraisal of options Later (post SEA) stages of road design and assessment will quantify potential for woodland loss and proposals for mitigation in such cases
2	Highland Biodiversity Action Plan 2010-2013	Encourages developers to consider biodiversity during building and maintenance and promote the use of land management grants. Highland habitats support a significant number of priority species and habitats include: - Native pine woodlands. - Blanket bog. - Montane habitats. - Arable farmland. - Marine and intertidal habitats. - Rivers, lochs and their associated habitats.	Tier 2 SEA will identify, map and consider the potential for effects on designated sites as key constraints and with reference to key habitats such as ancient woodlands and peaty soils
3	Scotland's Biodiversity – It's In Your Hands	Aims to halt the loss of biodiversity in Scotland, reverse previous losses and reduce the spread of invasive and non-native species. Increase public awareness of biodiversity and engage communities in conservation. Restore and enhance biodiversity in all rural, urban and marine environments. Develop a management framework ensuring biodiversity is accounted for in policy and decision making.	Tier 2 SEA will identify, map and consider the potential for effects on designated sites as key constraints and with reference to key habitats such as ancient woodlands and peaty soils

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Key Issues (for Tier 2 SEA)			
		1. Identify and map designated areas at national, regional and where relevant local levels to provide information to help support identification of degree of constraint for alternative improvement strategy options **2.** Assess potential for effects on designated areas, key habitats and species with reference to key habitats such as ancient woodland	
Soil			
4	Zero Waste Plan	The plan sets out to minimise the resources deposited in landfill; encourage waste prevention and increase the reuse, recycling and recovery of secondary resources; develop sector specific programmes of work; improve the date on resource use and management; and deliver education awareness programmes.	Tier 2 SEA will provide recommendations for later stages of DMRB design and environmental assessment
Key Issues (for Tier 2 SEA)			
		1. Key issues for soils are as per those set out in the PPS Review presented in Tier 1 Environmental Report (Appendix B)	
Water			
5	Highland Council Flood Risk and Drainage Impact Assessment Supplementary Guidance	Aims to improve the design and implementation of developments and their drainage arrangements. Guidance includes: Gaining reliable flood risk assessments and addressing flood risks prior to development; Ensuring Sustainable Drainage System (SuDS) schemes and designs are constructed; Reserving development-free riparian buffer zones; Exploring de-culverting options where possible; Reducing flood risk to the developments without increasing risk elsewhere; Improving existing drainage maintenance regimes.	Tier 2 SEA will be accompanied by and where relevant draw from a route-wide Strategic Flood Risk Assessment, and will consider watercourse crossing and drainage issues through the SFRA
6	Flooding in Aberdeenshire – Seventh Biennial Report	Aberdeenshire Council proposes to commission flood studies whenever necessary. Inspection ad assessment of watercourses will continue as required by the Flood Prevention and Land Drainage (Scotland) Act 1997. Authorisation will be sought for flood prevention schemes. Aberdeenshire Council aims to increase public awareness and encourage community groups at risk of flooding to form Flood Action Networks.	Tier 2 SEA will be accompanied by and where relevant draw from a route-wide Strategic Flood Risk Assessment, and will consider watercourse crossing and drainage issues through the SFRA

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7	SEPA Policy 19 – Groundwater Protection Policy for Scotland	SEPA will address groundwater protection in the context of sustainable development, taking into account social and economic factors where appropriate. SEPA will seek to protect and restore groundwater in Scotland, prevent pollution or over-abstraction, prevent changes in flow direction and maintain quality of groundwater.	Tier 2 SEA will consider groundwater sites where any particular sensitivities are identified

Key Issues (for Tier 2 SEA)

1. Identify and map fluvial, surface water and coastal flood risk areas (1:200 year return period) using SEPA's updated flood risk maps

2. Identify and map principal surface watercourses and waterbodies and assess potential for alternative improvement strategy options to affect/cross them

3. Assess potential for direct and indirect impacts on water quality

Air/ Climate			
8	Aberdeen Air Quality Action Plan	Notes that road traffic is the main source of raised pollution levels in Aberdeen. Aberdeen City Council wishes to improves bus services and increase the number of park and ride facilities. An air quality assessment is required for all major developments.	Tier 2 SEA will scope air quality into the assessment through consideration of sensitive areas such as AQMAs and by considering traffic flow/model data (where available) as a proxy for local air quality emissions

Key Issues (for Tier 2 SEA)

1. Tier 2 SEA will scope air quality into the assessment through consideration of sensitive areas such as AQMAs and by considering traffic flow/model data (where available) as a proxy for local air quality emissions where these can usefully inform the comparative assessment of constraints between improvement strategy options

Population and Human Health			
9	Aberdeen City Core Paths Plan	Presents findings which identify and designate networks of core paths around the Aberdeen City area. These core paths are to support the Council's sustainable, active transport objectives.	The Preliminary Engineering Services (PES) commission and later stages of the design development will take account of core paths as part of the development of a Non

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10	Highland Core Paths Plan	Provides a plan for a system of paths around the Highland area It aims to support the Highland Council's following objectives: - Improve health in the Highlands. - Encourage "walk to school" pathways and safe cycle tracks. - Improve the quality of life in the Highlands. - Adopt national standards of community engagement.	Motorised Users Strategy. Tier 2 SEA will input to the Strategy
11	Aberdeenshire Council Walking and Cycling Action Plan	Seeks to provide a plan which contributes to the Aberdeenshire Local Transport Strategy. The plan seeks to achieve the following objectives: - Encouraging walking and cycling to and from school. - Improving the safety of walking and cycling in Aberdeenshire. - Promoting walking and cycling as alternate transport modes. - Encouraging and facilitating walking and cycling as leisure and tourist activities.	The Preliminary Engineering Services (PES) commission and later stages of the design development will take account of core paths as part of the development of a Non Motorised Users Strategy. Tier 2 SEA will input to the Strategy
12	Inner Moray Firth Local Development Plan	Provides a plan to use as a material consideration in the determination of planning applications in the Inner Moray Firth Area. The plan aims to: increase the number of jobs, people and facilities; safeguard and enhance selected "special places"; increase its forms of efficient travel; resolve infrastructure constraints; diversify the economy; and regenerate and renew the area.	Tier 2 SEA will consider LDP allocations, local "special places" in constraints mapping/ analysis
13	Scottish Planning Policy	A policy detailing how nationally important land use planning matters should be addressed across Scotland. Sets out key aims to create a Scotland which is: a successful place; a low carbon place; a natural, resilient place; and a connected place. Highlights the importance of a range of land use planning issues including: "Valuing the Historic Environment… Valuing the Natural Environment… Enhancing Green Infrastructure… Promoting Sustainable and Active Travel... Managing Flood Risk and Drainage… Reducing and Managing Waste".	Strategic/ trunk road transport infrastructure proposals generally do not fall within the remit of SPP; however the design, environmental assessment and construction processes of the Inverness to Aberdeen dualling programme will take account of the aims and principles of SPP

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14	National Planning Framework (NPF) 3	A long term strategy for the spatial development of Scotland. It seeks to support sustainable economic growth and help Scotland transition into a low carbon economy. Sets out key aims to create a Scotland which is: a successful place; a low carbon place; a natural, resilient place; and a connected place. Notes the importance of improving transport links between cities; identifies dualling of the A96 as a "key priority". Also notes that transport infrastructure should be designed in a way so as to be resilient to climate change.	NPF3 identifies A96 dualling as a key priority; Tier 2 SEA will assess the associated environmental issues and risks for a range of alternative improvement strategies
15	Scotland's Economic Strategy March 2015	Scotland's Economic Strategy sets out a framework for delivering economic growth in Scotland. It identifies four broad priority areas – investment, innovation, inclusive growth, and internationalisation. • An economy where growth is underpinned by long-term sustainable investment in people, infrastructure and assets; • An economy where growth is based on innovation, change and openness to new ways of doing things; • A society that promotes inclusive growth and creates opportunity through a fair and inclusive jobs market and regional cohesion to provide economic opportunities across all of Scotland; and • A country with an international outlook and focus, open to trade, migration and new ideas. The strategy makes a commitment to improving Scotland's transport links and highlights the importance of in investing in infrastructure to improve connectivity and help cities, towns and regions drive growth and compete internationally.	Scotland's Economic Strategy identifies transport infrastructure as key to improving connectivity and national and regional growth. Tier 2 SEA will assess the associated environmental issues and risks for a range of alternative improvement strategies which improve transport connectivity.

Key Issues (for Tier 2 SEA)

1. The A96 corridor passes through a large number of important communities and the Tier 2 SEA will take account of population issues at a strategic level through consideration of potential effects of the dualling proposals on communities with reference to key population centres, principal routes for non-motorised users and where available using traffic flow/model data to qualitatively considering the general amenity effects of alternative improvement strategies

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Historic Environment (Cultural Heritage)			
16	Highland Historic Environment Strategy	A policy statement for the historic environment in the Highland area and also acts as supplementary guidance to the Highland-wide Local Development Plan. It provides a framework for more detailed strategic and operational policies. Proposed developments must take into account and be of design and quality to enhance this historic environment and bring both economic and social benefits.	Tier 2 will include scheduled monuments, battlefields, gardens and designed landscapes, and listed buildings as key constraints in GIS mapping. Additional datasets will be considered where these can help to inform the comparative assessment of improvement strategy options
17	Managing Change in the Historic Environment: Engineering Structures	Part of a series of guidance notes on managing change in the historic environment. This note outlines the principles regarding alterations to structures and works of civil engineering including bridges, canals and water, gas and power infrastructure.	This PPS does not provide information directly relevant to the Tier 2 SEA but may inform the development of key mitigation principles for later stages of design and assessment of dualling schemes
18	Managing Change in the Historic Environment: Historic Battlefields	Part of a series of guidance notes on managing change in the historic environment. This note is intended to assist with managing the impact of change on historic battlefields in a sustainable way.	Tier 2 SEA will include battlefields as key constraints in GIS mapping
19	Managing Change in the Historic Environment: Setting	Part of a series of guidance notes on managing change in the historic environment. This note is intended to assist with managing the impact of change on setting of historic sites	Tier 2 SEA will consider the impact on setting in the constraints analysis.
20	Planning (Listed Buildings & Conservation Areas) (Scotland)Act 1997	An Act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architecture or historic interest. No works of demolition, alteration or extension of a listed building may be carried out without authorisation.	Tier 2 SEA will include listed buildings and areas of historic interest as key constraints in GIS mapping

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	Key Issues (for Tier 2 SEA)		
	1. Identify and map historic environment constraint features, including Scheduled Monuments, Gardens and Designed Landscapes, Battlefields, Listed Buildings and Conservation Areas **2.** Additional datasets will be mapped and assessed where they can inform the comparative assessment of improvement strategy options		
	Material Assets		
21	Aberdeen City Council Local Transport Strategy	Aberdeen City Council seeks to develop a sustainable transport system that minimises the impact on the environment, is highly accessible and supports the local economy. This is to be achieved through: - Supporting the economy of Aberdeen City and its region. - Ensuring a safe and secure transport system. - Minimising the environmental impact of transport. - Creating a transport system that is integrated and accessible to all. - Securing that transport policies integrate with and support sustainable development and health and social inclusion policies.	A96 dualling is predicted to support the delivery of Aberdeen City Council LTS objectives and proposals are being taken forward in discussion with all the relevant local authorities and Regional Transport Partnerships (RTPs)
22	Aberdeenshire Council Local Transport Strategy	The Aberdeenshire Council LTS aims to reduce non-sustainable journeys, increase active travel, increase the efficiency of travel, improve health and reduce carbon emissions as a result of transport. These aims are to be achieved through promoting sustainable economic growth and social inclusion and accessibility, environmental protection and improving safety and integration.	A96 dualling is predicted to support the delivery of Aberdeenshire Council LTS objectives and proposals are being taken forward in discussion with all the relevant local authorities and Regional Transport Partnerships (RTPs)
23	Moray Local Transport Strategy	The LTS sets out to: - Support and develop the economy of the area through a sustainable transport infrastructure. - Promote affordable, inclusive and safer travel. - Maintain and improve the existing transport infrastructure. - Increase accessibility to jobs, services and facilities. - Improve the number of options for sustainable travel. - Promote integration across modes, policies and land-use planning.	A96 dualling is predicted to support the delivery of Moray Council LTS objectives and proposals are being taken forward in discussion with all the relevant local authorities and Regional Transport Partnerships (RTPs)

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24	Highland Local Transport Strategy	The LTS seeks to support the aims set out in the Highland Council's "Strengthening the Highlands" programme. This is to be achieved through: Providing a transport network enabling sustainable economic growth; improving access and travel to essential services for individuals without access to a private car; managing and reducing the impacts of transport on the environment; improving levels of health by promoting cycling and walking; improving both road and personal safety; identifying the opportunities and benefits of combined transport procurement for all council services; and considering targets for reducing traffic where appropriate.	A96 dualling is predicted to support the delivery of Highland Council LTS objectives and proposals are being taken forward in discussion with all the relevant local authorities and Regional Transport Partnerships (RTPs)
25	Highland Mainline Improvements Project	Aims to reduce journey time and increase public transport travel opportunities between Inverness, Perth and the Central Belt. Services have been increased from 9 to 11 trains per day, achieved in 2012. Aims to deliver an hourly service and more efficient freight operations by 2019, and achieve an average journey time of 3 hours between Inverness and the Central Belt by 2025.	Tier 2 SEA will take account of wider strategic transport proposals as part of the baseline for the assessment (or where not committed as potential cumulative developments)
26	National Renewables Infrastructure Plan (N-RIP)	The plan sets out to develop a globally competitive offshore renewable based industry in Scotland. It notes the importance of developing a spatial framework of first phase sites, developing investment plans and delivering phased investment based upon industry demands.	It is expected that the A96 dualling programme will support the delivery of N-RIP objectives through improving access and connectivity to key coastal sites in the North East.
27	Scottish Forestry Strategy 2006	The Strategy sets out a plan to improve the health and well-being of communities, contribute to the growth of the Scottish economy and seeks to develop a high quality, robust and environmentally adaptable forestry. Its objectives include: - Developing a more efficient and competitive timber supply chain. - Increasing the contribution of forestry to tourism. - Improving access to woodlands.	It is expected that the A96 dualling programme will support the delivery of Scottish Forestry Strategy (2006) objectives through improving access and connectivity to forestry areas in the North East.

Key Issues (for Tier 2 SEA)

1. Material assets will be scoped into the Tier 2 SEA and will concentrate on key transport and other infrastructure assets as potential constraints to improvement strategy options to inform the assessment of relative degree of constraints between options being assessed