

A96 Dualling Programme

Strategic Environmental Assessment Post Adoption Statement

Appendix E - Monitoring Framework

February 2016



Appendix E - Monitoring Framework

Table E.1 SEA Monitoring Framework – A96 SEA Study Area Section 3

A96 Dualling SEA Monitoring F Section 3 – Hardmuir Woods to								
SEA References: SEA Tier 2 Env		nandiy H and I (Prese	nting the environmen	tal assessment of onti	ans)			
SLA References. SLA fier 2 Lin		·	verage of 2km-wide se			Recommendations for later DMRB Stages		
	West Option B	Forres	Forres	Forres Option N		Neconinendations for	later Divino Stages	
SEA Identified Constraints	Approximately 5km	Option B North Approximately	Option B South Approximately	Approximately	SEA Summary	DMRB Stage 2	DMRB Stage 3	
	long and 940Ha in	13km long and	13km long and	13km long and				
	area	2550Ha in area	2630Ha in area	2670Ha in area				
Biodiversity								
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	None	Moray and Nairn Coast Ramsar (0.6%) and SPA (0.6%)	Darnaway and Lethen Forest SPA (0.1%) Lower Findhorn Woods SAC (<0.1%)	Darnaway and Lethen Forest SPA (1.1%) Lower Findhorn Woods SAC (0.4%)	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of DMRB Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones/ timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaker and any mitigation works required.	
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	Culbin Sands, Culbin Forest and Findhorn Bay (Mixed) SSSI (0.7%)	Lower Findhorn Woods, (Bio) SSSI (<0.1%)	Lower Findhorn Woods, (Bio) SSSI (0.4%)	These sites are generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant effects are possible on Lower Findhorn woods in Forres Option N if a dualling alignment followed the southern part of the segment at the western end. While features are unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration impacts on, and mitigation for, the SSI designation, including any SSSI consents required, unless sites can be scoped out consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaker and any mitigation works required.	
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Moray SINS (Findhorn Valley) (12%)	Findhorn Bay LNR (0.5%) Moray SINS (9.1%) (Findhorn Valley, Cubin, Findhorn and Burghead Bay)	Moray SINS (9.5%) (Findhorn Valley)	Moray SINS (25.6%) (Findhorn Valley)	SINS predominately located to the south of Forres and cross the breadth of the segments at some locations. The Findhorn Valley SINS was considered unavoidable in Forres Option N. Should this be unavoidable, dualling impacts likely to be mitigated to small scale given the total extent of its coverage. LNR sites are generally located at the edge of the segments and do not represent a significant constraint to dualling.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





Principle of avoidance to be adopted as the

stakeholders to determine alternative alignment

option impacts on productive agricultural land, to

Review and refresh baseline data.

Secure early consultation with relevant

inform selection of the preferred dualling

primary approach.

alignment.

A96 Dualling SEA Monitoring Framework Section 3 – Hardmuir Woods to Alves

Total cover- 49.8%

extensively covered

Total cover- 23%

partly covered by

prime agricultural

Segment area

land

Total cover- 7.4%

Segment area not

extensively covered

agricultural land

by prime

Segment area

agricultural land

with associated

importance for

agriculture

by prime

Total cover- 47.4%

extensively covered

agricultural land

with associated

importance for

agriculture

Segment area

by prime

SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages West Option B Forres Forres Option N Forres Option B North Option B South SEA Identified Constraints SEA Summary** Approximately 5km **DMRB Stage 2 DMRB Stage 3 Approximately Approximately** Approximately long and 940Ha in 13km long and 13km long and 13km long and 2550Ha in area 2630Ha in area area 2670Ha in area Principle of avoidance to be adopted as the Substantial areas of AWI (majority LEPO) primary approach Principle of avoidance to be adopted as the located south of Forres. Review and refresh baseline data. primary approach. Significant impacts identified for Forres Option Include data provided by Forestry Commission Where AWI woods are unavoidable, aim to AWI cover- 25.3% AWI cover- 5.1% AWI cover- 33.1% N as AWI is unavoidable and dualling impacts in Tier 2 SEA Consultation. minimise fragmentation and maintain predicted to be permanent. NWSS cover- 5.7% NWSS cover- 3% AWI cover- 17.4% NWSS cover- 9.9% Secure early consultation with SNH and other woodland integrity and connectivity. Woodland NWSS cover- 4.1% Dualling impacts are predicted to be relevant stakeholders to determine alternative Cumulative woodland impact to include Ancient Woodland Inventory **Ancient Woodland** Relatively low AWI/ Substantial areas permanent and potentially significant, with alignment option impacts on AWI woodlands, to woodland edge effects. NWSS woodland sites (AWI) unavoidable as it Substantial areas of AWI (majority possible secondary effects on woodland inform selection of the preferred dualling Where habitat compensation is not crosses the breadth cover which does of AWI (majority LEPO) located (including protected) species. achievable in situ, the Environmental Native Woodland Survey of LEPO) located Where unavoidable minimise losses and Determine potential requirements for additional Statement should identify where of the segment not heavily south of Forres and Scotland sites (NWSS) cross the breadth fragmentation of woodland areas. compensation will be delivered. constrain the south of Forres surveys and studies where AWI woodlands are area in several locations segment area of the segment SNH advise that categories 1a, 2a and 3 of unavoidable and where compensation may be DMRB Stage 3 Report and Environmental Ancient Woodland (AW) are irreplaceable, reauired. Statement to include appropriate record of consultation, all further studies undertaken Consider mechanisms to provide compensatory however, category 2b may be of lower conservation value. habitat solutions that will deliver an equal or and any mitigation works required. greater amount of habitat to that which is lost. Soils and Geodiversity The geological SSSI site is located within the north of the section area and therefore there is Principle of avoidance to be adopted as the Principle of avoidance to be adopted as the Culbin Sands. significant avoidance potential and significant primary approach. Nationally Designated Sites primary approach. Culbin Forest and impacts are not predicted. Secure early consultation with SNH. Local Site of Special Scientific DMRB Stage 3 Report and Environmental None Findhorn Bay None None While unlikely to be directly affected by the Authority and other relevant stakeholders to Interest (SSSI) Statement to include appropriate record of dualling works footprint, consideration should agree scope of requirements in DMRB Stage 3 if (Mixed) SSSI consultation, all further studies undertaken (0.7%)be given to be any impact as a result of avoidance is not possible, including baseline and any mitigation works required. construction site runoff and pollution controls data reviews and site surveys. as well as road drainage/ SuDS outfalls.

Option B North.

Prime agricultural land is unavoidable due to its

extent and distribution and it was considered

there would be a significant impact for Forres

Where unavoidable dualling impacts are

unit severance or fragmentation.

predicted to be permanent and potentially

significant at the local level e.g. due to farm



Prime Agricultural Land

Agricultural land classes

1 to 3.1



Principle of avoidance to be adopted as the

DMRB Stage 3 Report and Environmental

Statement to include appropriate record of

consultation, all further studies undertaken

and any mitigation works required.

primary approach.

A96 Dualling SEA Monitoring Framework Section 3 – Hardmuir Woods to Alves SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages West Option B Forres Option N Forres Forres Option B North Option B South SEA Identified Constraints SEA Summary** Approximately 5km **DMRB Stage 2 DMRB Stage 3 Approximately Approximately** Approximately long and 940Ha in 13km long and 13km long and 13km long and 2550Ha in area area 2630Ha in area 2670Ha in area Water and Flooding Refer to Strategic Flood Risk Assessment. Flood risk zones are likely to be a key positional constraint to dualling alignment options within the section area. Significant impacts were identified for Forres Option B North where almost one third of the segment area is within the 1:200vr fluvial flood F- 28.6% Principle of avoidance to be adopted as the zone, making it unavoidable. primary approach. C- 19% SEPA has expressed a strong view to avoid Fluvial and Coastal Flood Review and refresh baseline data. F- 13.1% F- 6.7% F- 13 % dualling to the north of Forres due to Secure early consultation with SEPA to anticipated impact on the flood plain. 176 properties in 1:200 yr fluvial flood extent determine alternative alignment option impacts 13 properties in The key constraints will be risk from fluvial Principle of avoidance to be adopted as the fluvial floodplain in 29 properties in 27 properties in (surface area) (F) and to determine flood risk assessment, SuDS fluvial floodplain in flooding to future dualled A96 route, to the the segment area primary approach. fluvial floodplain in fluvial floodplain in drainage and CAR requirements. 1:200 yr coastal flood extent More specifically, avoidance of construction the segment area properties currently in the functional fluvial the segment area the segment area Consider where drainage designs can include 2 properties in (surface area) (C) flood plain, as well as risk of potential changes in the functional flood plain and avoidance improved wildlife crossing and fish passage coastal floodplain in in the extent of functional flood plains as a of new crossings where possible. opportunities to secure multi-species benefit. the segment area result of dualling. Detailed assessments to build on desk-Any reduction in functional floodplain will based DMRB Stage 2 exercises, require compensatory storage. supplemented with information collected on Sensitive properties and other receptors in site, to enable a more detailed, site-specific areas near current floodplains could be at risk quantitative assessment – potentially from changes to floodplain extents as a result including specialist surveys. of dualling, and also become a constraint. Incorporate appropriate drainage, compensatory storage and management Likely to be Refer to Strategic Flood Risk Assessment. measures to ensure no net change to flood constrained by a Water crossings are the key features of road risk to sensitive receptors. number of infrastructure that interact closely with DMRB Stage 3 Report and Environmental watercourses watercourses. Statement to include appropriate record of including the River Very likely to There is potential for significant impacts where consultation, all further studies undertaken Findhorn and require a new multiple water crossings are likely to be Secure early consultation with SEPA to Very likely to cross including detailed flood risk assessment crossing of the determine alternative alignment and crossing Muckle Burn, a required. the River Findhorn and any mitigation works required. River Findhorn with tributary of the A96 dualling may involve extending, or option impacts and to determine requirements and Burn of Mosset Include recommendations to avoid works a large hydrological River Findhorn, as replacing, existing culverts where dualling Likely to be for the level of flood risk assessment required, (or its tributaries). compounds within the functional floodplain catchment and constrained by well as Burn of takes places in proximity to the existing SuDS drainage and CAR requirements. Also likely to be where possible. large river flows. Major Water Crossings crossing Muckle Mosset (or its carriageway, as well as the construction of new Watercourse crossing options will require constrained by Burn, a tributary of tributaries). bridges and culverts in the 'offline' sections of effective consideration of river geomorphology Also likely to be crossing Muckle the new road. the River Findhorn. effects, potential for A96 embankment protection constrained by Also likely to be Burn, a tributary of A water crossing could potentially affect river works and potential effects on Ramsar/ SAC/ crossing Muckle constrained by the River Findhorn, SPA/ SSSI/ NNR designated sites features, geomorphology and increase flood risk to A96 Burn, a tributary of smaller and Kinloss Burn. dualling road infrastructure itself, as well as habitats and species. the River Findhorn. watercourses as presenting a change in flood risk to other flood and Kinloss Burn. segment traverses sensitive receptors hydrologically influenced by the upstream the watercourse. reaches of Hence, a water crossing can be both a flood hydrological receptor as well as source of flood risk. catchments. Air Review and refresh baseline data. DMRB Stage 3 Report and Environmental Secure early consultation with Local Authorities Air Quality Management Areas No specific existing or predicted local air to determine areas close to air quality threshold. Statement to include appropriate record of None None None None (AQMA's) quality constraints identified in Section 3. or any other sensitivities. consultation, all further studies undertaken





and any mitigation works required.

This will inform whether a modelling or

monitoring approach is required.

A96 Dualling SEA Monitoring F	ramework						
Section 3 – Hardmuir Woods to							
SEA References: SEA Tier 2 Env					ons)		
		of Constraints (% cov	verage of 2km-wide se	`		Recommendations for later DMRB Stages	
	West Option B Forres		Forres	Forres Option N			
SEA Identified Constraints	Approximately 5km long and 940Ha in area	Option B North Approximately 13km long and 2550Ha in area	Option B South Approximately 13km long and 2630Ha in area	Approximately 13km long and 2670Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Historic Environment							
Scheduled Monuments	1x Scheduled Monument: Rodney's Stone	3x Scheduled Monuments: Greshop Farm Sueno's Stone Kinloss Abbey	2x Scheduled Monuments: Dallas Dhu (distillery) Greshop Farm	4x Scheduled Monuments: Altyre (old parish church Altyre House (inscribed stone) Dallas Dhu (distillery) Templestone (stone circle, Rafford)	Scheduled Monuments present but not extensive in area/ number, and could generally be avoided within 3 of the 4 segments. Unlikely to be directly impacted by A96 dualling however may be sensitive visual receptors, and/ or settings may be affected. However, significant impacts identified for Forres Option B South where there is limited avoidance potential for the complex of high valued scheduled monuments at Dallas Dhu in the southern extent of the segment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	None	None	There are no designated sites identified within the	e segments. Baseline data to be reviewed at DMRE	3 Stage 2.
Listed Buildings	2x A Listed: Darnaway Castle, East Gate and Lodge Brodie Castle 6x B Listed 4x C Listed	8x A Listed: Moy House Mains of Moy Grange Hall East Grange Kinloss Abbey and Burial Ground, Abbot's Lodging Forres, River Findhorn, Findhorn Viaduct Invererne House Forres, Victoria Road, St John's Episcopal Church 23x B Listed 16x C Listed	8x A Listed: Dallas Dhu Distillery, Cottages, Bonded Warehouses Blervie East Grange 18x B Listed 2x C Listed	11x A Listed: Dallas Dhu Distillery, Cottages, Bonded Warehouses Altyre, Blairs Home Farm, Pond Cottage Altyre, Blairs Home Farm, Tower Cottage Altyre, Blairs Home Farm, Hall Altyre, Blairs Home Farm, Hall Altyre, Old Parish Church and Burial Ground 16x B Listed 9x C Listed	In general there is significant avoidance potential for A Listed Buildings, due to their number and dispersal throughout the segments, however limited avoidance potential for the A Listed Buildings at Dallas Dhu Distillery which lie to the southern extent of the segments in particular within Forres Option B South. This may result in significant impacts at this location. The majority of B and C Listed Buildings are concentrated within Forres to the southern extent of the segments, with the remaining assets dispersed throughout the segments, offering good avoidance potential. High concentration of designated assets within Forres, which whilst offering avoidance opportunities, could have issues associated with impacts on setting. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	None	None	None	There are no designated sites identified within the	e segments. Baseline data to be reviewed at DMR	B Stage 2.





A96 Dualling SEA Monitoring Framework
Section 3 – Hardmuir Woods to Alves

SEA References: SEA Tier 2 Env	rironmental Report Ap	pendix H and I (Prese	nting the environmen	tal assessment of opti	ons)		
	Description	of Constraints (% cov	verage of 2km-wide se	gment area)		Recommendations for	later DMRB Stages
	West Option B	Forres	Forres	Forres Option N			
SEA Identified Constraints	Approximately 5km long and 940Ha in area	Option B North Approximately 13km long and 2550Ha in area Option B South Approximately 13km long and 2630Ha in area		Approximately 13km long and 2670Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Garden and Designed Landscapes	Darnaway Castle (10.9%) Brodie Castle (10.2%)	Darnaway Castle (1.0%) Grant Park and Cluny Hill (0.3%)	Darnaway Castle (1.2%)	Darnaway Castle (2.4%)	There is avoidance potential for all Gardens and Designed Landscapes which lie to the north and south outer edges of the segments, however A96 dualling could present the potential for setting impacts.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment including visual impact/ impact on setting to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Historic Designated Sites	Moray Archaeological Sites: 2x Regionally Significant 34x Standard	Moray Archaeological Sites: 13x Regionally Significant 174x Standard	Moray Archaeological Sites: 11x Regionally Significant 128x Standard	Moray Archaeological Sites: 14x Regionally Significant 91x Standard	Avoidance potential for Moray archaeological sites due to number and dispersal, however analysis of HER has shown that there are a number of areas of cropmarks within the segments which suggests this is an area of archaeological potential which would require further assessment at a later stage. Further assessment will be required on the Moray archaeological sites to determine their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health							
Population (properties) proxy for receptors subject to potential effects on amenity	73	896 Close proximity to large settlement of Forres	820 Close proximity to large settlement of Forres	237	There are a large number of properties located in close proximity to settlement of Forres which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitoring Framework
Section 3 – Hardmuir Woods to Alves

SEA References: SEA Tier 2 Env	rironmental Report Ap	pendix H and I (Prese	nting the environmen	tal assessment of opti	ons)		
	Description	of Constraints (% cov	erage of 2km-wide se	gment area)		Recommendations for	later DMRB Stages
SEA Identified Constraints	West Option B Approximately 5km long and 940Ha in area	Forres Option B North Approximately 13km long and 2550Ha in area	Forres Option B South Approximately 13km long and 2630Ha in area	Forres Option N Approximately 13km long and 2670Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	Sustrans National Cycle Route 1 (NCR) 2 Aspirational Core paths	Sustrans National Cycle Route 1 (NCR) The Moray Coast Trail 20 Core paths 8 Aspirational Core paths	Sustrans National Cycle Route 1 (NCR) The Dava Way 13 Core paths 7 Aspirational Core paths	The Dava Way 6 Core paths 1 Aspirational Core path	Various existing and aspirational Core Paths, the Moray Coast Trail, Dava Way and NCR1 run through the section. There is significant avoidance potential of the National Cycle Route, however crossing the Moray Coast Trail and Dava Way is unavoidable. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.
Landscape							
Landscape Designations	None	None	None	River Findhorn AGLV (1.6%) Pluscarden AGLV (0.5%)	There are no national landscape designations within this section. Limited extent of the AGLV located within Forres Option N and as such likely to be avoidable with no significant impacts predicted.	Review and refresh baseline data. The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.	
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed Typically these would be: not designated and are likely to contain few, if any, features and elements that could not be replaced	SEA assessed as Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium/ High Sensitivity Landscapes which by nature of their character would be unable to accommodate change; of high quality with distinctive elements and features making a positive contribution to character and sense of place	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded as the landscape becomes more rural south of Forres in Forres Option N. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.	Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes', there should be early engagement with future maintenance and management teams.





Section 4 – Alves to Lhanb							
SEA References: SEA Tier				environmental assessment of options)			
	(% coverage	scription of Constrage of 2km-wide seg			Recommendations for later DMRB Stages		
SEA Identified Constraints	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3	
Biodiversity							
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	Loch Spynie Ramsar (0.2%) and SPA (0.2%)	None	None	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	Loch Spynie (Bio) SSSI (0.2%) Loch Oire (Bio) SSSI (0.2%)	Loch Oire (Bio) SSSI (0.2%)	Buinach and Glenlatterach (Bio) SSSI (0.5%) Coleburn Pasture (Bio) SSSI (0.2%)	The SEA determined that these were sensitive features but not extensive area constraints, and there is significant avoidance potential for the features. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements or the consideration of impacts on, and mitigation for the SSS designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Moray SINS: Quarrywood (<0.1%), Spynie (8.0%), Lhanbryde Lochs (2.8%)	Moray SINS: Lhanbryde Lochs (4.8%)	Moray SINS: Scaat Craig (0.6%), Brown Muir/ Teindland (3.8%)	SINS span the breadth of the Elgin Option B North segment and there is a large site within Elgin Option B South which may prove unavoidable If unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders, to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





A96 Dualling SEA Monitoring
Section 4 – Alves to Lhanbryde

	Des	cription of Constra je of 2km-wide seg	ints	environmental assessment of options)	Recommendation	s for later DMRB Stages
SEA Identified Constraints	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Woodland Ancient Woodland Inventory sites (AWI) Native Woodland Survey of Scotland sites (NWSS)	AWI cover- 12.4% NWSS cover- 3.2% AWI not extensive in cover but crosses the breadth of the segment area at eastern extent	AWI cover- 12.0% NWSS cover- 4.0% AWI and NWSS woodland which, although not extensive in cover, cross the breadth of the segment area in several locations	AWI cover- 8.8% NWSS cover- 4.7% NWSS native woodland which, although not extensive in cover, does cross the breadth of the segment area Due to location and dispersal AWI is likely to be avoided	While most pockets of woodland are avoidable due to their size and dispersion within segments, some do cross the breadth of segments in several locations. Here, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable however, category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity						
Nationally Designated Sites Site of Special Scientific Interest (SSSI) Geological Conservation Review (GCR) sites	Spynie Quarry and Findrassie (Geological) SSSI (0.2%) Spynie Quarry and Findrassie GCR Site (0.4%)	None	Scaat Craig (Geological) SSSI (0.05%) Scaat Craig GCR Site (0.06%)	The geological SSSI site and GCR site, while important designations, are not extensive and do not represent a significant constraint to dualling; there is significant avoidance potential for these features. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land Agricultural land classes 1 to 3.1	Total cover- 43.6% The segment is extensively covered by prime agricultural land with associated importance for agriculture	Total cover- 18.3% The segment is partly covered by prime agricultural land	Total cover- 0.5% The segment is not extensively covered by prime agricultural land although agriculture remains important	Prime agricultural land is unavoidable due to its extent and distribution to the north of Elgin. Significant impacts identified for Elgin Option B north. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation. A key constraint will therefore be avoidance and minimisation of impacts on prime agricultural land.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitori Section 4 – Alves to Lhanb	ryde		1/2			
SEA References: SEA Tier	Des	cription of Constra	ints	environmental assessment of options)	Recommendation	s for later DMRB Stages
		ge of 2km-wide seg	ment area)		Recommendation	Is for later DMIKD Stages
SEA Identified Constraints	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Water and Flooding						
Fluvial and Coastal Flood Zone 1:200 yr fluvial flood extent (surface area) (F) 1:200 yr coastal flood extent (surface area) (C)	F- 18.8% C- 10.1% 54 properties in fluvial floodplain 17 properties in coastal floodplain 17 properties in coast and fluvial floodplain	F- 11.3% 43 properties in fluvial floodplain	F- 25% 11 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones are likely to be a key positional constraint to dualling alignment options within the segments, particularly north of Elgin. Significant impacts were identified for Elgin Option B North where almost one fifth of the segment area is within the 1:200yr fluvial flood zone, making it unavoidable. SEPA has expressed a strong view to avoid dualling to the north of Elgin due to anticipated impact on the flood plain. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain, as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and
Major Water Crossings	Very likely requires new crossings of the River Lossie downstream of the existing A96 crossing with larger river flows	Very likely to be constrained by multiple tributaries of the River Lossie	Very likely requires new crossings of the River Lossie upstream of the existing A96 crossing with smaller river flows	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Air			I			
Air Quality Management Areas (AQMA's)	None	None	None	No specific existing or predicted local air quality constraints identified in Section 4.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





SEA References: SEA Tie	Des (% covera	scription of Constra ge of 2km-wide seg			Recommendations for later DMRB Stages		
SEA Identified Constraints	Option B North Option B South 9	SEA Summary	DMRB Stage 2	DMRB Stage 3			
Historic Environment							
Scheduled Monuments	1x Scheduled Monument: Spynie Palace	3x Scheduled Monuments: Birnie Parish Kirk, (old graveyard and symbol stone) Coxton Tower Bogton (stone circle)	None	Scheduled Monuments present but not extensive in area/ number, and could be avoided within the segments. Unlikely to be directly impacted by A96 dualling however may be sensitive visual receptors, and/ or settings may be affected.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studie undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.	
Inventory Battlefields	None	None	None	There are no designated sites identified within the	he segments. Baseline data to be reviewed at DMRB Sta	ge 2	
Listed Buildings	3x A Listed: Pittensair Lhanbryde Burial Ground (Innes Enclosure) Longhill Mill 26x B listed 6x C listed	8x A Listed: Birnie Parish Church (Burial Ground) Birnie Parish Church Birnie Churchyard (Pictish Symbol Stone) Birnie Parish Church (Burial Ground Extension) Birnie Parish Church (Gatepiers) Pittensair Coxton Tower Pittendreich Dovecot 4x B listed 4x C listed	None	In general there is significant avoidance potential for A Listed Buildings, due to their number and dispersal throughout the segments south of Elgin. The majority of B and C Listed Buildings are concentrated north of Elgin, where the due to even dispersal across the segment area there are few options for avoidance. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studie undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.	
Conservation Area	None	None	None	There are no designated sites identified within the	he segments. Baseline data to be reviewed at DMRB Sta	ge 2	
Garden and Designed	None	None					





A96 Dualling SEA Monitori							
Section 4 – Alves to Lhank			1/2				
SEA References: SEA Tier	Des	eport Appendix H a scription of Constra ge of 2km-wide seg	ints	environmental assessment of options)	Recommendations for later DMRB Stages		
SEA Identified Constraints	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3	
Local Historic Designated Sites	Moray Archaeological Sites: 14x Regionally Significant 193x Standard	Moray Archaeological Sites: 12x Regionally Significant 151x Standard	Moray Archaeological Sites: 1x Regionally Significant 88x Standard	Avoidance potential for Moray archaeological sites due to number and dispersal, however analysis of HER has shown that there are a number of areas of cropmarks within the segments which suggests this is an area of archaeological potential which would require further assessment at a later stage. Further assessment will be required on the Moray archaeological sites to determine their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.	
Population and Human Health	ı						
Population (properties) act as a proxy for receptors subject to potential effects on amenity	1104	589	169	There are a large number of properties located in close proximity to settlement of Elgin which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	Sustrans National Cycle Route 1 Local Cycle Route 13 Core Paths 8 Aspirational Core Paths	Local Cycle Route 6 Core Paths 5 Aspirational Core Paths	One Core Path 2 Aspirational Core Paths	Various existing and aspirational Core Paths, local cycle ways and the Sustrans Cycle Route 1. For Elgin Option B North, crossing the National Cycle Route is unavoidable as it spans the breadth of the segment. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.	





SEA References: SEA Ti				environmental assessment of options)		
		scription of Constra ge of 2km-wide seg			Recommendation	s for later DMRB Stages
SEA Identified Constraints	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Landscape						
Landscape Designations	None	None	Moray AGLV: Pluscarden (32.2%) The Pluscarden Area of Special Control (2.1%)	There are no national landscape designations within this section. However, Pluscarden AGLV spans the area to the west of the section and is identified as a key constraint in Elgin Option N, with potential impacts predicted.	Review and refresh baseline data. The route/ alignment options development should identify locally sensitive receptors in line with DMRB	
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium/ High Sensitivity Landscapes which by nature of their character would be unable to accommodate change; likely to be designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale; areas of special recognised value through use, perception or historic and cultural associations	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded as the landscape becomes more rural south of Elgin in Elgin Option N. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.	guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studiundertaken, assessment of landscape and visual impacts appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management teams.





	A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to we							
SEA References: SEA Tier 2 E				rironmental assessment of options)			
	Description of Constraints				Recommendation	ns for later DMRB Stages	
		ge of 2km-wide seg					
SEA Identified Constraints	West Option B	West Option N	East Option B	SEA Summary			
	Approximately 9km long and	Approximately 9km long and	Approximately		DMRB Stage 2	DMRB Stage 3	
	1800Ha in area	1790Ha in area	5km long and 1090Ha in area				
Biodiversity	1000114 111 41 C4	1730114 111 41 C4	1030114 111 41 64				
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	Moray and Nairn Coast Ramsar (0.4%) and SPA (0.4%) Lower River Spey - Spey Bay SAC (0.4%) River Spey SAC (2.4%)	River Spey SAC (2.8%)	None	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones/timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	Lower River Spey (Mixed) SSSI (0.3%) River Spey (Bio) SSSI (2.3%)	River Spey (Bio) SSSI (2.8%)	None	The SEA determined that the Lower River Spey SSSI was a sensitive feature but not an extensive area constraint in the west, as it is located at the edge of the segments and avoidable. However, the River Spey SSSI is unavoidable as crosses the entire breadth of the segments in the west; with mitigation measures applied, potential impacts may be avoided or reduced such that no adverse effects on site integrity would occur. There are no constraints identified in the eastern segment. Although the Lower River Spey SSSI is unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH and other relevant stakeholders to determine alternative option impacts on the SSSI site, to inform selection of the preferred dualling alignment. Determine potential requirements for additional studies and surveys related to the SSSI, the avoidance and minimisation of habitat impacts, guidance on SSSI consents and mitigation works requirements.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for, the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Moray SINS: Lhanbryde Lochs (0.3%) Spey, Garmouh - Boat O' Brig (81%)	Moray SINS: Spey, Garmouh - Boat O' Brig (10.8%) Brown Muir/ Teindland (10.8%)	None	SINS associated with the River Spey cross the breadth of the segments in the west and are likely to be unavoidable; with mitigation measures applied, potential impacts may be avoided or reduced such that no adverse effects on site integrity would occur.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





A96 Dualling SEA Monitoring Framework
Section 5 – Lhanbryde to west of Keith

SEA References: SEA Tier 2 E	invironmental Repo	rt Appendix H and I	(Presenting the env	rironmental assessment of options)		
	Description of Constraints				Recommendations for later DMRB Stages	
		ge of 2km-wide seg				
SEA Identified Constraints	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Woodland Ancient Woodland Inventory sites Native Woodland Survey of Scotland sites	AWI- 37.6% NWSS- 0.3% AWI woodland is unavoidable as it crosses the breadth of the segment area in several locations	AWI- 39.3% NWSS- 2.3% AWI woodland is unavoidable as it crosses the breadth of the segment area in several locations	AWI- 28.8% NWSS- 0.6% AWI woodland covers over a quarter of the segment and crosses its breadth in several locations	Woodland is relatively extensive in cover and crosses the breadth of the segments at several locations; it is unavoidable at points in all three segments. Dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Need to minimise losses and fragmentation of woodland areas in these areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity						
Nationally Designated Sites Site of Special Scientific Interest (SSSI) Geological Conservation Review (GCR) sites	Dipple Brae (Geological) SSSI and Lower River Spey (Mixed) SSSI (0.4%) Dipple Brae (Silurian-Devonian Chordata) GCR Site and Lower River Spey (Fluvial Geomorphology of Scotland) GCR Site (0.2%)	Teindland Quarry (Geological) SSSI (0.1%) Teindland Quarry (Quaternary of Scotland) GCR Site (0.09%)	None	The western segments are partly covered by SSSI and GCR sites, and whilst these are important designations, they are not extensive and have significant avoidance potential, therefore they do not represent a significant constraint to dualling. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land Agricultural land classes 1 to 3.1	Total cover- 7.3% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	Total cover- 5.9% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	None	The segments are not extensively covered by prime agricultural land and these areas could be avoided.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitoring Framework Section 5 – Lhanbryde to west of Keith SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) **Description of Constraints Recommendations for later DMRB Stages** (% coverage of 2km-wide segment area) **West Option B West Option N East Option B SEA Identified Constraints SEA Summary Approximately Approximately Approximately DMRB Stage 2 DMRB Stage 3** 5km long and 9km long and 9km long and 1800Ha in area 1090Ha in area 1790Ha in area Water and Flooding Refer to Strategic Flood Risk Assessment. The River Spey crossing and flood risk zones are likely to be the key positional constraints to dualling alignment options within the western seaments. Significant impacts identified for West Option B Principle of avoidance to be adopted as the primary and West Option N as The River Spey and its approach. floodplain are unavoidable. Fluvial and Coastal Flood F- 10.4% F- 12.3% F- 1.5% Review and refresh baseline data. The key constraints will be risk from fluvial Secure early consultation with SEPA to determine C- None C- None C- None flooding to future dualled A96 route, to the 1:200 yr fluvial flood extent alternative alignment option impacts and to determine properties currently in the functional fluvial (surface area) (F) flood risk assessment, SuDS drainage and CAR flood plain, as well as risk of potential changes 19 properties in 9 properties in 1 properties in requirements. 1:200 yr coastal flood extent in the extent of functional flood plains as a fluvial floodplain fluvial floodplain fluvial floodplain Consider where drainage designs can include (surface area) (C) result of dualling. Principle of avoidance to be adopted as the primary improved wildlife crossing and fish passage Any reduction functional floodplain will require approach. opportunities to secure multi-species benefit. compensatory storage. More specifically, avoidance of construction in the functional Sensitive properties and other receptors in flood plain and avoidance of new crossings where possible. areas near the current floodplains could be at Detailed assessments to build on desk-based DMRB Stage 2 risk from changes to floodplain extents as a exercises, supplemented with information collected on site. result of dualling, and also become a to enable a more detailed, site-specific quantitative constraint. assessment – potentially including specialist surveys. Refer to Strategic Flood Risk Assessment. Incorporate appropriate drainage, compensatory storage and Water crossings are the key features of road management measures to ensure no net change to flood risk infrastructure that interact closely with to sensitive receptors. watercourses. DMRB Stage 3 Report and Environmental Statement to There is potential for significant impacts as a include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any major River Spey crossing, and multiple Review and refresh baseline data. Segment will be smaller water crossings, are likely to be Secure early consultation with SEPA to determine mitigation works required. Segment will be Likely to be constrained by constrained by alternative alignment and crossing option impacts and Include recommendations to avoid works compounds within required. major bridge constrained by a major bridge A96 dualling may involve extending, or to determine requirements for the level of flood risk the functional floodplain where possible. number of crossing replacing, existing culverts where dualling assessment required, SuDS drainage and CAR crossing requirements over watercourses requirements over takes places in proximity to the existing requirements. Major Water Crossings the River Spey including the Burn the River Spey that carriageway, as well as the construction of Watercourse crossing options will require effective that spans a of Fochabers, the new bridges and culverts in the 'offline' consideration of river geomorphology effects, spans a hydrological Burn of Forgie, the potential for A96 embankment protection works and hvdrological sections of the new road. catchment in Burn of Crooksmill catchment in A water crossing could potentially affect river potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR excess of and their tributaries excess of 2,800km² geomorphology and increase flood risk to A96 designated sites features, habitats and species. 2,800km² dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk. Air Review and refresh baseline data. Secure early consultation with Local Authorities to DMRB Stage 3 Report and Environmental Statement to Air Quality Management Areas No specific existing or predicted local air determine areas close to air quality threshold, or any None None None include appropriate record of consultation, all further studies (AQMA's) quality constraints identified in Section 5. other sensitivities. undertaken and any mitigation works required. This will inform whether a modelling or monitoring approach is required.





A96 Dualling SEA Monitoring Framework Section 5 – Lhanbryde to west of Keith SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) **Description of Constraints Recommendations for later DMRB Stages** (% coverage of 2km-wide segment area) **West Option B West Option N East Option B SEA Identified Constraints SEA Summary Approximately Approximately Approximately DMRB Stage 2 DMRB Stage 3** 9km long and 9km long and 5km long and 1800Ha in area 1790Ha in area 1090Ha in area **Historic Environment** Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Principle of avoidance to be adopted as the primary Secure early consultation with Historic Environment approach. There is only one feature identified within the Scotland and other relevant stakeholders to DMRB Stage 3 Report and Environmental Statement to 1x Scheduled segments, and this could be avoided within the determine alternative alignment and crossing option include appropriate record of consultation, all further studies Monument: option extents. **Scheduled Monuments** None None impacts on heritage features, to inform selection of undertaken, assessment of impacts on features and their Unlikely to be directly impacted by A96 Meikle Dramlach the preferred option. setting, appropriate mitigation measures and any dualling however may be a sensitive visual (bridge) Seek agreement on additional studies required for construction stage monitoring required, to the satisfaction of receptor, and/ or the setting may be affected. DMRB Stage 3 assessment, including visual impact/ Historic Environment Scotland and other relevant impact on setting, to ensure management of stakeholders. significant effects that may emerge in detailed assessment. Inventory Battlefields None None None There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2. 10x A Listed: Fochabers (High Street, Milne's High School) Fochabers (the Square, Bellie Parish Church) Gordon Castle Principle of avoidance to be adopted as the primary West Option B segment has a number of A (East Lodge) approach. Listed Buildings which are concentrated Review and refresh baseline data. Principle of avoidance to be adopted as the primary Fochabers (Gordon around the Gordon Castle GDL and Fochabers Secure early consultation with Historic Environment approach. **Episcopal Chapel** Conservation Area. This creates a particular DMRB Stage 3 Report and Environmental Statement to Scotland and other relevant stakeholders to and Parsonage) pinch point in the central area of the segment, include appropriate record of consultation, all further studies determine alternative alignment and crossing option 1x B Listed with associated potential impacts on the Gordon Castle 1x C Listed undertaken, assessment of impacts on features and their Listed Buildings impacts on heritage features, to inform selection of structure and setting of these designated areas 1x C Listed (West Lodges) the preferred option. setting, appropriate mitigation measures and any and assets. Gordon Castle Seek agreement on additional studies required for construction stage monitoring required, to the satisfaction of There is also a high number of B and C Listed (Farmsteading) DMRB Stage 3 assessment, including visual impact/ Historic Environment Scotland and other relevant Buildings concentrated around Fochabers. Gordon Castle impact on setting, to ensure management of stakeholders. Need to balance Listed Building avoidance significant effects that may emerge in detailed (Lakeside House) with private property constraints. assessment. Fochabers Bridge Gordon Castle (Tower) Gordon Castle 52x B listed 41x C listed





A96 Dualling SEA Monitoring Framework
Section 5 – Lhanbryde to west of Keith

		scription of Constra		vironmental assessment of options)			
					Recommendations for later DMRB Stages		
	(% coverage of 2km-wide segment area) West Option B West Option N East Option B		1				
SEA Identified Constraints		· ·	•	SEA Summary			
	Approximately	Approximately	Approximately		DMRB Stage 2	DMRB Stage 3	
	9km long and	9km long and	5km long and				
Conservation Areas	1800Ha in area Fochabers (0.6%)	None	None	There is avoidance potential for the Fochabers Conservation Area due its limited extent, however consideration should be given to impacts on the setting of this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.	
Garden and Designed Landscapes	Gordon Castle (Bog of Gight) (9.4%)	None	None	There is no avoidance potential for the Garden and Designed Landscapes which lies alongside the existing A96 in West Option B, and significant direct effects are predicated. Other segments, however, are not constrained by this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.	
Local Historic Designated Sites	Moray Archaeological Sites: 7x Regionally Significant 143x Standard	Moray Archaeological Sites: 1x Regionally Significant 45x Standard	Moray Archaeological Sites: 11x Standard	There are a number of Moray archaeological sites located across the segments areas, however these will require further assessment to identify their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.	
Population and Human Health							
Population (properties) act as a proxy for receptors subject to potential effects on amenity	899	68	42	There are a large number of properties located in close proximity to settlement of Fochabers which may be receptors to future road alignments. Individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





A96 Dualling SEA Monitoring Framework
Section 5 – Lhanbryde to west of Keith

	De	scription of Constra	ints		Recommendations for later DMRB Stages		
		ge of 2km-wide seg					
SEA Identified Constraints	West Option B			SEA Summary			
	Approximately	Approximately	Approximately	,	DMRB Stage 2	DMRB Stage 3	
	9km long and	9km long and	5km long and		55 3	211112 31063	
	1800Ha in area	1790Ha in area	1090Ha in area				
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	20 Core Paths crossing the segment mainly near Fochabers 1 Aspirational Core path along the A96 The Speyside Way long distance route crosses the segment mainly near Fochabers	4 Core Paths mainly near Fochabers at the edge of the segment The Speyside Way long distance route crosses the section mainly near Fochabers	None	Various existing, and 1 aspirational, Core Paths, as well as the Speyside Way, run through the section; for West Option B and West Option N, crossing the Speyside Way is unavoidable. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', a required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary route and signage to maintain overall access provisions during construction.	
andscape					scheme.		
Landscape Designations	None	Moray AGLV: Speyside (7.9%)	None	There are no national landscape designations within this section, however the Speyside AGLV crosses through West Option N. The AGLV, although limited in extent at this location, provides a prominent and positive contribution to the area and impacts on wider setting should be considered.	Review and refresh baseline data. The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the		
∟andscape Sensitivity	SEA assessed as 'Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as High Sensitivity Landscapes which by nature of their character would be unable to accommodate change of the type proposed; Likely to be designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale	SEA assessed as Low Sensitivity Landscapes which by nature of their character would be able to accommodate change of the type proposed Typically these would be: likely to contain few, if any, features and elements that could not be replaced	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded as the landscape becomes more rural south of Mosstodloch and Fochabers in West Option N where its predicted that dualling would have an adverse impact on the sensitive landscape characters within the segment.	level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.	





Section 6 – West of Keith to west of Huntly SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)								
SEA References: SEA Tier 2 I		nd I(Presenting the environmental assessment of	options)					
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages					
	Option B Approximately 14km long and 2750Ha in area	,	DMRB Stage 2	DMRB Stage 3				
Biodiversity								
Internationally Designated Sites Ramsar	None	There are no designated sites identified within the ontic	on segment. Baseline data to be reviewed at DMRB Stage 2.					
Special Protection Area (SPA) Special Area of Conservation (SAC)	TVOTE	There are no designated sites identified within the option	on segment. Dasenne data to be reviewed at Divirob Glage 2.					
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	Den of Pitlurg (Bio) SSSI (0.7%)	The SEA determined that the SSSI was a sensitive feature, but not an extensive area constraint, and it has significant avoidance potential. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for, the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				
Locally Designated Sites Local Nature Reserve (LNR)	Moray SINS: Den of Pitlurg (0.4%)		Principle of avoidance to be adopted as the primary approach.	Principle of avoidance to be adopted as the primary approach.				
Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA),	Aberdeenshire SESA: Road cutting, Cairnie (0.6%) Den of Pitlurg (1.5%) Aberdeenshire LNCS:	Locally designated sited sites concentrated in the southern extent of the segment, and as such there is significant avoidance potential.	Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				
Local Nature Conservation Sites (LNCS)	Den of Pitlurg (1.4%) Bin Hill (3.8%)		DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.					
		While not extensive in cover, woodland crosses more than half of the breadth of the option segment area in	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data.					
Woodland Ancient Woodland Inventory sites Native Woodland Survey of	The key sensitivity in this segment is associated with avoidance and minimisation of impacts on AWI woodland which, although not	AWI- 9.7% NWSS- 3.7% The key sensitivity in this segment is associated with avoidance and minimisation of impacts on AWI several locations. There is potential for avoidance of each site, havoidance of all sites may prove difficult. Should this be the case, dualling impacts are predicted to be permanent and potentially sign with possible secondary effects on woodland	There is potential for avoidance of each site, however avoidance of all sites may prove difficult. Should this be the case, dualling impacts are predicted to be permanent and potentially significant,	Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered.			
Scotland sites		Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				
Soils and Geodiversity								
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	There are no designated sites identified within the option	on segment. Baseline data to be reviewed at DMRB Stage 2.					





A96 Dualling SEA Monitoring Framework
Section 6 – West of Keith to west of Huntly

SEA References: SEA Tier 2 E	nvironmental Report Appendix H a	nd I(Presenting the environmental assessment of	options)		
	Description of Constraints (% coverage of 2km-wide segment area)		Recommendations for later DMRB Stages		
SEA Identified Constraints	Option B Approximately 14km long and 2750Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3	
Prime Agricultural Land Agricultural land classes 1 to 3.1	Total cover- 1.6% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	This segment is not extensively covered by prime agricultural land and as such, there is potential for avoidance.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Water and Flooding			anginion.		
Fluvial and Coastal Flood Zone 1:200 yr fluvial flood extent (surface area) (F) 1:200 yr coastal flood extent (surface area) (C)	F- 3.3% C- None 11 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. The fluvial floodplains of the River Isla and its tributaries, the Loan Burn in the north and the Burn of Cairnie in the south, while not extensive are unavoidable in this segment, as all three span its breadth entirely. There may be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction in functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplain could become a constraint if they are at risk from changes to floodplain extents as a result of dualling.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plair and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercise supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys.	
Major Water Crossings	Likely to be constrained by crossing the Loan Burn, River Isla and the Burn of Cairnie, and possibly constrained by crossing other smaller watercourses	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.	
Air					
Air Quality Management Areas (AQMA's)	None	No specific existing or predicted local air quality constraints identified in Section 6.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	
Historic Environment					
Scheduled Monuments	None	There are no designated sites identified within the option	on segment. Baseline data to be reviewed at DMRB Stage 2.		





A96 Dualling SEA Monitoring Framework
Section 6 – West of Keith to west of Huntly

Section 6 – West of Keith to	<u>-</u>			
SEA References: SEA Tier 2 E	Environmental Report Appendix H a	and I(Presenting the environmental assessment of	options)	
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area) Option B Approximately 14km long and 2750Ha in area	SEA Summary	Recommendation DMRB Stage 2	ons for later DMRB Stages DMRB Stage 3
			A D. H. LA A L. L. LADADON A	
Inventory Battlefields	None	There are no designated sites identified within the option	on segment. Baseline data to be reviewed at DMRB Stage 2.	
Listed Buildings	2x B Listed 3x C Listed	Despite the large area covered by the segment, there are only a small number of B and C Listed Buildings identified within. The dispersal of these assets across the segment provides excellent opportunities for avoidance.	Principle of avoidance to be adopted as the primary approach. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	There are no designated sites identified within the option	on segment. Baseline data to be reviewed at DMRB Stage 2.	
Garden and Design Landscapes	None	There are no designated sites identified within the option	on segment. Baseline data to be reviewed at DMRB Stage 2.	
Local Historic Designated Sites	Moray Archaeological Sites: 2x Regionally Significant 60x Standard	Avoidance potential for Moray and Aberdeenshire archaeological sites, due to the small number of sites and their dispersal/ distribution through the segment area.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health				
Population (properties) act as a proxy for receptors subject to potential effects on amenity	203	There are a large number of properties located in close proximity to settlement of Keith which may be receptors to future road alignments. Individual properties dispersed throughout the option segment could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitoring Framework
Section 6 – West of Keith to west of Huntly

SEA References: SEA Tier 2	SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)							
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages					
SEA Identified Constraints	Option B Approximately 14km long and 2750Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3				
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	9 Core Paths mainly near Keith at the edge of the segment 5 Aspirational Core Paths crossing this segment of the option The Isla Way long distance path crosses the segment near Keith	Various existing and aspirational Core Paths, as well as The Isla Way, run through the segment. Crossing the Isla Way is unavoidable as it spans the breadth of the segment. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.				
Landscape	_							
Landscape Designations	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.					
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	While relatively rural, the existing A96 is an established part of the local landscape within the segment, reducing the sensitivity of the landscape. It is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.	Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.				





A96 Dualling SEA Monitoring	A96 Dualling SEA Monitoring Framework						
Section 7 – West of Huntly t	<u> </u>						
SEA References: SEA Tier 2 E			ting the environmental assessment of options)				
	Description of Constraints (% coverage of 2km-wide segment area)			Recommendation	s for later DMRB Stages		
SEA Identified Constraints	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3		
Biodiversity							
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.				
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.				
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Aberdeenshire SESA: Bin Quarry, Huntly (1.0%) Aberdeenshire LNCS: Bin Hill (16.6%)	Aberdeenshire SESA: Bin Quarry, Huntly (1.1%) Aberdeenshire LNCS: Bin Hill (12.9%)	Locally designated sites concentrated in the southern extent of the segments, therefore there is avoidance potential. If unavoidable, dualling impacts are likely to be mitigated to small scale given the total extent of its coverage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		
Woodland Ancient Woodland Inventory sites Native Woodland Survey of Scotland sites	AWI- 14.8% NWSS- 2.8% AWI and NWSS although not extensive in cover, crosses the breadth of the segment area in the north	AWI- 15.2% NWSS- 4.0% AWI and NWSS although not extensive in cover, crosses the breadth of the segment area in the north	While not extensive in cover, woodland does cross the breadth of the segments in the north, the majority of which, is AWI plantation. Where unavoidable, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable, minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		
Soils and Geodiversity							
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	Bin Quarry (Geological) SSSI (0.1%) Bin Quarry (Caledonian Igneous) and Binhill Quarry (Mineralogy of Scotland) GCR Site (0.6%)	Bin Quarry (Geological) SSSI (0.1%) Bin Quarry (Caledonian Igneous) and Binhill Quarry (Mineralogy of Scotland) GCR Site (0.6%)	The segments are partly covered by SSSI and GCR and whilst these are important designations, they are not extensive and have significant avoidance potential. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		





A96 Dualling SEA	Monitoring Framework
Section 7 - West	of Huntly to east of Huntl

<u> </u>	Section 7 – West of Huntly to east of Huntly						
SEA References: SEA Tier 2 E			ting the environmental assessment of options)				
	Description of Constraints			Recommendations for later DMRB Stages			
	(% coverage of 2km-wide segment area)						
SEA Identified Constraints	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3		
		Total Cover- 7.9%					
Prime Agricultural Land Agricultural land classes 1 to 3.1	Some avoidance potential for prime agricultural land as the constraint covers only a small area of the segment	Some avoidance potential for prime agricultural land as the constraint covers only a small area of the segment	The segments are not extensively covered by prime agricultural land and as such, there is some potential for avoidance. It is considered that these segment areas are important for agriculture, and should agricultural land prove unavoidable, dualling impacts are predicted to be permanent, with potential to be significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		
Water and Flooding							
Fluvial and Coastal Flood Zone 1:200 yr fluvial flood extent (surface area) (F) 1:200 yr coastal flood extent (surface area) (C)	F- 5.5% C- None 44 properties in fluvial floodplain	F- 5.1% C- None 2 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. The River Deveron and River Bogie flood risk zones are unavoidable in both segments. There may be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction in functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative		
Major Water Crossings	Likely to be constrained by crossings of the River Deveron and River Bogie	Likely to be constrained by crossings of the River Deveron and River Bogie	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.		
Air							
Air Quality Management Areas (AQMA's)	None	None	No specific existing or predicted local air quality constraints identified in Section 7.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		





A96 Dualling SEA Monitoring Framework Section 7 – West of Huntly to east of Huntly SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) **Description of Constraints Recommendations for later DMRB Stages** (% coverage of 2km-wide segment area) **Option B Option C SEA Identified Constraints SEA Summary** Approximately 10km Approximately 10km **DMRB Stage 2 DMRB Stage 3** long and 2090Ha in long and 1940Ha in area area **Historic Environment** Principle of avoidance to be adopted as the primary approach. Principle of avoidance to be adopted as the primary Scheduled Monuments are present, but not extensive in Review and refresh baseline data. approach. 2x Scheduled Secure early consultation with Historic Environment area/ number and could be avoided within the option DMRB Stage 3 Report and Environmental Statement to Monuments: Scotland and other relevant stakeholders to determine extents. 1x Scheduled include appropriate record of consultation, all further studies **Dunbennan Old Church** The Scheduled Monument of Dunbennan Old Church is alternative alignment and crossing option impacts on Monument: **Scheduled Monuments** undertaken, assessment of impacts on features and their located away from the core of Huntly and could present heritage features, to inform selection of the preferred Symbol stone & standing setting, appropriate mitigation measures and any Dunbennan Old Church a constraint, however there are opportunities to avoid option. stone, Huntly Market construction stage monitoring required, to the satisfaction of this; potential impacts on its setting will need to be Seek agreement on additional studies required for Square Historic Environment Scotland and other relevant carefully considered. DMRB Stage 3 assessment, including visual impact/ stakeholders. impact on setting, to ensure management of significant effects that may emerge in detailed assessment. Inventory Battlefields None None There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2 3x A Listed: Principle of avoidance to be adopted as the primary approach St Margaret's RC Principle of avoidance to be adopted as the primary Review and refresh baseline data. Church, Chapel St The majority of A. B and C Listed Buildings are located approach. Secure early consultation with Historic Environment within Huntly, offering good avoidance potential, DMRB 3 Report and Environmental Statement to include St Margaret's RC Scotland and other relevant stakeholders to determine although the potential for impacts on the setting of appropriate record of consultation, all further studies Church, Presbytery 2x B Listed alternative alignment and crossing option impacts on designated assets will also need to be carefully Listed Buildings undertaken, assessment of impacts on features and their Scott's Hospital. heritage features, to inform selection of the preferred 2x C Listed considered. setting, appropriate mitigation measures and any Gladstone Rd option. construction stage monitoring required, to the satisfaction of Need to balance Listed Building avoidance with private Seek agreement on additional studies required for property constraints. Historic Environment Scotland and other relevant DMRB Stage 3 assessment, including visual impact/ 35x B listed stakeholders. impact on setting, to ensure management of significant 48x C listed effects that may emerge in detailed assessment. Principle of avoidance to be adopted as the primary approach. Principle of avoidance to be adopted as the primary Review and refresh baseline data. approach. Secure early consultation with Historic Environment Preferred alignment design and Environmental Statement to There is avoidance potential for the Huntly Scotland and other relevant stakeholders to determine include appropriate record of consultation, all further studies Conservation Area due its limited extent, however None alternative alignment and crossing option impacts on undertaken, assessment of impacts on features and their **Conservation Areas** Huntly (1.4%) consideration should be given to potential impacts on this heritage feature, to inform selection of the preferred setting, appropriate mitigation measures and any the setting of this feature. construction stage monitoring required, to the satisfaction of options. Historic Environment Scotland and other relevant Seek agreement on additional studies required for stakeholders. DMRB Stage 3 assessment of visual impact/ impact on Garden and Design None None There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2 Landscapes Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Secure early Principle of avoidance to be adopted as the primary Aberdeenshire Aberdeenshire consultation with Historic Environment Scotland, Local The Aberdeenshire Historic Environment Record shows approach. Archaeological Sites: Authority archaeology or heritage team and obtain Archaeological Sites: Local Historic Designated a number of recorded sites within the segments. Preferred alignment design and Environmental Statement to 2x Regionally historic environment records to determine the location 1x Regionally Significant Sites These are spread out throughout the segments and will include appropriate record of consultation, all further studies Significant of any locally important sites and features. undertaken and any mitigation required for unscheduled require further assessment at later stages. 96x Standard Route alignment studies to be informed by 59x Standard archaeology. consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.





A96 Dualling SEA Monitoring	g Framework							
Section 7 – West of Huntly t	o east of Huntly							
SEA References: SEA Tier 2 E	nvironmental Report Ap	pendix H and I (Present	ting the environmental assessment of options)					
	Description o	f Constraints		Recommendations for later DMRB Stages				
	(% coverage of 2km-	wide segment area)		Recommendations	S TOT TALET DIVIND Stages			
	Option B	Option C	CFA Community					
SEA Identified Constraints	Approximately 10km	Approximately 10km	SEA Summary	DAADD CL 2	DAMED CLASS 2			
	long and 2090Ha in	long and 1940Ha in		DMRB Stage 2	DMRB Stage 3			
	area	area						
Population and Human Health								
Population (properties) act as a proxy for receptors subject to potential effects on amenity	1514	91	There are a large number of properties located in close proximity to settlement of Huntly which may be receptors to future road alignments. Individual properties dispersed throughout the segments could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.			
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	20 Core Paths mainly near Huntly and at western end of the segment north of the line of the existing A96 road	7 Core Paths mainly near Huntly and at western end of the segment north of the line of the existing A96 road	Various Core Paths run through the segments, however it is considered that these could be avoided. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.			
Landscape								
Landscape Designations	None	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB				
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed Typically these would be: likely to contain few, if any, features and elements that could not be replaced	SEA assessed as 'Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	The landscape sensitivity ranges from low to high over the segments. A higher sensitivity is recorded as the landscape becomes more rural south of Mosstodloch and Fochabers in Option C. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.	guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.			





Table E.6 SEA Monitoring Framework – A96 SEA Study Area Section 8

A96 Dualling SEA Monitorinք Section 8 – East of Huntly to								
SEA References: SEA Tier 2 E	<u> </u>	rt Annondiy ∐ and L	(Presenting the en	ironmontal accosen	ent of ontions)			
SEA References. SEA fiel 2 E							Recommendations for	or later DMPR Stages
	West Option B	West Option C	East Option B	ts (% coverage of 2km-wide segment ar East Option B East Option C		-	Recommendations ic	later Divino Stages
SEA Identified Constraints	Approximately	Approximately	Approximately	Approximately	East Option D Approximately	SEA Summary		
	8km long and	8km long and	7km long and	6km long and	7km long and	· ·	DMRB Stage 2	DMRB Stage 3
	1710Ha in area	1570Ha in area	1400Ha in area	1120Ha in area	1340Ha in area			
Biodiversity								
Internationally Designated Sites								
Ramsar	None	None	None	None	None	There are no decignated sites identified	d within the cogments. Recoline data to be	ravioused at DMPR Stage 2
Special Protection Area (SPA)	None	None	None	None	None	There are no designated sites identified	d within the segments. Baseline data to be	reviewed at DINRB Stage 2.
Special Area of Conservation (SAC)								
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	None	None	None	None	There are no designated sites identified	d within the segments. Baseline data to be	reviewed at DMRB Stage 2.
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Aberdeenshire SESA: Hill of Foudland (42.8%) Aberdeenshire LNCS: Foudland (57.3%)	Aberdeenshire SESA: Hill of Foudland (34.9%) Aberdeenshire LNCS: Foudland (8.4%)	Aberdeenshire SESA: Hill of Foudland (16.0%) Slate Quarries, Hill of Tillymorgan (1.0%) Aberdeenshire LNCS: Foudland (12.0%)	None	Aberdeenshire SESA: Cairnhill Quarry (31%) Hill of Foudland (18.6%) Moss of Cairnhill (2.2%) Slate Quarries, Hill of Tillymorgan (1.3%) Aberdeenshire LNCS: Cairnhill (2.3%) Foudland (15.9%)	Both the Hill of Foudland SESA and LNCS are extensive area constraints which cannot be avoided in all segments – apart from in East Option C – as they cover the breadth of the segments at various locations. Where unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopt as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation further studies undertaken and an mitigation works required.
Noodland Ancient Woodland Inventory sites Native Woodland Survey of Scotland sites	AWI- 0.6% NWSS- 1.9% Significant avoidance potential for both AWI and NWSS woodland due to size and dispersal of sites throughout the segment.	AWI- None NWSS- 8.4% NWSS woodland is unavoidable where it spans the breadth of the segment in the south east.	AWI- 6.0% NWSS- 2.1% There is good avoidance potential for NWSS woodland due to size and dispersal of sites throughout the segment, AWI woodland spans almost half of the breadth of the segment at its north east extent.	AWI- 0.7% NWSS- 1.9% Significant avoidance potential for both AWI and NWSS woodland due to size and dispersal of sites throughout the segment.	AWI- 7.7% NWSS- 3.1% Although NWSS woodland is scattered throughout the segment and is not an extensive area constraint, AWI woodland spans half of the breadth of the segment at its north east extent.	While not extensive in cover, woodland does cross the breadth of the segments in several locations and may prove difficult to avoid. Should this be the case, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopt as the primary approach Where AWI woods are unavoidable aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, further studies undertaken and an mitigation works required.





A96 Dualling SEA Monitoring Framework
Section 8 – East of Huntly to Old Rayne

		rt Appendix H and I scription of Constrain					Recommendations for	r later DMRR Stages
SEA Identified Constraints							Necommendations to	l later DIVIND Stages
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Soils and Geodiversity								
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	None	None	None	None	There are no designated sites identified	d within the segments. Baseline data to be	reviewed at DMRB Stage 2.
Prime Agricultural Land Agricultural land classes 1 to 3.1	None	None	Total cover- 34.8% Prime agricultural land is unavoidable due to its extent and distribution	Prime agricultural land is unavoidable due to its extent and distribution	Prime agricultural land is unavoidable due to its extent and distribution	Prime agricultural land is unavoidable in the east segments due to its extent and distribution. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Water and Flooding								
Fluvial and Coastal Flood Zone 1:200 yr fluvial flood extent (surface area) (F) 1:200 yr coastal flood extent (surface area) (C)	F- 1.8% C- None 5 properties in fluvial floodplain	F- 0.3% C- None 1 property in fluvial floodplain	F- 6.5% C- None 10 properties in fluvial floodplain	F- 4.4% C- None 51 properties in fluvial floodplain	F- 2.8% C- None 2 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones are associated with the Glen Water, a tributary of the River Urie, and the River Urie itself, and are likely to be key positional constraints to dualling alignment options within the segments. Although there is some avoidance potential, this is limited. Key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors.
Major Water Crossings	Likely to be constrained by new/ upgraded crossing requirements as the existing A96 roughly follows the River Urie, crossing a number of tributaries.	Possibly constrained by crossing smaller watercourses, such as the Burn of Largie, at higher elevation.	Likely to be constrained by new/ upgraded crossing requirements as the existing A96 roughly follows the River Urie, crossing a number of tributaries.	Likely to be constrained by crossing smaller watercourses, such as The Shevock and The Kellock, at higher elevations.	Likely to be constrained by crossing the River Urie and smaller watercourses such as Bonnyton Burn.	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.





A96 Dualling SEA Monitoring Framework Section 8 – East of Huntly to Old Rayne SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages West Option B** West Option C **East Option B East Option C East Option D SEA Summary SEA Identified Constraints Approximately Approximately Approximately Approximately** Approximately **DMRB Stage 2 DMRB Stage 3** 7km long and 8km long and 8km long and 6km long and 7km long and 1710Ha in area 1570Ha in area 1400Ha in area 1120Ha in area 1340Ha in area A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk. Air Review and refresh baseline data. Secure early consultation with Local DMRB Stage 3 Report and No specific existing or predicted local Authorities to determine areas close to Environmental Statement to include Air Quality Management Areas None None None None air quality constraints identified in air quality threshold, or any other appropriate record of consultation, all None (AQMA's) Section 8. sensitivities. further studies undertaken and any This will inform whether a modelling or mitigation works required. monitoring approach is required. **Historic Environment** A number of Scheduled Monuments Principle of avoidance to be adopted as 5x Scheduled 4x Scheduled are present within the eastern Principle of avoidance to be adopted the primary approach. Monuments: Monuments: Review and refresh baseline data. segments. as the primary approach. Brownhill, cairns Picardy Stone, Avoidance could be challenging given Secure early consultation with Historic DMRB Stage 3 Report and symbol stone -Wester Shevock, their dispersal and they may cause Environment Scotland and other Environmental Statement to include 2x Scheduled cairn Insch Old Parish pinch points within the segment relevant stakeholders to determine appropriate record of consultation, all Monuments: further studies undertaken, Church and alternative alignment and crossing areas. Colpy Cottage, Woodside, hut In addition, Newton House inscribed Scheduled Monuments None None associated option impacts on heritage features, to assessment of impacts on features palisaded circles memorials stone and Colpy Cottage palisaded inform selection of the preferred option. and their setting, appropriate enclosure Mummer's Reive, enclosure, lie within 150m of the Seek agreement on additional studies mitigation measures and any Inschfield, stone Newton House, cairn required for DMRB Stage 3 existing A96. construction stage monitoring circle inscribed stone and There could therefore be potential assessment, including visual impact/ required, to the satisfaction of Historic symbol stone Mill of Boddom, impacts on the setting and/ or impact on setting, to ensure Environment Scotland and other ring ditch and Woodside, hut structure of these assets caused by management of significant effects that relevant stakeholders. souterrain circles road dualling within East Option B. may emerge in detailed assessment. Inventory Battlefields None None None None None There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2. Principle of avoidance to be adopted as In general there is avoidance the primary approach. Principle of avoidance to be adopted potential for Listed Buildings, due to Review and refresh baseline data. as the primary approach. their number and dispersal Secure early consultation with Historic DMRB Stage 3 Report and 1x A Listed: 1x A Listed: throughout the segments. Environment Scotland and other Environmental Statement to include Old Parish Church, Old Parish Church, However, at some locations they may relevant stakeholders to determine appropriate record of consultation, all Kirkton of Kirkton of further studies undertaken, cause pinch points in the segment alternative alignment and crossing 5x B Listed Culsalmond Culsalmond Listed Buildings None None areas, particularly within East Option option impacts on heritage features, to assessment of impacts on features 4x C Listed inform selection of the preferred option. and their setting, appropriate Potential impacts on setting will need Seek agreement on additional studies mitigation measures and any 4x B Listed 3x B Listed required for DMRB Stage 3 to be carefully considered. construction stage monitoring 2x C Listed 1x C Listed Need to balance Listed Building assessment, including visual impact/ required, to the satisfaction of Historic avoidance with private property impact on setting, to ensure Environment Scotland and other constraints. management of significant effects that relevant stakeholders. may emerge in detailed assessment.



Conservation Areas

None

None

None

None



There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.

None

A96 Dualling SEA Monitoring Framework
Section 8 – East of Huntly to Old Rayne

SEA References: SEA Tier 2 E	invironmental Repo	rt Appendix H and I	(Presenting the env	vironmental assessn	nent of options)				
	Des	scription of Constrai	nts (% coverage of 2	km-wide segment a	irea)		Recommendations for later DMRB Stages		
	West Option B	West Option C	East Option B	East Option C	East Option D			DMRB Stage 3	
SEA Identified Constraints	Approximately	Approximately	Approximately	Approximately	Approximately	SEA Summary	DMRB Stage 2		
	8km long and	8km long and	7km long and	6km long and	7km long and		Divino Stage 1	Divinib Stage 3	
	1710Ha in area	1570Ha in area	1400Ha in area	1120Ha in area	1340Ha in area				
Garden and Design Landscapes	None	None	Newton House (9.4%) Williamston House (8.6%)	None	Williamston House (1.9%)	Williamston House and Newton House GDLs, run alongside the existing A96 and these, along with Scheduled Monuments present within the eastern segments, may cause pinch points, especially within East Option B. There could therefore be potential impacts on the setting and/ or structure of these assets caused by road dualling within east segments.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.	
Local Historic Designated Sites	Aberdeenshire Archaeological Sites: 2x Regionally Significant 20x Standard	Aberdeenshire Archaeological Sites: 61x Standard	Aberdeenshire Archaeological Sites: 1x Regionally Significant 80x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 50x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 72x Standard	The Aberdeenshire Historic Environment Record shows a number of recorded sites within the segments. These are spread out throughout the segments and will require further detailed assessment at later.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.	
Population and Human Health	ı								
Population (properties) act as a proxy for receptors subject to potential effects on amenity	40	37	102	784	71	There are a large number of properties located in close proximity to settlement of Insch which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





A96 Dualling SEA Monitoring Framework
Section 8 – East of Huntly to Old Rayne

SEA References: SEA Tier 2 E	<u> </u>	rt Appendix H and I	(Presenting the env	/ironmental assessn	nent of options)			
		scription of Constrai					Recommendations for	or later DMRB Stages
	West Option B	West Option C	East Option B	East Option C	East Option D			
SEA Identified Constraints	Approximately	Approximately	Approximately	Approximately	Approximately	SEA Summary	DMRB Stage 2	DMRB Stage 3
	8km long and	8km long and	7km long and	6km long and	7km long and		Divino Stage 2	Divino stage 3
	1710Ha in area	1570Ha in area	1400Ha in area	1120Ha in area	1340Ha in area		Drive in la of avaidance to be adopted	
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	None	2 Core Paths which are circular paths around Gartly Moor 2 ocal Cycle Route around Insch (Lenchie Loop and Newton Loop)	1 Core Path in the small village of Old Rayne adjacent to the A96 1 local cycle route (Scotston Loop) at the edge of the segment north of Colpy	6 Core Paths mainly near Insch and at the edge of the segment 2 local cycle route around Insch (Lenchie Loop and Scotston Loop)	None	Various Core Paths and local cycle routes run through the segments. In East and West Option C, crossing a number of local cycle routes is unavoidable as they span the breadth of the segment around Insch. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.
Landscape								
Landscape Designations	None	None	None	None	None	There are no national landscape designations within this section.	The of route/ alignment options development should identify locally	
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'Low/ Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded for the segments located further from the existing A96 road i.e. Option C and Option D. It is predicted that for these options there is potential for major significant adverse impacts on landscape character through dualling.	sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.





A96 Dualling SEA N		work								
Section 9 – Old Ray		antal Banart Ann	andiy U and I (Dra	conting the environ	onmontal accossm	ant of antions)				
SEA References: SE	A Her Z Environn		iption of Constrain						Recommendations	for later DMRB Stages
SEA Identified Constraints	West Option B Approximately 7km long and Approximately 8km long a	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Biodiversity										
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	None	None	None	None	None	None	None	There are no designated sites in Baseline data to be reviewed at		
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	None	None	None	None	None	None	There are no designated sites in Baseline data to be reviewed at		
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS) Study of Environmentally Sensitive Areas (ESA), Local Nature Conservation Sites (LNCS)	Aberdeenshire LNCS: Bennachie (0.6%)	Aberdeenshire LNCS: Bennachie (26.7%) Aberdeenshire SESA: Bennachie (23.0%)	Aberdeenshire LNCS: Govals (0.2%) Pitscurry Moss (<0.1%) Aberdeenshire SESA: Pitcaple Quarry (working 1977) (1.4%) Govals Quarry - Part overgrown landscape (0.8%) Pitscurrie Moss (0.6%)	Aberdeenshire LNCS: Kinkell Belt (0.6%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (1.1%) Cairnhall (1.5%) Tuach Hill (0.1%)	Aberdeenshire LNCS: Kinkell Belt (<0.1%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (<0.1%) Cairnhall (1.7%) Tuach Hill (0.2%)	Aberdeenshire LNCS: Kinkell Belt (0.7%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (12%) Cairnhall (1.7%) Tuach Hill (0.2%)	Aberdeenshire LNCS: Cottown Woods (0.7%) Fetternear (1.0%) Bennachie (<0.1%) Toms Forest (2.7%) Aberdeenshire SESA: Cottown Woods Kemnay (2.0%) Tom's Forest (4.5%) West side of River Don North of Kemnay (1.2%)	The Benachie LNCS is an extensive area constraint which cannot be avoided in West Option C as it crosses the breadth of the segment, and the SESA covers almost half of the breadth of the segment area in the south. Similarly in Inverurie Option C, the size and location of the locally designated conservation sites mean that it would be difficult to avoid them all. The remaining local designations are not considered extensive and predominately located at the edge of segments. Dualling impacts are likely to be mitigated to small scale given the total extent of its coverage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitoring Framework
Section 9 – Old Rayne to Kintore

		Descri	ption of Constrain	its (% coverage of		Recommendations for	or later DMRB Stages			
Constraints	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Woodland Ancient Woodland Inventory sites Native Woodland Survey of Scotland sites	AWI- 7.7% NWSS- 7.6% AWI and NWSS woodland which, although not extensive in total area cover, together cross almost the whole breadth of the segment area in a diagonal, through its centre.	AWI- 14.8% NWSS- 14.8% AWI and NWSS woodland Although not extensive in total area cover, these woodlands collectively cross the breadth of the segment in several locations.	AWI- 7.6% NWSS- 3.1% AWI, all of which is plantation, and although not extensive in cover, crosses over half of the breadth of the segment area in one location.	AWI- 4.1% NWSS- 4.3% AWI, all of which is plantation, and although not extensive in cover, crosses over half of the breadth of the segment area in one location.	AWI- 7.1% NWSS- 6.1% AWI and NWSS woodland which are distributed throughout the segment and are not extensive area constraints.	AWI- 3.6% NWSS- 4.3% AWI and NWSS woodland which are distributed throughout the segment and are not extensive area constraints.	AWI- 14.4% NWSS- 14.5% AWI and NWSS woodland although not extensive in total area cover, these woodlands collectively cross the breadth of the segment in several locations.	While not extensive in cover, woodland does cross the breadth of the segments in several locations and may prove difficult to avoid. Should this be the case, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	Pittodrie (Geological) SSSI (0.007%) Pittodrie (Quaternary of Scotland) GCR Site (0.03%)	Pittodrie (Geological) SSSI (0.007%) Pittodrie (Quaternary of Scotland) GCR Site (0.03%)	Pitcaple and Legatsden Quarries (Geological) SSSI (0.4%) Pitsmedden and Pitscurry Quarries (Caledonian Igneous) GCR Site (0.4%)	None	None	None	None	The geological SSSI site, whilst recognised as an important designation, is not extensive and has significant avoidance potential. Although unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH and Local Authority to agree scope of requirements in DMRB Stage 3 if avoidance is not possible.	Principle of avoidance to be adopted as the primary approach DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land Agricultural land classes 1 to 3.1	Total Cover- 32.3% The segment is extensively covered by prime agricultural land	Total Cover- 9.7% The segment is not extensively covered by prime agricultural land	Total Cover- 29.6% The segment is extensively covered by prime agricultural land	Total Cover- 25.8% The segment is extensively covered by prime agricultural land	Total Cover- 7.4% The segment is not extensively covered by prime agricultural land	Total Cover- 13.4% The segment is not extensively covered by prime agricultural land	None	Prime agricultural land is predominately unavoidable due to its extent and distribution. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.





A96 Dualling SEA Monitoring Framework Section 9 – Old Rayne to Kintore SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages** Inverurie Inverurie Inverurie Inverurie **West Option B West Option C West Option D SEA Identified** Option B North | Option B South **Option B Inner Option C** Approximately **Approximately Approximately SEA Summary Constraints** Approximately **DMRB Stage 2 DMRB Stage 3** Approximately **Approximately Approximately** 7km long and 8km long and 8km long and 12km long and 16km long and 13km long and 14km long and 1490Ha in area 1500Ha in area 1740Ha in area 3160Ha in area 2470Ha in area 2670Ha in area 2710Ha in area Water and Flooding Refer to Strategic Flood Risk Assessment. Flood risk zones associated Principle of avoidance to be with the Rivers Don and Urie adopted as the primary and their tributaries are likely approach. to be a key positional Review and refresh baseline Fluvial and Coastal constraint to dualling alignment data. Flood Zone F- 5.1% F- 2.8% F- 4.2% F- 17.2% F- 11.2% F- 14.2% F- 5.3% options within the segments. Secure early consultation with 1:200 yr fluvial flood The key constraints will be risk SEPA to determine alternative C- None extent (surface from fluvial flooding to future alignment option impacts and to dualled A96 route, to the determine flood risk assessment, area) (F) Principle of avoidance to be properties currently in the 11 properties in 3 properties in 141 properties in 34 properties in 119 properties in 14 properties in 5 properties in SuDS drainage and CAR 1:200 vr coastal adopted as the primary approach. fluvial floodplain functional fluvial flood plain, as requirements. flood extent More specifically, avoidance of well as risk of potential Consider where drainage (surface area) (C) construction in the functional changes in the extent of designs can include improved flood plain and avoidance of new functional flood plains as a wildlife crossing and fish crossings where possible. result of dualling. passage opportunities to secure Detailed assessments to build on Any reduction functional multi-species benefit desk-based DMRB Stage 2 floodplain will require exercises, supplemented with compensatory storage. information collected on site, to Refer to Strategic Flood Risk enable a more detailed, site-Assessment. specific quantitative assessment Water crossings are the key potentially including specialist features of road infrastructure surveys. that interact closely with Incorporate appropriate drainage, watercourses. compensatory storage and There is potential for Review and refresh baseline management measures to ensure significant impacts where data. no net change to flood risk to multiple water crossings are Secure early consultation with sensitive receptors. likely to be required. SEPA to determine alternative DMRB Stage 3 Report and A96 dualling may involve alignment and crossing option Likely to be **Environmental Statement to** constrained by extending, or replacing, impacts and to determine include appropriate record of new/ upgraded existing culverts where requirements for the level of Likely to be consultation, all further studies dualling takes places in crossing flood risk assessment required, constrained by Likely to be Very likely to be Likely to be Likely to be Likely to be undertaken including detailed requirements as proximity to the existing SuDS drainage and CAR Maior Water constrained by a constrained by constrained by a constrained by a constrained by a flood risk assessment and any crossina the existing A96 carriageway, as well as the requirements. tributaries of the new River Urie new River Don new River Don new River Don mitigation works required. Crossings crossings of the construction of new bridges Watercourse crossing options roughly follows River Urie and crossing Rivers Urie/ Don crossing crossing Include recommendations to crossing the River Urie, and culverts in the 'offline' will require effective avoid works compounds within River Don crossing a sections of the new road. consideration of river the functional floodplain where number of A water crossing could geomorphology effects, potential possible. tributaries potentially affect river for A96 embankment protection geomorphology and increase works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR flood risk to A96 dualling road infrastructure itself, as well as designated sites features. presenting a change in flood habitats and species. risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as





well as source of flood risk.

A96 Dualling SEA Monitoring Framework											
Section 9 – Old Ray	yne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)											
		Descri	ption of Constrair	nts (% coverage of	2km-wide segmer	nt area)			Recommendations	Recommendations for later DMRB Stages	
SEA Identified Constraints	West Option B Approximately 7km long and 1490Ha in area West Option C Approximately 8km long and 1740Ha in area Inverurie Option B North Approximately 8km long and 1740Ha in area Inverurie Option B South Approximately 16km long and 1740Ha in area				DMRB Stage 2	DMRB Stage 3					
Air Quality Management Areas (AQMA's)	None	None	None	None	None	None	None	No specific existing or predicted local air quality constraints identified in Section 9.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.	





A96 Dualling SEA	Monitoring Frame	work								
Section 9 – Old Ra										
SEA References: S	EA Tier 2 Environn				onmental assessm					
		D	escription of Cons	traints (% covera	ge of 2km-wide seg	ment area)			Recommendations for	r later DMRB Stages
SEA Identified Constraints	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Historic Environme	ent									
Scheduled Monuments	6x Scheduled Monuments: Durno, Roman temporary camp, Maiden Castle, fort Maiden Stone, cross slab Logie House, 3 symbol stones Candle Hill, stone circle Old Rayne, Episcopal manse and moat	5x Scheduled Monuments: Gowk Stane, standing stone Maiden Castle, fort Berry Hill, enclosure Hatton of Ardoyne, stone circle Westerton of Petmathen, standing stone	4x Scheduled Monuments: Durno, Roman temporary camp, Newton of Lewesk, enclosure The Law, cairn Pitscurry, cairn	16x Scheduled Monuments: Aberdeenshire Canal, milestone Aberdeenshire Canal, milestone Balquhain Castle Broomend, henge, standing stones and symbol stone Caskieben moat, moated site and symbol stone Castle of Hallforest Deer's Den, roundhouses Drimmies, symbol stone East Blairbowie, standing stone Fullerton, ring ditches & cairn circle Inverurie Cemetery, four symbol stones Kinkell Church and burial ground Kintore, symbol stone near church Mains of Balquhain, stone circle Midmill, long cairn The Bass and Little Bass, motte and bailey	15x Scheduled Monuments: St Apolinaris' Chapel and burial ground Bruce's Camp, hillfort Aberdeenshire Canal, milestone 14 1/2 Aberdeenshire Canal, milestone 15 Balquhain Castle Broomend, henge, standing stones and symbol stone Castle of Hallforest Deer's Den, roundhouses Drimmies, symbol stone East Blairbowie, standing stone Fast Blairbowie, standing stone Fullerton, ring ditches & cairn circle Inverurie Cemetery, four symbol stones Kintore, symbol stones Kintore, symbol stone near church Mains of Balquhain, stone circle Midmill, long cairn	20x Scheduled Monuments: Midmill,long cairn Castle of Hallforest Deer's Den, roundhouses Aberdeenshire Canal, milestone 14 1/2 Kintore, symbol stone near church Aberdeenshire Canal, milestone 15 at Bridgend House, Kintore Fullerton, ring ditches & cairn circle Kinkell Church and burial ground Broomend, henge, standing stones and symbol stone The Bass and Little Bass, motte-and-bailey castle Inverurie Cemetery, four symbol stones Conyng Hillock, mound E of Parkview, Inverurie Dillyhill, enclosure Brandsbutt Stone, symbol stone East Blairbowie, standing stone Drimmies,symbol stone Balquhain Castle Mains of Balquhain,stone Bruce's Camp, hillfort Drimmies,symbol stone	5x Scheduled Monuments: Ratch-hill, settlement, field system & enclosures Old Braco, chapel and enclosure Deer's Den, roundhouses East Aquhorthies, stone circle Castle of Hallforest	There are a significant number Scheduled Monuments located within the segments. Avoidance is likely to be very challenging and there is a high potential for impacts on the setting and structure of these assets. Due the dispersal of the Scheduled Monuments within Inverurie Option C, there is a greater opportunity for avoidance.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.





A96 Dualling SEA Monitoring Framework Section 9 – Old Rayne to Kintore

SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages** Inverurie Inverurie Inverurie Inverurie **West Option B West Option C West Option D SEA Identified** Option B North | Option B South **Option B Inner Option C** Approximately **Approximately Approximately SEA Summary Constraints Approximately DMRB Stage 2 DMRB Stage 3** Approximately **Approximately Approximately** 7km long and 8km long and 8km long and 13km long and 12km long and 16km long and 14km long and 1490Ha in area 1500Ha in area 1740Ha in area 31<u>6</u>0Ha in area 2710Ha in area 2470Ha in area 2670Ha in area Principle of avoidance to be adopted as the primary approach. Review and refresh baseline Principle of avoidance to be adopted as the primary approach. data Secure early consultation with DMRB Stage 3 Report and **Environmental Statement to** Historic Environment Scotland Within Inverurie B North and and other relevant stakeholders include appropriate record of Inverurie B Inner and West consultation, all further studies to determine alternative Option D segments, there is Harlaw Battlefield Harlaw Battlefield Harlaw Battlefield Inventory alignment and crossing option undertaken, assessment of None None None None significant potential for direct Battlefields (0.1%)(3.3%)impacts on heritage features, to impacts on features and their (9%)and indirect impacts on setting inform selection of the preferred setting, appropriate mitigation and interpretation of the measures and any construction Harlaw Battlefield. Seek agreement on additional stage monitoring required, to the studies required for DMRB Stage satisfaction of Historic 3 assessment, including visual **Environment Scotland and other** impact/impact on setting, to relevant stakeholders. ensure management of significant effects that may emerge in detailed assessment. In general, there is significant avoidance potential for A Principle of avoidance to be Listed Buildings, due to their adopted as the primary number and dispersal approach. throughout the segments. Review and refresh baseline Principle of avoidance to be However, in combination with 4x A Listed: adopted as the primary approach. Scheduled Monuments a DMRB Stage 3 Report and Secure early consultation with Chapel of 2x A Listed: number of pinch point have 2x A Listed: 1x A Listed: 1x A Listed: Environmental Statement to Historic Environment Scotland Garioch been identified within the Keith Hall Chapel of 1x A Listed: and other relevant stakeholders include appropriate record of Town House, Town House, Harthill Castle 1x A Listed: segment areas, particularly Town House, to determine alternative consultation, all further studies Garioch The Square, The Square, House of within West Option B. Harthill Castle Westhall The Square, alignment and crossing option undertaken, assessment of Kintore Kintore Pitcaple Castle Aquahorthies Listed Buildings The majority of B and C Listed Kintore impacts on heritage features, to impacts on features and their Old Rayne, Buildings are concentrated inform selection of the preferred setting, appropriate mitigation **Market Cross** 4x B Listed within Inverurie. 10x B Listed 30x B Listed 3x B Listed 6x B Listed measures and any construction option. 37x B listed While there may be some Seek agreement on additional stage monitoring required, to the 4x C Listed 9x C Listed 4x C Listed opportunities for avoidance if 8x B Listed 18x C listed satisfaction of Historic studies required for DMRB Stage Listed Buildings this could be 4x C Listed 3 assessment, including visual **Environment Scotland and other** at the detriment of the setting impact/impact on setting, to relevant stakeholders and/or structure of other ensure management of historic assets significant effects that may Need to balance Listed emerge in detailed assessment. Building issues with private property constraints. There are no designated sites identified within the segments. None None None None None None None Conservation Areas Baseline data to be reviewed at DMRB Stage 2.





A96 Dualling SEA Monitoring Framework

Section 9 – Old Rayne to Kintore

SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
		Descri	ption of Constrair	its (% coverage of	2km-wide segmei	nt area)			Recommendations f	or later DMRB Stages
SEA Identified Constraints	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area	SEA Summary	DMRB Stage 2	DMRB Stage 3
Garden and Designed Landscapes	None	None	None	Keith Hall (9.4%)	None	Keith Hall (0.9%)	None	There is significant avoidance potential for the Garden and Designed Landscape within the Inverurie B Inner segment, although dualling could present the potential for setting impacts. There is little avoidance potential for this feature within Inverurie B North however, and there is significant potential for direct and indirect impacts on it and its setting. Other segments are not constrained by this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on nondesignated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Designated Historic Sites	Aberdeenshire Archaeological Sites: 8x Regionally Significant 121x Standard	Aberdeenshire Archaeological Sites: 3x Regionally Significant 76x Standard	Aberdeenshire Archaeological Sites: 9x Regionally Significant 112x Standard	Aberdeenshire Archaeological Sites: 18x Regionally Significant 322x Standard	Aberdeenshire Archaeological Sites: 9x Regionally Significant 223x Standard	Aberdeenshire Archaeological Sites: 13x Regionally Significant 293x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 141x Standard	There are a number of recorded assets on the Aberdeenshire HER, the nature, extent and significance of which are currently not known. Further assessment will be required, and the results of this could present further constraints to development.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.





A96 Dualling SEA Monitoring Framework Section 9 – Old Rayne to Kintore SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages** Inverurie Inverurie Inverurie Inverurie **West Option B West Option C West Option D SEA Identified** Option B North | Option B South **Option B Inner Option C** Approximately **Approximately Approximately SEA Summary Constraints DMRB Stage 2 DMRB Stage 3 Approximately Approximately Approximately** Approximately 7km long and 8km long and 8km long and 12km long and 16km long and 13km long and 14km long and 1500Ha in area 1740Ha in area 1490Ha in area 3160Ha in area 2470Ha in area 2670Ha in area 2710Ha in area **Population and Human Health** Review and refresh baseline data and consider use of data sources such as OS Address There are a large number of Point. properties located in close Identify sensitive receptors and proximity to settlement of secure early consultation with Population Inverurie which may be DMRB Stage 3 Report and relevant stakeholders to (properties) receptors to future road Environmental Statement to determine alternative alignment alignments. include appropriate record of act as a proxy for 138 222 2761 1408 4815 488 191 and crossing option impacts on The smaller population centres consultation, all further studies receptors subject to sensitive receptors, to inform and individual properties undertaken and any mitigation potential effects on selection of the preferred option. dispersed throughout the works required. amenity Seek agreement on additional segments could generally be studies required for DMRB Stage avoided through route 3 assessment, including alignment. operational noise modelling on each of the options, to inform the selection of the preferred option. Principle of avoidance to be adopted as the primary DMRB Stage 3 Report and approach. Environmental Statement to include appropriate record of Review and refresh baseline consultation, all further studies undertaken and any mitigation Secure early consultation with works required to ensure an relevant stakeholders, including equal or better standard of NMU the British Horse Society, to Various Core Paths run provision than existing. determine alternative alignment through the segments. option impacts on National Cycle 3 Core Paths 9 Core Paths Within the Inverurie segments, Accessibility audits' will be Routes, Core Paths and any First one located mainly near Old 13 Core Paths crossing a number of core carried out on preferred option, as 25 Core Paths 39 Core Paths 13 Core Paths 23 Core Paths other identified NMU routes and iust outside Old paths is unavoidable, as they required by Chapter 6 of Rayne and at crossing the Non-Motorised User mainly located mainly located mainly located mainly located crossings to inform selection of Rayne Transport Scotland's 'Roads for southern end of segment mainly span the breadth of segments. (NMU) Routes along the existing along the existing along the existing south of Kintore the preferred dualling alignment. the segment around Oxen NMUs to include pedestrians, All: Good Practice Guidance for Second one Core Paths A96 and around A96 and around A96 and around and around north and south Craig and Mither cyclists and equestrians. Roads' and 'cycle audits', as south of Durno Objectives Setting and Context Inverurie and Inverurie and Inverurie and Aquhytie and Cycle Routes Tap peaks of of the line of the NMU access may be affected required by Chapter 11 Third one Reporting will be carried out for Kintore Kintore Kintore Cairntown wood Bennachie during construction and (see Fig 1.1.1) of Transport existina A96 crossing each Project within the Scotland's 'Cycling by Design' existing crossing points may road Whiteford Programme at DMRB Stage 2 in be rationalised to provide safer good practice guidance. line with Chapter 6 of Transport crossing opportunities. Scotland's 'Roads for All: Good DMRB Stage 3 EIA to include Practice Guidance for Roads' construction mitigation and Chapter 11 (see Fig 1.1.1) of requirements on provision of Transport Scotland's 'Cycling by appropriate diversionary routes Design' good practice guidance. and signage to maintain overall The Design Objectives should be access provisions during set to meet the specific local construction. needs of present and future users of the scheme.





(LVIA) at next stage.

A96 Dualling SEA Monitoring Framework Section 9 – Old Rayne to Kintore SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) Description of Constraints (% coverage of 2km-wide segment area) **Recommendations for later DMRB Stages** Inverurie Inverurie Inverurie Inverurie **West Option B West Option C West Option D SEA Identified Option B Inner** Option B North | Option B South **Option C** Approximately **Approximately** Approximately **SEA Summary Constraints DMRB Stage 2 DMRB Stage 3** Approximately **Approximately** Approximately **Approximately** 7km long and 8km long and 8km long and 13km long and 12km long and 16km long and 14km long and 1490Ha in area 1500Ha in area 1740Ha in area 3160Ha in area 2710Ha in area 2470Ha in area 2670Ha in area Landscape There are no national The route/ alignment options Landscape None None None None None None None landscape designations within development should identify Designations Section 9. locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of Stage 3 LVIA to inform design to assessment to be undertaken at DMRB Stage 2 and the setting of integrate the road with its surroundings and minimise the landscape objectives to inform The landscape sensitivity is the selection of a preferred impacts of road furniture, considered 'low' within particularly in rural areas. alignment. Inverurie B Inner as this is an SEA assessed SEA assessed DMRB Stage 3 Report and This could be a simple or SEA assessed SEA assessed SEA assessed SEA assessed SEA assessed existing built up area. as 'Medium as 'Medium detailed assessment as set out in Environmental Statement to as 'High as 'Medium/ High as 'High as 'Low as 'High Sensitivity' Sensitivity' guidance IAN 135. include appropriate record of Sensitivity' Sensitivity' Sensitivity' Sensitivity' Sensitivity' The landscape sensitivity Options development should also consultation, all further studies Landscapes Landscapes across the remaining Landscapes Landscapes Landscapes Landscapes Landscapes follow the requirements set out in undertaken, assessment of which by nature which by nature Landscape segments is predominately which by nature Transport Scotland's 'Fitting landscape and visual impacts, of their character of their character Sensitivity of their character medium to high, due to the Landscapes', developing detailed appropriate mitigation measures would be able to would be able to rural nature of the area and it would be unable would be unable would be unable would be able to would be unable landscape objectives and in discussion with SNH. partly partly is predicted that for these to accommodate to accommodate to accommodate accommodate to accommodate engaging statutory consultees/ In line with Transport Scotland's accommodate accommodate options there is potential for change of the advisors in setting objectives. 'Fitting Landscapes' there should change of the change of the major significant adverse type proposed type proposed type proposed type proposed type proposed Seek opportunities to incorporate be early engagement with future type proposed type proposed impacts on landscape key views to enhance visitors' maintenance and management character through dualling. experience of AGLV, including team. potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment





A96 Dualling SEA Monitoring Framework								
Section 10 – Kintore to proposed junction with the AWPR								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area) Option B	SEA Summary	Recommendations for later DMRB Stages					
	Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3				
Biodiversity	III di Ed							
Internationally Designated Sites Ramsar Special Protection Area (SPA) Special Area of Conservation (SAC)	Internationally Designated Sites Ramsar Special Protection Area (SPA) None There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.							
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	There are no designated sites identified within the o	ption segment. Baseline data to be reviewed at DMRB S	Stage 2.				
Locally Designated Sites Local Nature Reserve (LNR) Sites of Interest to Natural Science (SINS)	Aberdeen City LNCS: Three Hills (15.4%)	The LNCS in the south east, covers half of the breadth of the segment and should this prove unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				
Woodland Ancient Woodland Inventory sites (AWI) Native Woodland Survey of Scotland sites (NWSS)	AWI- 18.3% NWSS- 4.3% AWI although not extensive in cover, crosses over half of the breadth of the segment area to the east	While not extensive in cover, woodland does cross half the breadth of the segment in the east. If unavoidable dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				
Soils and Geodiversity								
Nationally Designated Sites Site of Special Scientific Interest (SSSI)	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2						
Prime Agricultural Land Agricultural land classes 1 to 3.1	Total Cover- 6%	The option segment is not extensively covered by prime agricultural land and as such there is potential for avoidance. Should agricultural land prove unavoidable, dualling impacts are predicted to be permanent and with potential to be significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.				





A96 Dualling SEA Monitoring Framework Section 10 – Kintore to proposed junction with the AWPR SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options) **Description of Constraints** (% coverage of 2km-wide segment **Recommendations for later DMRB Stages** area) **SEA Identified Constraints SEA Summary Option B** Approximately 8km long and 1620Ha **DMRB Stage 2 DMRB Stage 3** in area Water and Flooding Refer to Strategic Flood Risk Assessment. Flood risk zones associated with the Black Burn are likely to be a key positional constraint to dualling alignment options, as it spans the breadth Principle of avoidance to be adopted as the primary approach. of the segment. There is also a large area of fluvial floodplain in Review and refresh baseline data. Fluvial and Coastal Flood Zone F- 4.4% the south of the segment where several field Secure early consultation with SEPA to determine 1:200 yr fluvial flood extent (surface area) C- None drains run into the Black Burn. alternative alignment option impacts and to determine The key constraints will be risk from fluvial flood risk assessment. SuDS drainage and CAR 1:200 yr coastal flood extent (surface flooding to future dualled A96 route, to the requirements. 29 properties in fluvial floodplain Principle of avoidance to be adopted as the primary approach. area) (C) properties currently in the functional fluvial flood Consider where drainage designs can include More specifically, avoidance of construction in the functional flood plain as well as risk of potential changes in the improved wildlife crossing and fish passage plain and avoidance of new crossings where possible. extent of functional flood plains as a result of opportunities to secure multi-species benefit. Detailed assessments to build on desk-based DMRB Stage 2 dualling. exercises, supplemented with information collected on site, to Any reduction functional floodplain will require enable a more detailed, site-specific quantitative assessment – compensatory storage. potentially including specialist surveys. Refer to Strategic Flood Risk Assessment. Incorporate appropriate drainage, compensatory storage and Water crossings are the key features of road management measures to ensure no net change to flood risk to infrastructure that interact closely with sensitive receptors. watercourses. DMRB Stage 3 Report and Environmental Statement to include There is potential for significant impacts where Review and refresh baseline data. appropriate record of consultation, all further studies undertaken multiple water crossings are likely to be required. Secure early consultation with SEPA to determine including detailed flood risk assessment and any mitigation works A96 dualling may involve extending, or replacing, alternative alignment and crossing option impacts and required. existing culverts where dualling takes places in to determine requirements for the level of flood risk Include recommendations to avoid works compounds within the proximity to the existing carriageway, as well as assessment required, SuDS drainage and CAR Possibly constrained by a crossing for the functional floodplain where possible. Major Water Crossings the construction of new bridges and culverts in the requirements. Black Burn, a tributary of the River Don Watercourse crossing options will require effective 'offline' sections of the new road. A water crossing could potentially affect river consideration of river geomorphology effects, geomorphology and increase flood risk to A96 potential for A96 embankment protection works and dualling road infrastructure itself, as well as potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR presenting a change in flood risk to other flood designated sites features, habitats and species. sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk. Air Review and refresh baseline data. Secure early consultation with Local Authorities to DMRB Stage 3 Report and Environmental Statement to include No specific existing or predicted local air quality determine areas close to air quality threshold, or any Air Quality Management Areas (AQMA's) None appropriate record of consultation, all further studies undertaken constraints identified in Section 10. other sensitivities. and any mitigation works required.





This will inform whether a modelling or monitoring

approach is required.

A96 Duallin	σ SFA Mo	nitoring F	ramework
AJU DUAIIIII	IS JLA IVIU	mitoring r	Talliework

Section 10 – Kintore to proposed ju						
SEA References: SEA Tier 2 Environr	mental Report Appendix H and I (Presentin	g the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area) Option B	SEA Summary	Recommendations for later DMRB Stages			
	Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3		
Historic Environment						
Scheduled Monuments	3x Scheduled Monuments: Little Clinterty, standing stone Hillhead of Clinterty, hut circle St Mary's Chapel and graveyard	Scheduled Monuments are present but not extensive in area/ number and could be avoided within the option extent. A potential pinch point was identified between St Mary's Church and churchyard and the Little Clinnerty standing stones, which lie close to the line of the existing A96. Although unlikely to be directly impacted by A96 dualling, they may be sensitive visual receptors / and or settings may be affected.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting, if required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.		
Inventory Battlefields	None	There are no designated features identified within the	ne option segment. Baseline data to be reviewed at DMR	B Stage 2.		
Listed Buildings	7x B Listed 3x C Listed	In general there is avoidance potential for Listed Buildings, due to their number and dispersal throughout the option segment, although potential impacts on setting will need to be carefully considered. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting, if required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.		
Conservation Areas	None	There are no designated sites identified within the c	ption segment. Baseline data to be reviewed at DMRB S	stage 2.		
Garden and Designed Landscapes	None	There are no designated sites identified within the c	sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.			
Local Historic Designated Sites	Aberdeenshire Archaeological Sites: 31x Standard	The Aberdeenshire Historic Environment Record shows 31 recorded sites within the segment. There is currently no validated data relating to archaeological sites within Aberdeen City. Further detailed assessment will need to be undertaken at later stages.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.		
Population and Human Health						
Population (properties) act as a proxy for receptors subject to potential effects on amenity	796	There are a large number of properties located in close proximity to the settlements of Kinsella and Blackburn, which may be receptors to future road alignments. Individual properties dispersed throughout the option segment could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.		





A96 Dualling SEA Monitoring Framework

Section 10 – Kintore to proposed junction with the AWPR

SEA References: SEA Tier 2 Environme	ental Report Appendix H and I (Prese	enting the environmental	assessment of options)

SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area) Option B	SEA Summary	Recommendations for later DMRB Stages		
	Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3	
Non-Motorised User (NMU) Routes Core Paths Cycle Routes	12 Core Paths located in and around Blackburn adjacent to the A96 with one crossing the A96 3 local cycle routes, one through Blackburn, one southwest of Aberdeen Airport and one loop through Kirkhill forest (Cycling in Kirkhill)	Various Core Paths and local cycle routes run through the option segment, however there is significant avoidance potential. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.	
Landscape			I		
Landscape Designations	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB		
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed	One of the key features of the landscape is the existing A96, which reduces its sensitivity. It is predicted that impacts to landscape character will be minor.	guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.	







© Crown copyright 2016

You may re-use this information (excluding logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit http://www.nationalarchives.gov.uk/doc/open-government-licence/ or e-mail: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.