

Appendix A

A96 Corridor Masterplan SEA

Review of Policies, Plans and Programmes

Name of Plan/ Programme/ Objective	Title of legislation and main requirements of plan/ programme/ objective	How it affects, or is affected by the A96 Corridor Masterplan in terms of SEA issues at Schedule 2, para 6 (a) of the Regulations
INTERNATIONAL TIER		
<p>EC Directive on the assessment of the effects of certain plans and programmes on the environment</p> <p>Strategic Environmental Assessment (SEA) Directive (2001/42/EC)</p>	<p>The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.</p> <p>Aims to identify and mitigate significant environment effects arising from certain plans and programmes.</p> <p>Emphasis is placed on integrating sustainability considerations into the preparation and adoption of plans and programmes.</p>	<p>The Directive requires that an SEA be carried out on the A96 Corridor Masterplan and an Environment Report produced.</p> <p>Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.</p>
<p>Kyoto Protocol (1998)</p>	<p>United Nations international treaty on climate change. The Protocol entered into force in February 2005. Developed countries that have ratified the Protocol are committed to reducing their emissions of greenhouse gasses.</p> <p>Commitment signed by 38 countries (plus the EU) to introduce legally binding targets to limit or reduce greenhouse gas emissions by at least 5% of 1990 levels in the period 2008 – 2012.</p> <p>The UK has committed to an 8% reduction on 1990 levels between 2008 and 2012.</p>	<p>The A96 Corridor plan will take account of targets reducing CO2 emissions and consider measures to reduce the need to travel and the use of alternative more sustainable means of travel.</p>
<p>European Climate Change Programme</p>	<p>The European Commission's main instrument to discuss and prepare the further development of the European Union's climate policy.</p> <p>To identify and develop all the necessary elements on an EU strategy to deliver the EU Kyoto Protocol commitment to reduce greenhouse gas emissions to 8% below 1990 levels by 2008 – 2012.</p>	<p>The A96 Corridor Masterplan should promote choice and raise awareness of the need for change; promote modal shift; promote new technologies and cleaner fuels to positively contribute to a reduction in CO2 transport related emissions.</p>
<p>EC Directive establishing a framework for the Community action in the Field of Water Policy</p> <p>Water Framework Directive (2000/60/EC)</p>	<p>Represents the most substantial piece of EU water legislation to date.</p> <p>Central to the framework is an integrated approach through River Basin Management Planning (RBMP) which will consider the cumulative impacts of all activities within a river basin and district and the risk posed to the environment.</p> <p>Environmental objectives will be set for each water body, with due consideration to economic and social costs.</p> <p>Aims to prevent deterioration in status and to achieve "good" ecological status in all surface and ground water bodies by 2015 and limit the quantity of groundwater abstraction to that portion of overall recharge not required by ecology. The basic</p>	<p>The A96 Corridor Masterplan should minimise the risk of pollution and damage to surface and ground waters through careful location of infrastructure, roads and new development and appropriate mitigation.</p> <p>The Plan should promote sustainable water use and discharges in Transport Schemes</p> <p>This should entail a holistic view to water resource management with consideration provided of all impacts on the water environment, including abstractions, water flows and</p>

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	<p>objectives to be achieved as set out in Article 4(1) can be summarised as follows:</p> <ul style="list-style-type: none"> • prevent deterioration of the status of groundwater bodies; • protect, enhance and restore all bodies of groundwater with the aim of achieving good groundwater status by 2015; • prevent or limit the input of pollutants to groundwater and reverse any significant and sustained upward trend in the concentration of pollutants in groundwater; • comply with European wide measures against priority and priority hazardous substances; and • achieve compliance with any relevant standards and objectives for protected areas 	<p>engineering works affecting the banks and beds of watercourses.</p> <p>Incorporation of regional housing requirements in the Plan must carefully consider current land use and future climate scenarios in order to minimise the effects of flooding and drought events and facilitate long term improvements in water quality.</p>
<p>EU Environmental Noise Directive (2002/49/EC)</p>	<p>The main aim of this Directive is to provide a common basis for tackling the noise problem across the EU.</p> <p>Provides a strategic approach to controlling environmental noise. It requires Strategic Noise Maps to be drawn up along major roads, major railways and major airports. Action plans also have to be prepared to manage noise issues.</p>	<p>The A96 Corridor plan should take account of the implications of policies on noise levels, especially in terms of the development of new infrastructure.</p>
<p>European Commission White Paper European Transport Policy for 2010 (2001)</p>	<p>Outlines what has been achieved to date at the EU and member state level, and what the key targets are for the future.</p> <p>Series of principles presented, including:</p> <ul style="list-style-type: none"> • Revitalise the railways; • Improve quality in the road transport sector; • Balance growth in air transport and the environment; • Turn intermodality into reality; • Improve road safety; • Policy on effective road charging; • Develop high quality urban transport; and • Develop medium and long-term environmental objectives for a sustainable transport system. 	<p>The A96 Corridor Masterplan is being developed within the framework for transport provided at the EU level and will take account of the principles detailed within this document.</p>
<p>EU Air Quality Directive (96/62/EC)</p>	<p>This Directive revises existing legislation and introduces new air quality standards for previously unregulated air pollutants, setting the timetable for the development of subsequent directives on a range of pollutants.</p> <p>Mandatory standards set for air quality together with limits and guidance.</p>	<p>The A96 Corridor plan will consider the implications of different policies on air quality and consider measures which reduce the need to travel and encourage the development and uptake of more sustainable options.</p>

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EU Waste Framework Directive (75/442/EEC)	Along with subsequent Directives, this Directive aims to create an integrated approach to waste management in order to reduce waste production. It requires all necessary measures to be taken to ensure that waste is recovered or disposed of without harming human health.	The A96 Corridor Masterplan should reflect the need to reduce the overall amount of waste that is produced within the area for consideration, as well as the need to sustainably dispose of waste that is produced.
The Johannesburg Declaration on Sustainable Development (2002)	Principles of international commitment to sustainable development reaffirmed. Aims to strengthen and improve Government at all levels to fulfil commitment to sustainable development.	The A96 Corridor Masterplan will take into consideration the principles of sustainable development and seek to reflect these within the overarching objectives of the strategy and individual projects.
Agenda 21 (1992)	Agenda 21 underlines the growing awareness of the need to adopt a balanced and integrated approach to environment and development issues. Agenda 21 contains a broad range of qualitative objectives that relate to sustainable development. These include a requirement for countries to adopt integrated strategies to ensure compliance with legislation relating to sustainable development, to promote the use of renewable energy systems and to build public environmental awareness.	The Masterplan will reflect the principles of sustainable development.
EC DIRECTIVE 2003/4/EC On public access to environmental information	Enforces the right of the public to view environmental information held by public authorities.	The Highland Council is required to ensure that all environmental information relating to the A96 Masterplan is disseminated and made available to the general public ' <i>to the widest extent possible</i> '.
The Lisbon Agenda Established 2000	A ten year European strategy designed to spur economic growth throughout the EU. Targets are wide ranging and ambitious. They include achieving 3% average economic growth, 70% employment and the creation of 20 million jobs across Europe by 2010.	Promoting innovation and regional investment in the Inverness – Nairn corridor can encourage economic growth in the region in alignment with the goals set out in the Lisbon Agenda.
UNECE Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters 'The Aarhus Convention' Adopted June 1998	Acknowledges the need for public participation in environmental issues and grants the public's rights to access to justice and information on the environment.	Public involvement in the development of the A96 Corridor Masterplan should be actively facilitated. Consultations should incorporate the views and suggestions of local residents, business groups, council representatives and government.

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<p>The Convention on Biological Diversity (1992)</p>	<p>International commitment to maintaining the world's biodiversity.</p> <p>Three main goals established – the conservation of biological diversity; the sustainable use of its components and the fair and equitable sharing of the benefits from the use of genetic resources.</p> <p>Requirement for each country who has signed the declaration to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity</p>	<p>Adequate consideration of impacts affecting biodiversity with support for more detailed assessment at the local level where appropriate will be recommended.</p>
<p>The Convention on Wetlands of International Importance especially as Waterfowl Habitat 'The Ramsar Convention' Adopted February 1971</p>	<p>An international treaty that provides the framework for national and international co-operation for the conservation of wetlands primarily to provide a habitat for birds.</p>	<p>Ramsar site – Inner Moray Firth</p> <p>The A96 Corridor Masterplan must recognise the legal status of this protected site and reflect its ecological importance in its biodiversity objectives.</p>
<p>EU Wild Birds Directive (79/409/EEC)</p>	<p>Protection scheme for all of Europe's wild birds, identifying 194 species and sub-species.</p> <p>Provides a framework for the conservation of wild birds in Europe. The Directive requires the identification of Special Protection Areas (SPAs) to conserve rare or vulnerable species.</p> <p>Aims to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels.</p>	<p>Adequate consideration will be encouraged of impacts affecting biodiversity with support for more detailed assessment at the local level where appropriate.</p> <p>The Moray Firth contains numerous species listed in Annex I of the Directive and is used regularly by migrating waterfowl.</p> <p>This A96 Corridor Masterplan must ensure that the ecological value of this important SPA is not undermined.</p>
<p>EU Habitats Directive (92/43/EC)</p>	<p>Aims to ensure biodiversity by conserving natural habitats of wild flora and fauna. It requires Special Areas of Conservation (SACs) to be identified which form a network of protected areas called Natura 2000 along with SPAs. Projects are only permitted on such sites under exceptional circumstances.</p> <p>Also aims to maintain or restore in a favourable condition designated natural habitat types and habitats of designated species listed in Annex I and II of the directive respectively.</p> <p>Particular attention should be paid to reducing negative impacts on protected species found in the A96 area including bats (all species), otters, dolphins and porpoises (due to possible inputs to the Moray Firth).</p> <p>Designated sites in the A96 Corridor study area include:</p> <p>Inner Moray Firth – Special Protection Area (SPA) & Ramsar site</p> <p>Moray Firth – Special Area of Conservation (SAC)</p>	<p>Ensure that the Plan is mindful of the list of sites of the natural habitats and species and take appropriate steps to avoid the deterioration of these habitats and avoid disturbance of scheduled, scarce or rare species.</p> <p>Ensure that schemes pursuant to the Plan do not result in damage to special areas of conservation (SAC) and ensure the A96 Corridor SAC network is maintained or restored; as appropriate.</p> <p>Adequate consideration will be encouraged of impacts affecting biodiversity with support for more detailed assessment at the local level where appropriate.</p> <p>The A96 Corridor Masterplan must not designate projects to be constructed either in SACs or in regional SPAs unless there are imperative reasons of overriding public interest for their</p>

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	Loch Flemington – SPA	development. Recommendation for Appropriate Assessment will be made for any programmes pursuant to the Masterplan that may impact upon the integrity of a European protected site (SAC or SPA)
EU Soil Thematic Strategy (Consultation)	The emerging Soil Strategy aims to reduce soil pollution, erosion, compaction and sealing of soil. It also aims to protect the role of soil in storing CO2, avoiding water pollution and preserving biodiversity. Protection of the sustainable production of food and renewable resources is a further aim.	The Strategy highlights soil protection as an issue and implicates soil degradation as a forthcoming issue in relation to land use.
UK NATIONAL TIER		
Department for the Environment, Food and Rural Affairs (DEFRA) UK Climate Change Programme (2006)	The UK Government has identified climate change as the most serious environmental problem facing the world today and one that will inevitably become more serious in the short to medium term. Outlines the UK's contribution to the global response to climate change. To deliver the UK's commitment of a 12.5% reduction in greenhouse gas emissions from 1990 levels by 2008 – 2012. The programme sets out a strategic, far reaching package of policies and measures across all sectors of the economy to achieve the targets set. These are also designed to move the UK towards its domestic target of 20% reduction in 1990 levels of CO2 emissions by 2010.	It is imperative that the A96 Corridor Masterplan directly addresses the issue and acknowledges the increased likelihood of flooding events and identifies ways that greenhouse gas emissions can be reduced. The A96 Corridor plan will take account of the UK wide emission reduction targets and consider measures which would positively contribute to these targets, for example reducing the need to travel and encouraging the use of more sustainable alternatives.
UK Energy White Paper Our Energy Future – Creating a Low Carbon Economy (2003)	Defines a long-term strategic vision for energy policy combining environmental, security of supply, competitiveness and social goals. Four key goals detailed within the White Paper: <ul style="list-style-type: none"> • To develop a path to cut the UK's carbon dioxide emissions, the main contributor to global warming, by 60% by about 2050 with real progress by 2020; • To maintain the reliability of energy supplies; • To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and • To ensure that every home is adequately and affordably heated. 	The A96 Corridor plan should recognise the significance of energy consumption by the transport sector and the corresponding contribution to CO2 emissions. Where possible the Plan will seek to reduce the overall need to travel, and where travel is necessary the promotion of sustainable options.
Department for the Environment, Food and Rural Affairs (DEFRA) Air Quality Strategy for England, Scotland, Wales	Describes the plans drawn up by the Government and devolved administrations to improve and protect ambient air quality in the UK in the medium-term. Standards set for 8 main air pollutants of particular concern to human health: <ul style="list-style-type: none"> • benzene; • 1,3- butadiene; 	The A96 Corridor Masterplan will have regard to the implications of different policies on air quality and promote measures which reduce the need to travel and encourage the development and uptake of more sustainable options. The Plan should seek to ensure that air pollution within the areas is managed and where possible, steps are taken to

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and Northern Ireland (2000 – amended 2003)	<ul style="list-style-type: none"> • carbon monoxide; • lead; • nitrogen dioxide; • ozone; • particles (PM10); and • sulphur dioxide. <p>Local authorities are charged with drawing up their own strategies to tackle the air quality objectives in their areas. Standards are to be achieved between 2003 and 2008.</p> <p>The standards are purely health based and objectives are to be derived from these, taking into account practicality, technical feasibility and economic factors.</p>	<p>alleviate air quality problems.</p>
The Future of Air Transport (2003) White Paper	<p>Sets out a strategic framework for the development of airport capacity in the UK over the next 30 years, against the wider context of the air transport sector.</p> <p>It does not itself authorise or preclude any particular development, but sets out a policy framework which will inform decisions on future planning applications, and against which the relevant public bodies, airport operators and airlines can plan ahead.</p>	<p>The A96 Corridor Masterplan should recognise the contribution of Inverness Airport to the local economy, whilst taking full account of expansion plans and related environmental concerns.</p>
Forestry Commission (2004) The UK Forestry Standard: The Government's Approach to Sustainable Forestry	<p>The two central aims of the Standard are</p> <ul style="list-style-type: none"> • the sustainable management of our existing woods and forests; and • a steady expansion of tree cover to increase the many diverse benefits that forests provide. <p>Within this, key objectives include:</p> <ul style="list-style-type: none"> • Maintaining or improving the stability of soil condition (forest soil condition) • Protect or improve water quality (water quality, yield and discharge) • Protect and enhance value of forests as carbon sinks and stores (net carbon sequestration and air pollution) • Maintain contribution of timber production to the economy • Conserve and enhance biodiversity in and around woodlands (nature conservation) • Safe and efficient workforce activities • Opportunities are enhanced for rural development; access and recreation; quality of life; awareness and participation; community involvement; and skills training. • Protect and enhance cultural heritage and landscape quality. 	<p>The A96 Corridor Masterplan includes a Green Framework for development along the corridor that aims to improve landscape, woodland and recreational amenity in the area.</p>

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Wildlife and Countryside Act (as amended) 1981	Principal legislative mechanism for the protection of wildlife in Great Britain. Requires any land that is identified as being of special interest by reason of any of its flora, fauna, geological or physiographical features to be classified as a Site of Special Scientific Interest (SSSI) and afforded certain protection against damaging measures.	There are numerous SSSIs in and around the A96 Corridor from Inverness to Nairn. The Masterplan should recognise their statutory importance and strive to ensure they are adequately protected.
UK Biodiversity Action Plan (1994)	This was published in response to the Convention on Biological Diversity. The UK Biodiversity Action Plan (BAP) highlights a number of priority habitats and 382 species with associated action plans at the species, habitat and local level. Priority mammalian species in A96 region include red squirrels, resident dolphins in the Moray Firth, otters, water voles and bats.	The A96 Corridor plan will take account of the principles within this document and through the local level plans.
UK The Protection of Badgers Act 1992	UK legislation offering specific protection to badgers and their setts. It is an offence to wilfully kill, injure or mistreat a badger. Their setts are also protected from obstruction, destruction, damage and, when active, disturbance.	Any work within 30 metres of a badger sett may require a licence from SNH, and if destruction of the sett is unavoidable, a licence will definitely be required from SNH beforehand.
UK Wild Mammals (Protection) Act 1996	Offers protection for rare wild mammals throughout the UK, including species such as red squirrels, bats and otters – all of which may be found along the A96 Corridor study area.	The A96 Corridor Masterplan will have to make provision for incidents concerning wildlife conservation if protected species are discovered in areas designated for works.
SCOTLAND NATIONAL TIER		
Scotland's Transport Future (2004) Transport White Paper	Sets out the vision for Scotland's transport future and the strategies and structures which will achieve this. The objectives of the White Paper are: <ul style="list-style-type: none"> • promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency; • promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network; • protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy; • improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff 	Basis for the development of the A96 Corridor Masterplan has been the aims and objectives for transport outlined in the White Paper. The Plan will be required to take full account of these objectives in the policies it develops. Sustainable patterns of transport use should be promoted throughout the A96 Corridor Masterplan in order to support this policy. Emphasises the need to explore sustainable transport modes where possible – of particular relevance to haulage by road, rail and sea.
Scottish Executive et al (2005)	Sets out the guiding principles that have to be adhered to in order to achieve the goal of sustainable development. The following principles set out the framework for all sustainable development	The Masterplan should adhere to the five principles in order that all policies are sustainable. The emphasis within the strategy is on balancing all aspects of sustainability, and this

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Securing the Future The UK's shared framework for sustainable development	policy within the UK: <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly 	should be a considered within the Plan.
Scottish Executive (2005) Choosing Our Future, Scotland's Sustainable Development Strategy	A review of the original sustainable development strategy published in 1999. The new objectives included within the strategy mirror the UKs: <ul style="list-style-type: none"> • Living within environmental limits; • Ensuring a strong, healthy and just society; • Achieving a sustainable economy; • Promoting good governance; and • Using sound science responsibly. Also included are a number of supporting indicators, including: <ul style="list-style-type: none"> • CO2 emission by end user (inc transport); • CO2 emissions from aviation bunkers, shipping bunkers, private car and freight; • CO2, NOx, and PM10 emissions from road transport; • Mode of travel to school; • Accessibility; and • Road accidents 	The A96 Corridor Masterplan will take account of objectives relating to sustainable development. Measures for reducing the need to travel, supporting cleaner fuels and modal shift will positively contribute to these indicators.
Scottish Executive Environment Group (2005) Indicators of Sustainable Development for Scotland Progress Report	The report identifies a number of indicators of sustainability development and notes that the following indicators have moved in the wrong direction from the previous year: <ul style="list-style-type: none"> • work: people as a resource • energy: renewable • travel: distance • travel: mode • home life • social concern 	Progress report highlights that environmental resources are being degraded through lack of progress on indicators such as transport and renewable energy. The A96 Corridor Masterplan should seek to address these at all levels.
Land Reform (Scotland) Act 2003	Part 1 of the Act introduces:	Community land ownership is likely to raise issues

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	<ul style="list-style-type: none"> • Statutory right of responsible access; • Reciprocal obligation on owners to manage their land responsibly; • Places a duty on local authorities to uphold access rights and to maintain core paths. Part 2 introduces: <ul style="list-style-type: none"> • Community right to buy Part 3 introduces: <ul style="list-style-type: none"> • Crofting community right to buy 	<p>Community owned woodland in A96 area</p> <p>Further investigation required determining restrictions surrounding and area of community owned land or woodland within the study area.</p>
<p>Scottish Outdoor Access Code</p>	<p>The Scottish Outdoor Access Code, which aims to support the access provisions of the Land Reform Act, is based on three key principles:</p> <ul style="list-style-type: none"> • Respect the interests of other people • Care for the environment • Take responsibility for your own actions 	<p>The A96 Corridor Masterplan should help to contribute to the development of core path networks and must also seek to ensure good management of path networks.</p>
<p>Scottish Executive (2000) Rural Scotland: A New Approach</p>	<p>Provides strategic confirmation of key issues such as establishing National Parks, Land Reform Act (ownership and access), water quality, planning and farming and notes their contribution to environmental quality. The main environmental objectives are to maintaining the quality and diversity of Scotland's natural and cultural heritage.</p> <p>The Strategy proposes that local and regional influences are maintained and promoted as part of this. It also notes the importance of forestry in Scotland states a commitment to restoration and diversity objectives.</p>	<p>The Masterplan should recognise the role of forestry and woodland as a key contributor to quality of the rural environment and encourage the regeneration of native woodland.</p> <p>The Green Framework for the corridor will develop links between existing stands of trees to improve woodland networks for wildlife and amenity.</p>
<p>Scottish Executive (2006) Rural Development Programme for Scotland 2007-2013 The Strategic Plan</p>	<p>The consultation paper sets out key themes and priorities for the Rural Development Strategy for Scotland.</p> <p>The Strategy will guide the use of European Union funds and other resources for rural development in the 2007-13 Scotland Rural Development Programme. The Strategy will form part of a UK National Strategy Plan which must be submitted to the European Commission prior to submission of the 2007-13 SRDP in summer 2006.</p> <p>The three proposed themes for the strategy are:</p> <ul style="list-style-type: none"> • Underpinning performance and quality in the agriculture food processing and forestry sectors • Enhancing rural landscapes and the natural heritage • Promoting a more diverse rural economy and thriving communities. 	<p>The three themes of the strategy support SEA objectives through supporting rural economic development and communities, natural heritage and landscape enhancement.</p> <p>The A96 Corridor Masterplan will seek to improve the links between and facilities for local communities, whilst acknowledging the need to maintain the local landscape and plan for maintaining the natural heritage of the region.</p>

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<p>Scotland's Biodiversity (2004) It's In Your Hands. A strategy for the conservation and enhancement of biodiversity in Scotland</p>	<p>Vision: <i>'It's 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched'</i></p> <p>Objectives:</p> <ul style="list-style-type: none"> • conserve what we have • sustain healthy ecosystems • create networks and connections not a piecemeal approach • engage more people • promote sustainable development <p>The strategy also underlines the need to promote understanding and appreciation of natural heritage.</p>	<p>Sets out overall approach to biodiversity conservation and enhancement which the A96 Corridor Masterplan should contribute towards.</p> <p>As well as identifying key species and habitats, it emphasises the need to reduce fragmentation with network improvements.</p> <p>Adequate consideration of impacts affecting biodiversity will be encouraged, with support for more detailed assessment at the local level where appropriate.</p>
<p>Nature Conservation (Scotland) Act 2004</p>	<p>The Act sets out provisions relating to biodiversity duties, Notification of SSSIs, Nature Conservation Orders to prohibit an operation, Land Management Orders for SSSIs to ensure conservation, restoration or enhancement.</p> <p>The overall aim is wildlife protection. Fossils are also included within the legislation.</p>	<p>The Act sets out the overall legislative framework within which the A96 Corridor Masterplan will be developed.</p> <p>The Plan will be required to conform with its provisions, including the protection of designated protected sites (e.g. SSSI).</p>
<p>Scottish Executive (2001) A Forward Strategy for Scottish Agriculture</p>	<p>The Strategy sets out the national vision for the agricultural and land management sector, responding positively to contextual change and providing a more viable future for the industry.</p> <p>It aims to make the industry more prosperous by establishing better connections with the market. It views agriculture as an integral part of rural development and emphasises the importance of environmental stewardship.</p>	<p>The A96 Corridor Masterplan should take account of the concerns and opinions of local farmers, estate managers and landholders in the provision of new trunk roads and urban settlements.</p>
<p>Scottish Executive (2004) Framework for Economic Development in Scotland</p>	<p>The Vision of the Framework is <i>'to raise the quality of life of the Scottish people through increasing the economic opportunities for all on a socially and environmentally sustainable basis.'</i></p> <p>Key objectives include economic growth, regional development and closing the opportunity gap.</p> <p>Sustainable development is also a key aim, and the framework focuses on more efficient and profitable production, using fewer raw materials; adding more value to products with less pollution and waste in the process; and more consumer needs fulfilled with less energy, water or waste.</p>	<p>The Masterplan should reflect and build on the emphasis for environmentally sustainable ways of developing businesses and responding to the market.</p>
<p>Scottish Executive</p>	<p>This strategy aims to provide support to businesses through the Local Enterprise Company (LEC) network.</p>	<p>The A96 Corridor plan should seek to promote and improve upon the attraction of Highland as a place to invest, whilst</p>

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(2001) A Smart Successful Scotland, Ambitions for the Enterprise Networks	It also emphasises the importance of fostering and maintaining good global connections, and marketing Scotland as a place to invest, partly on the basis of its high quality environment. Skills and learning are also emphasised.	generating income and employment through effective business links.
Scottish Executive (2003) Securing a future: Scotland's Renewable Energy	Notes the Scottish Executive's target of achieving 18% of electricity generation in Scotland from renewables by 2010. Includes a commitment to biomass generation in Scotland and discusses opportunities arising from biofuel initiatives, including short rotation coppice and co-products from timber operations and agriculture.	Forestry Commission Scotland have highlighted their interest in the development of options for sustainable woodfuel technologies within the study area.
Scottish Executive (2001) Potential Adaptation Strategies for Climate Change in Scotland	Identifies full range of potential adaptation strategies for Scotland, including those specifically relating to agriculture, forestry, fishing and biodiversity. Emphasises the importance of flexible resource management and the need to move on from defining conservation objectives on the basis of single species or fixed locations as these may no longer be achievable. The Strategy notes that: <i>'the fragmented and often overlapping nature of policies for forestry, agriculture and biodiversity impedes appropriate adaptation strategies. In the medium-term, drivers of change from agriculture, from mitigating greenhouse gas emissions, from sustainability issues and from the protection of biodiversity may lead to a blurring and perhaps complete removal of the distinctions between policies for forestry, agriculture and biodiversity.'</i>	Climate change adaptation strategies should consider crossover linkages for agriculture and biodiversity as part of sustainable and integrated land management for climate change. Emphasises the need for further research to develop knowledge of climate change and responses to it. The A96 Corridor Masterplan should identify areas of crossover through the urban and green frameworks that will help to address the issue of climate change mitigation.
Scottish Executive Scottish Climate Change Programme (2006)	The UK domestic target to reduce CO2 emissions does not apply separately to Scotland; only the UK as a whole, however Scotland is committed to making an equitable contribution to this target and this programme sets the framework for Scotland's contribution to UK climate change commitments including the setting of targets in devolved areas. As part of the programme a study was commissioned to produce projections for Scottish energy related CO2 emissions, this includes projections to 2020 for emissions from the transport sector in Scotland. Results indicate that the vast majority of emissions are from the road sector and overall emissions are expected to steadily increase in the period to 2020. The Scottish share towards the UK Government's domestic commitment to reduce CO2 emissions by 20% below 2010 has been calculated at approximately 1.7 million tonnes of carbon (MtC) in annual savings. The Scottish target is to exceed this share by 1 million tonnes of carbon in 2010.	The A96 Corridor Masterplan will take account of the Scottish share and consider measures from the transport sector which would positively contribute to the targets, for example reducing the need to travel and encouraging modal shifts to more sustainable travel methods.
Scottish Executive	The Strategy focuses on the need to increase physical activity amongst Scotland's	The A96 Corridor Masterplan should promote the development

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<p>(2003) Let's Make Scotland More Active</p>	<p>population and sets targets of achieving 50% of adults and 80% of children meeting at least the minimum recommended levels of physical activity by 2022. Aims to encourage 50% of all adults and 80% of all children to meet the minimum recommended levels of physical activity by 2022. For adults this is 30 minutes of exercise every day and for children (aged 2 – 15) this is one hour of moderate activity on 5 or more days per week.</p>	<p>of facilities (e.g. cycle and footpaths) that encourage local populations to become more active. The Plan will take into account health related impacts of different strategies and seek to promote more active travel.</p>
<p>Scottish Executive (2003) Improving Health in Scotland The Challenge</p>	<p>Addresses wider health issues and aims to improve life expectancy. Also aims to reduce health inequalities between deprived and affluent people. Aims to 'mainstream' health policy so that it becomes an integral part of wider public sector policies. To achieve the required 1% annual increase, the strategy focuses on ensuring that physical activity is encouraged across the population as a whole, and targeting specific communities for basic changes in activity levels.</p>	<p>See above.</p>
<p>Forestry Commission Scotland (2005) Scottish Forestry Grants Scheme</p>	<p>The aim of the Scottish Forestry Grants Scheme (SFGS) is to help deliver the Scottish Forestry Strategy (SFS) by encouraging the creation and management of woods and forests to provide economic, environmental and social benefits. Grants are available for:</p> <ul style="list-style-type: none"> • Expansion – creating new woodlands • Restocking – replanting after felling • Stewardship – activities in existing woodlands <p>All work under the scheme must meet the requirements of the UK Forestry Standard (see below). Forestry Commission Scotland (FCS) has recently initiated a Review of SFGS to respond to new opportunities :</p> <ul style="list-style-type: none"> • the new Rural Development Regulation due in 1 January 2007 • the revised SFS due in 2006 • the desire for more integration of the various land management support schemes 	<p>Aims to manage existing woodland and enhance it to maximise biodiversity, landscape, community and recreation objectives. Forestry Commission Scotland have highlighted their interest in the development of options for sustainable woodfuel technologies within the study area.</p>
<p>Forestry Commission Scotland (2004) Framework Document for Forest Enterprise Scotland</p>	<p>The purpose of Forest Enterprise Scotland is to manage the national forest estate, owned by Scottish Ministers, to deliver the economic, environmental and social objectives of the Scottish Forestry Strategy. Guiding principles include:</p> <ul style="list-style-type: none"> • Sustainable Forest Management • Delivering the Scottish Forestry Strategy 	<p>The A96 Corridor Masterplan and the SEA will take account of the principles outlined, in particular issues concerning community access to forests for recreational purposes and the transportation of timber. Forestry Commission Scotland have highlighted their interest in the development of options for sustainable woodfuel technologies within the study area.</p>

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	<ul style="list-style-type: none"> • Helping to Deliver Other Scottish Executive Agendas • Efficiency and Effectiveness <p>To achieve the three outcomes of:</p> <ul style="list-style-type: none"> • Sustainable Economic Growth • Vibrant and Healthy Communities • Conservation and Enhancement of Scotland's Natural Heritage 	
<p>Forestry Commission Scotland</p> <p>Woodlands In and Around Towns (WIAT) Strategy</p>	<p>The vision of the Woods in and Around Towns Strategy is to increase 'the contribution of woodland to quality of life in Scotland's urban and post-industrial areas.'</p> <p>The WIAT Initiative will be a focus for developing FCS 'health and well-being' priorities in urban Scotland:</p> <ul style="list-style-type: none"> • providing more opportunities to access woods for learning, activity and enjoyment; • increasing the contribution of woodlands to the quality of our towns and cities; and • increasing opportunities for communities to be involved in, and benefit from, management of their local woods. 	<p>Emphasises the benefits to the health and well-being of the urban environment through the creation and better management of woodland.</p> <p>The A96 Corridor Masterplan Green Framework will consider options for planting to connect existing stands of trees, develop green corridors and create more urban greenspace.</p>
<p>Scottish Executive Environment Group (2002)</p> <p>Scotland's Bathing Waters A Strategy for Improvement</p>	<p>The Strategy was the first national policy statement following from the Water Framework Directive.</p> <p>Actions included in the Strategy are:</p> <ol style="list-style-type: none"> 1. Work on sewerage and waste water treatment improvement, and on reducing effluent pollution. 2. Tackle problem industrial discharges. 3. Develop sustainable urban drainage systems to tackle run-off from urban areas. 4. Tackle other forms of diffuse pollution, notably those arising from certain agricultural practices. 	<p>The Strategy highlights the importance of tackling both point source and diffuse pollution.</p> <p>This has implications throughout the implementation phase of the A96 Corridor Masterplan which the Plan should continue to address.</p>
<p>Water Environment and Water Services (Scotland) Act 2003 (WEWS)</p>	<p>The Act translates the EC Water Framework Directive into the Scottish context. It includes a number of key commitments relating to Scotland's water environment:</p> <ul style="list-style-type: none"> • Establishing River Basin Management districts; • Preparing River Basin Management Plans; • Regulation of controlled activities (including those likely to cause pollution to the water environment, those involved in abstraction, and those from construction 	<p>The A96 Corridor Masterplan will reflect the Act in the development of adequate drainage systems that will support the aims of the WFD and the WEWS.</p> <p>Future expansion of local water provision or abstraction and wastewater handling to cope with expected population increases will require close consultation with SEPA and Scottish Water.</p>

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	<p>on or near to water).</p> <p>The Act reflects the WFD aim of ensuring that there is no further deterioration of water quality and gave Scottish Ministers powers to introduce regulatory controls over activities in order to protect and improve Scotland's water environment. That is, wetlands, rivers, lochs, transitional waters (estuaries and saline lagoons), coastal waters and water under the ground (groundwater).</p>	
<p>The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (CAR)</p>	<p>Brings into effect the requirements of section 20 of the WEWS Act and from 1 April 2006, the following activities will be controlled:</p> <ul style="list-style-type: none"> • abstractions from surface and groundwater; • impoundments of rivers, lochs, wetlands and transitional waters; • groundwater recharge; • engineering in rivers, lochs and wetlands; • engineering activities in the vicinity of rivers, lochs and wetland which are likely to have a significant adverse impact upon the water environment; • activities liable to cause pollution; • direct or indirect discharge of List I substances to groundwater; and • any other activities which directly or indirectly is liable to cause a significant adverse impact upon the water environment • artificial recharge or augmentation of groundwater. 	<p>The Regulations apply across the water environment to provide a holistic approach to pollution control and protection of the water environment.</p> <p>Any activities that may fall within the remit of the CAR regulations will require close consultation with SEPA and the receipt of appropriate licences.</p>
<p>Flood Prevention and Land Drainage (Scotland) Act 1997</p>	<p>The introduction of the Flood Prevention and Land Drainage (Scotland) Act 1997 instigated changes to the responsibilities and duties of Local Authorities in Scotland.</p> <p>In respect of this Act the flooding referred to is the flooding of land, not being agricultural land. Flooding of agricultural land falls outwith the requirements of the Act. The implications on The Highland Council of this Act impose the following additional requirements:-</p> <ol style="list-style-type: none"> a) Assessment of Watercourses, from time to time for the purpose of ascertaining whether any such watercourse is in a condition likely to flood. b) A Duty to Maintain Watercourses, which are in a condition likely to cause flooding, or where works would substantially reduce the likelihood of such flooding. c) Notification of Local Authorities outwith the Area. Where it appears to The Highland Council that any watercourse in the area is in a condition which is likely to cause flooding, outwith the area, the Council shall notify the local authority for the area in which that land is situated. 	<p>The A96 Corridor Masterplan should take account of flood plains and area at risk of flooding from SEPA's flood risk maps.</p> <p>Development proposals should avoid flood plains in the first instance, should this not be possible, adequate flood prevention or attenuation measures should be included.</p>

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	d) Reports shall be published, at two year intervals.	
Forestry Commission Scotland (FCS) & SNH (2003) Habitat Networks for Wildlife and People	Aims to enrich the natural heritage of Scotland by the creation of woodland networks through linking woodlands old and new to form a more continuous woodland cover. This benefits wildlife by providing wider and more sustainable habitats and should enhance opportunities for people who live near, work in or simply enjoy woodlands. Proposes methods by which woods and forests can be linked and suggests woodland should be viewed as an integral part of the wider landscape rather than as individual stands of trees.	The A96 Corridor Masterplan Green Framework should aim to complement this strategy, increase woodland cover and link existing woodlands or stands of trees.
Passed to the Future (2002) Historic Scotland Policy for the Sustainable Management of the Historic Environment	Sets out the Scottish Executive's policy for the sustainable management of the historic environment. It notes the irreplaceable nature of historic environment features, but also sets out the following key principles to guide the parameters in which change can take place: <ul style="list-style-type: none"> • recognising value – in terms of quality of life and as a means of meeting social, environmental and economic needs • good stewardship – taking into account capacity for change and the sustainable use of resources • assessing impact – following the precautionary principle where impact is not clear • working together – to reduce damage, resolve conflict and maximise benefit. 	The A96 Corridor Masterplan should recognise the important role of the historic environment and acknowledge the need to work together with others to consider a balance between social, economic and environmental needs. The Plan will be developed within the guidelines and principles set out within this document. Where the Plan provides the context for infrastructure projects, particular account will be taken of these principles.
SNH (2002) Natural Heritage Futures #21 Moray Firth	Natural Heritage Futures aims to stimulate the wider debate necessary to establish a broad vision for sustainable development in Scotland, and to translate it into action. Key Objectives are: <ul style="list-style-type: none"> • to increase awareness of our natural heritage and its values and promote sustainable use; • to enhance the role of forests and woodlands in environmental processes, particularly in safeguarding water, air and soil resources; • to increase opportunities for all to enjoy woodlands and to enhance the contribution of forests and trees to the landscape; • to improve the ecological value of all forests and other tree cover, balancing woodland expansion with retention of open ground habitats. 	The document sets out in relation to a wide range of landscapes and environments further objectives which the A96 Corridor plan should take into account.
Scottish Executive Trunk Road Biodiversity Action Plan (TRBAP) (2000)	Sets the Scottish Executive's commitment to protecting Scottish biodiversity on the trunk road network. The purpose of the document is twofold: <ul style="list-style-type: none"> • To assist in the delivery of biodiversity targets and objectives as set down in the Scottish Local Biodiversity Action Plans. 	The Trunk Road Biodiversity Action Plan highlights the need for the provision of badger tunnels along the A96 and the inspection of bridges before maintenance work as these are known hibernation sites for Daubenton's bats.

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	<ul style="list-style-type: none"> To raise awareness of biodiversity in all engineers, managers, planners, designers and ecologists working on the Scottish trunk road network so that protecting our natural heritage can become part and parcel of everyday work. <p>The Plan gives more specific regionally focused information on biodiversity action appropriate to individual road routes, including the A96 route along the Moray Firth.</p>	<p>The Masterplan should take account of any recommendations and actions outlined within the TRBAP when considering options for the A96 route, including dualling of the route, rerouting the road and creating bypasses.</p>
<p>National Waste Strategy & National Waste Plan (2003) SEPA</p>	<p>Strategy sets out a framework within which Scotland can reduce the amount of waste it produces and deal with the waste that is produced in a more sustainable way. It covers all household, commercial and industrial waste. More than 85% of the waste produced in Scotland is sent directly to landfill – a massive misuse of resources and a major source of greenhouse and other gases.</p> <p>The National Waste Plan aims to reduce this practice and outlines how we can work towards a culture of reducing, reusing and recycling our rubbish. It sets out the best practicable environmental option (BPEO) for municipal waste for each of 11 Waste Strategy Areas and describes actions at a national level to improve the management of non-municipal solid waste.</p> <p>The National Waste Plan brings together Area Waste Plans for the different Waste Strategy Areas. The Scottish Executive has allocated over £350 million to the Strategic Waste Fund to help local authorities develop the infrastructure needed to implement these plans.</p>	<p>The A96 Corridor Masterplan should take account of waste issues when considering potential local population increases of up to 30,000 new inhabitants over 30 years.</p> <p>Means of locating waste and recycling facilities close to settlements should help minimise the need to travel and increase rates of recycling.</p> <p>Means of approaching waste issues associated with building industries should be considered.</p>
<p>SCOTTISH NATIONAL PLANNING POLICY & GUIDANCE TIER</p>		
<p>Scottish Executive (2005) Modernising the Planning System White Paper</p>	<p>The proposals for modernisation:</p> <ul style="list-style-type: none"> provide proposals for new approaches to development planning, whilst maintaining their role at the centre of decision making ensure the planning system is fit for purpose and able to respond to different types of development in the most appropriate way encourage greater efficiency aim to improve community participation in the process and recognise planning's role in delivering sustainable development. <p>The loss of the structure planning tier in rural areas, with urban focused regional strategic development plans will have implications for the positioning of regional policy frameworks.</p>	<p>These objectives represent a changing organisational framework for the planning system.</p> <p>The Plan will address issues surrounding sustainable transport for both freight and passengers.</p> <p>The Plan will also recognise the importance of the integration of land use and transport planning.</p>
<p>National Planning</p>	<p>A non-statutory, planning policy document prepared by the Scottish Executive</p>	<p>This refers "<i>Inverness and the Inner Moray Firth is an</i></p>

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<p>Framework for Scotland (2004) Links to the Partnership agreement above</p>	<p>which looks at Scotland from a spatial perspective and sets out an achievable long-term vision to guide the spatial development of Scotland to 2025. The key aims of the strategy are:</p> <ul style="list-style-type: none"> • to increase economic growth and competitiveness; • to promote social and environmental justice; and • to promote sustainable development and protect and enhance the quality of natural and built environments. <p>The NPF promotes the City-Region as one of the key development areas in Scotland over the next 20 years, specifically referring to potential within the A96 Corridor. Both the Highland Structure Plan and the Inverness Local Plan identify the Corridor as the preferred location for long-term development.</p>	<p><i>economic development zone with considerable potential. To the east of the City, the A96 Corridor and the Airport offer opportunities for future expansion”.</i></p> <p>The A96 Corridor Masterplan should reinforce the importance on sustainable development, promoting community regeneration, involvement and economic growth where feasible.</p> <p>The Plan will address issues surrounding sustainable transport for both freight and passengers.</p> <p>The Plan will also recognise the importance of transport to economic growth and social inclusion.</p>
<p>Scottish Executive SPP 1 The Planning System (2002)</p>	<p>SPP 1 provides an overview of the land use planning system in Scotland under current arrangements. It sets out the key principles and the Executive's priorities for the system to guide policy formulation and decision making towards the goal of sustainable development. It:</p> <ul style="list-style-type: none"> • outlines the purpose of the planning system; • indicates how planning can contribute to the Executive's wider objectives; • sets out the main tasks for development planning and development control; • identifies the Executive's expectations for an efficient and effective planning service; and • specifies the performance targets that the Executive and planning authorities should aim to meet in carrying out their statutory responsibilities. 	<p>The A96 Corridor Masterplan is a key document to guiding future development within the corridor and must be relevant and up-to-date.</p>
<p>Scottish Executive SPP3 Planning for Housing (2003)</p>	<p>The overall aim of SPP3 is to guide new housing developments to the right places by ensuring new developments are easily accessible by public transport and well integrated into walking and cycling networks. Extensions to cities, towns and villages or new settlements should be developed in a sustainable way. Key principles include:</p> <p>Design, Layout and Architecture – Paragraph 7</p> <p>The overall design of development should be fully addressed, particularly matters such as microclimate; layout of roads, cycle routes and footpaths; the separation and collection of waste; links with local centres; and the relationship to existing development nearby.</p> <p>Form of Development – Paragraph 14</p> <p>Good layout is at the heart of making residential environments safe and welcoming, and in helping people to find their way around. Pedestrian activity in a</p>	<p>Within the scope of the Masterplan there are proposals for numerous new settlements and housing developments, each of which will be considered in the context of this planning guidance and 'Smart Growth' principles.</p>

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	<p>residential area adds vitality and increases the feeling of personal safety. Too many developments in recent years have given priority to car travel, both between the housing and other facilities, and within the development itself, and layouts have been dominated by access roads and parking areas. This disadvantages pedestrians, the disabled, and cyclists, and increases dependence on cars</p> <p>Paragraph 15</p> <p>Roads standards should serve as a guide and starting point, but should not deprive developers and planning authorities of the flexibility to be innovative in promoting a high standard of urban design, and increasing the attractiveness of walking and cycling. Masterplans for larger scale housing developments must take account of the existing urban fabric and layout of streets, and aim to add to and enhance connections. There is great potential to create pedestrian links between new developments and surrounding urban areas, providing safer routes to schools and other facilities, and improving security and surveillance. Larger developments should anticipate and provide for access by public transport. Where good access to public transport exists or can be provided, planning authorities may set lower maximum parking standards.</p> <p>Paragraph 35</p> <p>The planning of new residential development offers opportunities for reducing travel demand. To contribute to the reduction of greenhouse gas emissions, the Scottish Executive is committed to the effective integration of land use and transport. Patterns of development should seek to reduce the demand for travel and reliance on the private car, and help to reduce general energy consumption.</p> <p>Paragraph 36</p> <p>Access to jobs and facilities should be carefully considered by both planning authorities and developers. In planning the expansion of existing settlements or the development of new ones, preference should be given to locations which can be well integrated with existing and proposed public transport, walking and cycling networks. Such locations should be developed at higher densities. At central locations, integrating housing with commercial, community and leisure uses in mixed developments can give good access to jobs and a wide range of services.</p> <p>Paragraph 37</p> <p>Where there is a supply of previously developed land, planning authorities should normally give priority to its reuse, in preference to Greenfield development. However, in seeking to locate new housing where it will be accessible by a range of forms of transport, planning authorities may conclude that the release of certain areas of Greenfield land would result in a more sustainable pattern of</p>	

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	development.	
Scottish Executive NPPG 5 Archaeology and Planning (1994)	<p>The NPPG sets out the Government planning policy on how archaeological remains and discoveries should be handled under the development plan and development control systems.</p> <p>Sets out the Executive's policies on the archaeological remains and how they should be preserved and recorded in both urban and rural settings.</p> <p>Aims to encourage the preservation of heritage sites and landscapes of archaeological and historic interest and highlights the fact that archaeological sites can be damaged through new infrastructure development and indirect effects associated with transport.</p>	<p>The Masterplan should follow the guidelines as the area under consideration contains many important historical sites.</p> <p>In the event of an archaeological discovery, the guidelines should be followed directly.</p> <p>The Plan will seek to reconcile protection of the historic environment and encourage more detailed assessment at the local level where appropriate.</p>
Scottish Executive NPPG 6 Renewable Energy Developments (Revised 2000)	<p>Sets out the Executive's policies for supporting an increase in renewable energy development in Scotland.</p> <p>Defines the factors to be taken into account in considering policies for renewable energy developments in development plans, and when considering applications for planning permission which come before them on appeal or call-in.</p> <p>Also indicates the considerations which planning authorities should take into account when drawing-up policies in structure and local plans and when determining planning applications. These are factors which developers should take into account when preparing development proposals.</p>	<p>The A96 Corridor Masterplan should consider means of promoting energy efficiency in new developments and leaving scope for future energy development within the area, for example localised micro-generation of power.</p> <p>Forestry Commission Scotland have highlighted their interest in supporting proposals for biofuel and sustainable woodfuel technologies in the region.</p>
Scottish Executive SPP 7 Planning and Flooding (2004)	<p>New development should not take place if it would be at significant risk of flooding from any source or would materially increase the probability of flooding elsewhere.</p> <p>The storage capacity of functional floodplains should be safeguarded, and works to elevate the level of a site by landraising should not lead to a loss of flood water storage capacity</p> <p>The policy in this SPP is based on the following principles:</p> <ul style="list-style-type: none"> • Developers and planning authorities must give consideration to the possibility of flooding from all sources. • New development should be free from significant flood risk from any source • In areas characterised as 'medium to high' flood risk for watercourse and coastal flooding new development should be focussed on built up areas and all development must be safeguarded from the risk of flooding. • New development should not: <ul style="list-style-type: none"> – materially increase the probability of flooding elsewhere; – add to the area of land which requires protection by flood prevention 	<p>The A96 Corridor Masterplan should take account of flood plains and area at risk of flooding from SEPA's flood risk maps.</p> <p>Development proposals should avoid flood plains in the first instance, should this not be possible, adequate flood prevention or attenuation measures should be included.</p>

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	<p>measures;</p> <ul style="list-style-type: none"> – affect the ability of the functional flood plain to attenuate the effects of flooding by storing flood water; – interfere detrimentally with the flow of water in the flood plain; – compromise major options for future shoreline or river management. <p>• Flooding from sources other than watercourses and on the coast must be addressed where new development is proposed, if necessary through a drainage assessment. Any drainage measures proposed should have a neutral or better effect on the risk of flooding both on and off the site.</p>	
<p>Scottish Executive NPPG 8 Town Centres and Retailing (Revised 1998)</p>	<p>The broad policy objectives are:</p> <ul style="list-style-type: none"> • to sustain and enhance the vitality, viability and design quality of town centres, as the most appropriate location for retailing and other related activities ; • to maintain an efficient, competitive and innovative retail sector offering consumer choice, consistent with the overall commitment to town centres; and • to ensure that ways of meeting these objectives are compatible with sustainable development and, in particular, that new developments are located where there are good public transport services, and better access for those walking and cycling, leading to less dependence on access by car 	<p>The A96 Corridor Masterplan includes Urban Frameworks to consider the development of smart, successful town centres that provide facilities for the local population whilst minimising the need for travel.</p>
<p>Scottish Executive NPPG 10 Planning and Waste Management (1996)</p>	<p>Priority is now being given to the reduction of waste at source, its re-use, its recovery by recycling and to the use of waste as a source of energy. Treatment and disposal of that which remains should be carried out in a safe and environmentally acceptable manner. All these activities need to be carried out in a manner consistent with the principle of sustainable development and without imposing an unnecessary burden on industry.</p> <p>The government's policy is to ensure that the planning system plays its part in implementing these goals. In recognition of all these changing circumstances this NPPG:</p> <ul style="list-style-type: none"> • sets out the Government's planning policies for development involving the management of waste; • defines the content of structure and local plans in respect of waste; • explains how the planning system should operate in relation to other pollution controls. 	<p>The A96 Corridor Masterplan should take account of waste issues when considering potential local population increases of up to 30,000 new inhabitants over 30 years.</p> <p>Means of locating waste and recycling facilities close to settlements should help minimise the need to travel and increase rates of recycling.</p> <p>Means of approaching waste issues associated with building industries should be considered.</p>
<p>Scottish Executive NPPG 11</p>	<p>Addresses the land use implications of sport and physical recreation and aspects of informal physical recreation that take place in urban open spaces, which are significant land uses in our towns and cities, and large areas of the countryside</p>	<p>The A96 Corridor Masterplan includes a Green Framework which intends to consider landscape issues to improve local amenity and recreational opportunities. The Framework will</p>

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Sport, Physical Recreation and Open Space (1996)	<p>which are shared by those enjoying outdoor pursuits and seeking places for quiet relaxation.</p> <p>Describes the role of the planning system in making provision for sports and physical recreation and protecting and enhancing open space, and defines the factors which the Scottish Ministers will take into account in their consideration of development plans and, planning appeals.</p> <p>Scotland's sporting and recreational facilities are an important attraction for tourists and for inward investing companies. In addition, people pursuing outdoor activities are attracted by the high quality and extensive range of leisure opportunities provided by the natural environment. The provision and enhancement of facilities and resources should therefore be seen as potentially beneficial economically. This guidance applies to the sporting and recreational needs of residents, tourists and visitors but does not deal with the other planning issues raised by tourism or inward investment.</p>	<p>consider options that will increase the availability of cycle routes and walkways and provide improved woodland connections and urban greenspaces.</p> <p>These options should encourage greater use by tourists and local populations.</p>
Scottish Executive NPPG 13 Coastal Management (1997)	<p>Provides guidance on managing and enhancing biodiversity on the coast. Highlights the need to distinguish between developed, undeveloped and isolated coastlines.</p> <p>Advises planning authorities on how to manage the risk of erosion and flooding along the coastal zones. Also outlines policy guidance on for coastal zone development locations and actions to be taken by planning authorities in development plans and control decisions.</p>	<p>Identifies sensitive landscapes and provides guidance on coastal planning and areas that should be avoided for development.</p> <p>The A96 Corridor Masterplan must consider the Internationally protected zones along the coastline of the Moray Firth. Plans for developing golf courses must consider their impacts on these coastal zones.</p>
Scottish Executive NPPG 14 Natural Heritage (2002)	<p>Sets out land use planning considerations relating to natural heritage, including the conservation and possible enhancement of:</p> <ul style="list-style-type: none"> • the overall populations and natural ranges of native species and the quality and range of wildlife habitats and ecosystems; • geological and physiographical features; • the natural beauty and amenity of the countryside and the natural heritage interest of urban areas; and • opportunities for enjoying and learning about the natural environment. <p>Aims to ensure that the natural heritage is conserved and enhanced for present and future generations.</p> <p>Also stipulates that planning authorities should take particular care to avoid harm to protected species (A96 species include badgers, bats, otters and red squirrels).</p>	<p>The A96 Corridor Masterplan should aim to reflect the spirit of the guidance, including its positive approach to sustainable development in the countryside which meets social and economic needs whilst respecting the environment.</p> <p>Includes commitment to environmental enhancement as well as conservation.</p> <p>The Plan will seek to reconcile protection of the natural heritage assets and encourage more detailed assessment at the local level where appropriate.</p>
Scottish Executive SPP15	<p>The planning vision for rural areas as set out within the SPP is for: <i>'vigorous and prosperous rural communities, ranging from small towns and villages</i></p>	<p>In terms of the policy aim of providing more affordable rural housing, the SPP suggests exploring scope for buying land to</p>

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Planning for Rural Development (2004)	<p><i>to dispersed settlements. The countryside should be able to absorb more people content to live and able to work there. Coastal areas too should play their part. The clear goal will be to maintain the viability of existing communities and bring new life to many places which have seen years of decline.</i></p> <p>SPP15 supports the diversification of agricultural businesses into forestry, and states that local value can be added through primary processing, the local use of bioenergy and eco-tourism.</p>	<p>allow further housing to be built by registered social land lords. In addition, promotion of the use of sustainable timber in construction within rural areas is highlighted as a positive example of rural design and construction.</p> <p>The A96 Corridor Masterplan should aim to promote the development of sustainable communities and the use of local materials.</p>
Scottish Executive SPP17 Planning for Transport (2004)	<p>Promotes the integration of land use planning and transport at the national, regional and local level.</p> <p>Within SPP17, land use planning is stated as an important tool in:</p> <ul style="list-style-type: none"> • reducing the need for travel by relating land use to transport facilities; • enabling access to local facilities by walking and cycling; • encouraging public transport access to developments; and • supporting essential motorised travel. <p>Suggests that access to employment and facilities across the wider urban area should be a prime consideration.</p> <p>Accessibility of new developments is an important issue, and it is recognised that the following are key considerations for development plans:</p> <ul style="list-style-type: none"> • to locate and integrate new development, including development of new settlements and expansion of existing built-up areas for housing, with existing or planned transport infrastructure, particularly for walking cycling and public transport, and with provision of public transport services; • to plan development to bring together related land-uses which can benefit from being accessible to one another, and thereby reduce the length of journeys and the need for multiple journeys; and • to establish green networks, protect and enhance green spaces and footpath provision in and around towns and cities, to provide high quality opportunities for informal recreation locally, without the need to travel by car. 	<p>The A96 Corridor Masterplan will address issues surrounding sustainable transport for both freight and passengers.</p> <p>The Plan will also recognise the importance of the integration of land use and transport planning.</p>
Scottish Executive NPPG 18 Planning and the Historic Environment (1999)	<p>Sets out Government planning policies in relation to the historic environment with a view to its protection, enhancement and conservation.</p> <p>Aims to provide effective protection of all aspects of the historic environment.</p> <p>The historic environment can be damaged through new infrastructure development and indirect effects associated with transport.</p>	<p>The guidance supports the sustainable development of the historic environment as a non renewable resource. The A96 Corridor Masterplan should continue to address this issue.</p> <p>The Plan will consider protection of the historic environment and encourage more detailed assessment at the local level where appropriate.</p>

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<p>Scottish Executive SPP 21 Green Belts (2006)</p>	<p>Green belt policy should be used as a long-term land use planning tool to provide clarity and certainty on where development will and will not take place. There should continue to be a strong presumption against inappropriate development in green belts. Where it is considered necessary, the proposed release of green belt land should be taken forward as part of a long-term settlement strategy in the development plan. This will ensure widespread engagement and debate on the future shape of settlements.</p> <p>Development plans prepared by local authorities will define the scale of land use change, identify the developments that are appropriate and indicate the standards of layout, design and other important requirements that should be met.</p> <p>Management plans agreed between local authorities, landowners and other interests, as well as a range of funding schemes, have an important role in maximising the benefits of green belt land in a co-ordinated way.</p>	<p>The SPP states that: <i>'Land that is designated as green belt in the development plan, in association with wider networks of green space, can provide a number of benefits, including outdoor recreation opportunities for local people, biodiversity and enhanced quality of life. Opportunities should be taken to protect and enhance these benefits'.</i></p> <p>The A96 Corridor Masterplan will respect this policy on Green Belts and will actively seek to improve upon local green space by implementing measures and recommendations produced through the Green Framework.</p>
<p>Scottish Executive PAN 38 Housing Land (Revised 2003)</p>	<p>Promotes greater consistency and transparency in method. Also seeks to encourage the public and private sectors to develop a more consensual long-term view of housing land provision and work together in determining both the scale of the requirement for new housing and the location of future housing development. Particularly relevant to planning authorities where housing markets are buoyant. The provision of an effective policy framework for the allocation of land to meet housing requirements will involve the following:</p> <ul style="list-style-type: none"> • consideration of the views of all relevant parties on the scale and general location of housing land provision over the plan period; • adequate arrangements for the assessment and regular review of housing land requirements • a mechanism for annual monitoring to ensure that an adequate supply of effective housing land is being maintained • the role of the development plan in ensuring housing land requirements continue to be met 	
<p>Scottish Executive PAN 42 Archaeology and Scheduled Monument Procedures (1994)</p>	<p>Includes advice on the handling of archaeological matters within the planning process and on the separate controls over scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979.</p> <p>Supports the associated NPPG 5 - Archaeology and Planning - which sets out the Governments planning policy on how archaeological remains and discoveries should be handled within the development plan and development control systems.</p>	

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	<p>As NPPG 5 indicates, nationally and more locally important archaeological remains and their settings should be preserved wherever feasible.</p> <p>Where archaeological remains of lesser importance are affected by proposed development, planning authorities should weigh their importance against other factors, including the benefits of the proposed development. Regardless of the circumstances, taking decisions will be easier when archaeological aspects of a development site are considered early in the planning process.</p>	
<p>Scottish Executive PAN 43 Golf Courses And Associated Developments (1994)</p>	<p>The Scottish Executive website describes this PAN as outlining the 'Provision, use and capacity, demand, policy framework, golf-related planning issues, golf course design, development planning and control, consultations'</p> <p>However, no further information was available at this time.</p>	
<p>Scottish Executive PAN 44 Fitting New Housing Development into the Landscape (1994)</p>	<p>House building is likely to continue to be the most widespread urban land use change for many years ahead. Recycling disused and vacant urban land as brownfield sites for new housing remains a national priority and can provide for a large part of the land needs.</p> <p>Land recycling will not always be possible, particularly in smaller towns. Demand for new housing is high in many of these towns, and the development they attract may threaten their character and identity. A cumulative loss of landscape quality has already become apparent as suburban housing estates - often devised with little appreciation of local character or a sense of place - have taken shape around the fringes of our towns.</p> <p>The advice offers suggestions to help planners, developers and local communities achieve residential developments which are in harmony with their landscape setting and which make a more positive contribution to the character of existing settlements.</p>	
<p>Scottish Executive PAN 51 Planning & Environmental Protection (1997)</p>	<p>The Scottish Executive website describes this PAN as outlining the 'introduction, origins, sustainable development, environmental pollution, Europe, legislation, SEPA, development planning & control, hazardous substances. Regimes for integrated pollution control, local air pollution control, pollution of controlled waters, drinking water quality, contaminated land, radioactive substances, statutory nuisance and noise, litter, light'</p> <p>However, no further information was available at this time.</p>	
<p>Scottish Executive</p>	<p>Intended to encourage local councils, the enterprise network, Scottish Homes, Historic Scotland and other organisations involved in small towns to work together</p>	

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PAN 52 Planning And Small Towns	with local community and business groups to: <ul style="list-style-type: none"> • retain, restore and enhance what is best • remove, improve or rehabilitate what is worst The Advice Note seeks to meet a number of objectives: <ul style="list-style-type: none"> • promote awareness of the valuable legacy of small towns • identify factors which threaten that legacy • raise aspirations about the need for quality in new development • encourage co-ordinated working to secure quality • provide best practice in planning for small towns 	
Scottish Executive PAN 53 Classifying The Coast For Planning	Classification seeks to provide a practical framework within which planning authorities, in their structure and local plans, can classify the coast as a basis for the promotion and control of development. The key or primary consideration in deciding whether a stretch of coast should be regarded as developed, undeveloped or isolated is the existence of settlements. The absence of any form of settlement, including individual farm buildings, clearly points to an area being considered for classification as isolated although this must be tempered by the secondary indicators. These include: <ul style="list-style-type: none"> • infrastructure • industrial/commercial/power/port/military • tourism, leisure and recreation • offshore activity • character 	
Scottish Executive PAN 56 Planning And Noise	The planning system has an important role to play in preventing and limiting noise pollution. The redevelopment of brownfield sites for housing, a concentration of transport on existing transport corridors and the increasing emphasis upon mixed-use developments are likely to make noise issues an increasingly important consideration in planning decisions. Although the planning system cannot tackle existing noise problems directly, it has the task of guiding development to the most suitable locations and in regulating the layout and design of new development. The noise implications of development can be a material consideration in determining applications for planning permission. Activities that generate high levels of noise can be difficult to reconcile with noise sensitive land uses like housing, hospitals or schools. Development plans provide the policy framework within which these issues can be	

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	<p>considered but careful attention will also need to be paid to noise issues in determining applications for planning permission.</p> <p>The prediction, measurement and assessment of noise is a complex professional task requiring specialist knowledge and expertise. Planning authorities will need to work closely with environmental health officers, and others with expertise in acoustics, in preparing development plans, during pre-application discussions and when determining applications for planning permission which raise noise issues.</p>	
<p>Scottish Executive PAN 59 Improving Town Centres (1999)</p>	<p>Read in the context of NPPG 8, underlines the importance of town centres and gives more detailed advice on how planning authorities can safeguard and improve them, drawing on specific examples of various approaches and actions undertaken in Scotland.</p> <p>To improve their prospects, the aim should be to promote lively, vibrant and viable town centres that provide a quality urban environment where people can live, feel safe, businesses can prosper and opportunities exist for new stimulating activities.</p> <p>There is now considerable evidence that the most successful town centres have a mix of attractions that draw a range of different groups at different times, are accessible by a variety of efficient and effective modes of transport, have an amenity which is attractive, clean and safe, and are planned, managed and promoted in a positive way.</p> <p>Town centres need to be flexible and adaptable if they are to remain active and attractive; for example by finding new uses for old buildings and by providing new opportunities for housing.</p>	
<p>Scottish Executive PAN 60 Planning for Natural Heritage (2000)</p>	<p>Provides advice on how development and the planning system can contribute to the conservation, enhancement, enjoyment and understanding of Scotland's natural environment and encourages developers and planning authorities to be positive and creative in addressing natural heritage issues.</p> <p>Complements NPPG 14 on Natural Heritage, with examples of good planning practice in relation to natural heritage from across Scotland highlighted in a number of case studies.</p>	
<p>Scottish Executive PAN 61 Planning And Sustainable Urban Drainage Systems (SUDS) (2001)</p>	<p>SUDS aims to deal in an integrated way with the issues of water quantity, water quality and amenity. It works on the following principles:</p> <ul style="list-style-type: none"> • managing surface water run-off on-site as near to source as possible; • slowing down run-off; • treating it naturally; and • releasing good quality surface water to watercourses or groundwater. 	

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	<p>The overall objective is to return excess surface water to the natural water cycle with minimal adverse impact on people and the environment. The means by which this can be achieved can be designed as an attractive integral amenity feature within the development and can achieve significant ecological enhancement compared to conventional drainage options.</p> <p>Requires a number of disciplines and agencies (developers, planners, drainage engineers, architects, landscape architects, ecologists and hydrologists) to work in partnership. Planners have a central co-ordinating role in getting SUDS accepted as an integral part of the development process. Planning policy should set the framework in structure and local plans and in masterplanning exercises.</p>	
<p>Scottish Executive PAN 65 Planning and Open Space (2003)</p>	<p>Gives advice on the role of the planning system in protecting and enhancing existing open spaces and providing high quality new spaces. Supports NPPG 11: Sport, Physical Recreation and Open Space. Also sets out how local authorities can prepare open space strategies and gives examples of good practice in providing, managing and maintaining open spaces. The advice relates to open space in settlements: villages, towns and major urban areas. A key aim of the PAN is to raise the profile of open space as a planning issue.</p> <p>The planning system performs two key functions in relation to open space:</p> <ul style="list-style-type: none"> • protecting areas that are valuable and valued; and • ensuring provision of appropriate quality in, or within easy reach of, new development. 	
<p>Scottish Executive PAN 66 Best Practice In Handling Planning Applications Affecting Trunk Roads (2003)</p>	<p>Intended to provide advice on best practice with the overall aim of enabling Scottish Executive Road Network Management and Maintenance Division (RNMMMD) to reduce the time taken to process consultations.</p> <p>The primary purpose of the trunk road network is to provide for the safe and effective movement of long-distance through traffic. This means that the full implications for traffic flow and road safety are taken into account when proposals are made for new development in the vicinity of trunk roads.</p> <p>It is recognised, however, that in some cases the trunk road provides the only road access to a development or forms an important and inseparable part of the local road network. In such cases care is needed to ensure a balance is struck between local and wider interests when assessing proposals.</p> <p>Planning authorities are required to consult the Scottish Ministers as trunk road authority in relation to planning applications affecting existing or proposed trunk roads or special roads under the following circumstances:</p> <ul style="list-style-type: none"> • proposed developments within 67 metres of the middle of the road; 	

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	<ul style="list-style-type: none"> • where the development consists of, or includes, the formation, laying out or alteration of any means of access to such a road; or • where the development is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving the road. 	
Scottish Executive PAN 67 Housing Quality (2003)	<p>The design of a successful place will begin with understanding how new housing can be connected to the movement patterns (street and routes) and settlement patterns (street blocks and layouts) of an area.</p> <p>Vehicle and pedestrian routes should connect the housing with facilities and spaces within the development, to the local area and more widely.</p> <p>Issues that should be considered when looking at the accessibility and traffic management of housing areas include:</p> <ul style="list-style-type: none"> • buildings whose access is from the street • routes connected to existing routes and patterns of movement • well connected or have the potential to be well connected to public transport • pedestrian and cycle routes, which may be streets with vehicular traffic, that are continuous and connected, with no dead ends • routes which are safe and convenient for people with limited mobility • parking provision that does not overwhelm the development's visual appearance; and • traffic managed so that the road requirements do not detract from the quality of the development, and with roads designed to control traffic speeds without the need for traffic-calming devices such as speed humps and chicanes. 	
Scottish Executive PAN 68 Design Statements (2003)	<p>One of a series of advice notes which address design in more detail and should be read in conjunction with them. It explains what a design statement is, why it is a useful tool, when it is required and how it should be prepared and presented. The PAN does not introduce a prescriptive approach. It seeks to ensure that local authorities and applicants are clear about the role of design statements and applicants, in particular, become more confident in preparing them.</p> <p>The aim is to see design statements used more effectively in the planning process and to create places of lasting quality.</p>	
Scottish Executive PAN 69 Planning and Building Standards Advice on	<p>Provides background information and best practice advice in support of Scottish Planning Policy (SPP) 7: Planning and Flooding. SPP 7 aims to prevent future development which would have a significant probability of being affected by flooding or which would increase the probability of flooding elsewhere.</p>	

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Flooding (2004)	The PAN takes as a starting point the responsibilities of local authorities and developers in ensuring that future built development is not located in areas with a significant risk of flooding, including functional flood plains. However, there are circumstances where development would benefit from selecting designs, forms of construction and materials which may help to minimise the effects of a flood event on the property.	
Scottish Executive PAN 74 Affordable Housing (2005)	Sets out how the planning system can support the Executive's commitment to increase the supply of affordable housing. It provides advice and information, including existing examples of better practice. Seeks to speed up the development of both market and affordable housing by ensuring that any affordable housing requirement included in the development plan is realistic. SPP 3: Planning for Housing states that planning authorities should assess future housing land requirements for each housing market area and ensure that land is identified to fully meet requirements including affordable housing needs. The SPP broadly defines affordable housing as housing of a reasonable quality that is affordable to people on modest incomes and notes that in some places the market provides some or all of the affordable housing needed, while in other places it will be necessary to make housing available at a cost below market value, to meet an identified need.	
Scottish Executive PAN 75 Planning For Transport (2005)	Accompanies SPP17: Planning for Transport and provides good practice guidance which planning authorities, developers and others should carry out in their policy development, proposal assessment and project delivery. The document aims to create greater awareness of how linkages between planning and transport can be managed. It highlights the roles of different bodies and professions in the process and points to other sources of information.	
Scottish Executive PAN 78 Inclusive Design (2006)	Looks at how to improve the design of places so that they can be used by everyone. An inclusive environment is one which can be used by everyone - regardless of age, gender or disability. This supports the Executive's aim of promoting more equality in the areas where we live and work. To achieve this, everyone involved in creating places, must understand how to design for this wider user group. This PAN is intended to assist in achieving this. It aims to: <ul style="list-style-type: none"> • Explain the importance of inclusive design. • Identify the nature of the problems experienced in designing inclusive environments. • Describe the legislative context. 	

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	<ul style="list-style-type: none"> • Outline the roles of the different stakeholders in delivering inclusive design. • Identify the particular challenges of applying inclusive design to the historic environment. • Provide a useful reference list of more detailed or technical advice. <p>In addition to creating more inclusive environments, which can be used by all, there is a specific legal requirement to consider the needs of disabled people under the terms of Disability Discrimination legislation. Under the Disability Discrimination Act 2005 (DDA), public bodies, including local authorities, will have a new duty to actively promote disability equality. The promotion of inclusive design should be seen as an important part of meeting this new duty.</p>	
REGIONAL TIER		
<p>Highlands and Islands Enterprise (2002) Smart Successful Scotland The Highlands and Islands Dimension</p>	<p>The HIE Strategy has a similar set of goals to those defined for the Scottish Enterprise network. It emphasises the importance of helping people throughout the Highlands to realise their full potential in a way which is sustainable in the long term. There is a particularly strong commitment to community support through business. Priorities for action include:</p> <p>Achieving enhanced sustainability in the primary activities of agriculture, aquaculture, forestry and fishing through market adaptation, diversification and production efficiencies.</p>	<p>The A96 Corridor plan should aim to reflect this business agenda for the Highlands, whilst recognising and supporting the sector's contribution to sustaining viable rural communities.</p>
<p>HITRANS Highlands and Islands Regional Transport Partnership Regional Transport Strategy (2002)</p>	<p>HITRANS has a vision for a regional transport system which:</p> <ul style="list-style-type: none"> • Provides cost effective access to all regional transport services in pursuit of social inclusion. • Enables the optimum growth of the regional economy through a network which secures the efficient import and export of products: facilitates internal and external business travel; and encourages growth in tourism. • Is safe to use and operate. • Is sustainable and has the minimum practical impact on the environment. <p>The Strategy identifies five key issues which need to be addressed:</p> <ul style="list-style-type: none"> • Economic development • Lifeline services • Delivery • Accessibility and integration • Environment <p>The main objectives are:</p>	<p>Investment in transport infrastructure to support economic development supports the viability of rural communities and sustainable transport.</p> <p>The A96 Corridor Masterplan is fundamental in delivering the Regional Transport Strategy with key considerations including dualling of the A96 Trunk Road, bypasses for Nairn and the Raigmore Interchange in Inverness.</p> <p>Common objectives of the Plan and the Strategy are to improve accessibility and integration, promote economic development and investment, improve the public transport infrastructure and promote the successful management of the local environment.</p>

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	<ul style="list-style-type: none"> • Reducing costs • Investment in infrastructure • Integration of public transport systems 	
LOCAL TIER		
<p>The Highland Council Structure Plan 2001</p>	<p>Aims to create a shared vision of how people in the Highlands can work together to develop a prosperous future, strong communities and a healthy environment. Sets out a path towards sustainable development over the next twenty years and aims to promote and enhance the social, economic and environmental wellbeing of the people of Highland.</p> <p>Main objectives include:</p> <ul style="list-style-type: none"> • aims to conserve and promote the Highland identity • adopting a proactive approach to the responsible use of the natural environment • taking an integrated approach to improving accessibility to goods, services and markets • consolidating the settlement hierarchy • creating an improved business environment • addressing the need for quality living environments in partnership with local communities and other agencies. <p>Sets out the broad principles on which individual planning decisions are made; gives a framework for the development of Local Plans (which look in more detail at the specific needs of each area); and can guide developers on where new homes and other buildings, businesses and other projects can be best sited. Includes specific environmental objectives:</p> <ul style="list-style-type: none"> • acknowledging Highland's status in a European and global context • the sustainable use and monitoring of natural resources • maintaining and enhancing where possible biodiversity levels • increasing awareness of natural processes • the sustainable management of maritime areas • increasing levels of environmental education <p>Proposed developments will be assessed on the extent to which they:</p> <ul style="list-style-type: none"> • are compatible with service provision (water and sewerage, drainage, roads, schools, electricity); 	<p>Establishes the A96 corridor as a strategic development opportunity vital to the economic prosperity of Inverness and the Highlands.</p> <p>The Council will apply a strict presumption against any piecemeal development in the area. Other proposed changes in the use or management of land will be assessed to ensure that they do not prejudice post 2011 opportunities and that they comply with the overall landscape structure for the corridor.</p> <p>The A96 Corridor Masterplan will take account of the guiding principles within Structure Plan and set the long-term framework for development identified in the study area.</p>

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	<ul style="list-style-type: none"> • are accessible by public transport, cycling and walking as well as car; • maximise energy efficiency in terms of location, layout and design, including the utilisation of renewable sources of energy; • are affected by significant risk from natural hazards, including flooding, coastal erosion, land instability and radon gas, unless adequate protective measures are incorporated, or the development is of a temporary nature; • are affected by safeguard zones where there is a significant risk of disturbance and hazard from industrial installations, including noise, dust, smells, electro-magnetism, radioactivity and subsidence; • make use of brownfield sites, existing buildings and recycled materials; • impact on individual and community residential amenity; • impact on non-renewable resources such as mineral deposits of potential commercial value, prime quality or locally important agricultural land, or approved routes for road and rail links; impact on the following resources, including pollution and discharges, particularly within designated areas: <ul style="list-style-type: none"> - habitats - species - landscape - scenery - freshwater systems - marine systems - cultural heritage - air quality • demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environment and in making use of appropriate materials; • promote varied, lively and well-used environments which will enhance community safety, security and reduce any fear of crime; • accommodate the needs of all sectors of the community, including people with disabilities or other special needs and disadvantaged groups; and • contribute to the economic and social development of the community. <p>Developments which are judged to be significantly detrimental in terms of the above criteria shall not accord with the Structure Plan.</p>	
<p>The Inverness Local Plan (including Culloden & Ardersier) 2006 – 2011</p>	<p>Statutory local authority document translating the objectives of the Structure Plan into local area plan with specific location and planning guidance. Guides decisions on planning applications to ensure that new developments are consistent and suitable with the location.</p> <p>Provides a consistent spatial framework within which both private and public sector</p>	<p>Confirms the A96 Corridor as the major long term strategic hub for economic development in the Highlands.</p> <p>Inverness Airport is promoted as the focus for the first stage in developing the area, with further urban expansion after 2011.</p> <p>Priority will be given to securing a large scale employment use</p>

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	<p>investment decisions can be taken. Protects important heritage features, both natural and man-made, and provides important guidelines to allow local people to become involved in the planning process.</p> <p>The Local Plan sets the housing allocations for the Inverness part of the Inner Moray Firth Housing Strategy, which is required by the Scottish Executive as part of the approval of the Structure Plan. The purpose of this Strategy is to provide, in the context of the Structure Plan, a more detailed land audit and locational guidance.</p> <p>Specifically highlights development within the A96 Corridor:</p> <p>Very significant long term development potential is locked up in the narrow corridor of land which straddles the trunk road and railway through to Nairn, as recognised in the approved Structure Plan – a ‘place in waiting’. Early priority must however be given to a major economic initiative utilising the transport hub of this zone as a counter to the major job losses at Ardersier and to help restructure the employment base. To be conducive to inward investment, this requires land within the Assisted Area able to fulfil key infrastructure prerequisites.</p> <p>(a) The Airport and adjoining lands will be the focus for the early phases of new economic development. These will include an air/rail/road distribution freight village and a major business park. A programme of land acquisition, service networks, integrated transport & trans-shipment facilities and associated environmental works needs to be assembled as soon as possible by the agencies. This should attract strategic European Structural Funds. Priority is also given to re-using the large scale ‘brownfield’ construction site at Ardersier and expansion/diversification of established process industry at Morayhill where an approved energy SRO approval is also outstanding.</p> <p>(b) Beyond 2011, new forms of urban growth will be required at the heart of the sub region. Pressures for over-development which eroded the city’s character should be resisted. Land adjoining Inverness to the south and west is constrained by altitude, access and heritage factors. Large scale reclamation of the Firths to the north is prohibited by international conservation designations. The Structure Plan acknowledges the scope for new sustainable community forms in the longer term. Such settlements would automatically look to the City and town of Nairn as ‘poles’ performing the principal higher order service centre functions. They would be designed for 3- 5,000 persons each, with a walkable radius of 500m. and core facilities up to primary school level. Their high density residential cores would focus on bus/rail halts and taper to larger family houses and small-holdings around the settlement edges.</p> <p>(c) The coastal strip between Inverness and Nairn contains extensive flat land,</p>	<p>for the redundant oil fabrication yard which offers modern facilities and sea access, along with reinforcing the established employment centres which exist at Ardersier, Fort George, Morayhill and Dalcross.</p> <p>The A96 Corridor Masterplan will take account of the guiding principles within Inverness Local Plan and set the long-term framework for development identified in the study area.</p>

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	<p>communications and a fine environment. New planned settlement structures extending in this direction would locate close to emerging employment nodes, transport opportunities and service networks. Dualling and realignment of the A96 including provision for cyclists, together with the extension of a separate local distributor/bus/cycle route taken eastwards from Balloch to service new developments would complete this transport 'triple helix'. The strategic importance of the A96 corridor to Inverness and the region as a whole must be fully recognised and protected from premature piecemeal building. There will be a strict presumption against development that could prejudice efficient and effective community building and supporting infrastructure during the timeframe of this Local Plan.</p> <p>(d) The Inner Moray Firth rail network requires adapting for increased passenger and freight use. A mainline halt and road-rail-air interchange can be developed at the Airport to connect with Inverness-Aberdeen and Inner Moray Firth services, buses and flights. Substantial investment in signalling and "passing loops" should enable further halts to be opened en-route to the City. A link between the Aberdeen and Perth lines east of Inverness and further expansion of modern port facilities would aid bulk freight and cargo movements and remove heavy goods traffic from the road network.</p> <p>(e) Within a matrix of productive agricultural units, forests and habitats, landowner and agency initiatives are needed to begin to construct a 'green' framework for future development. Retained farms, woodland and new structural forest areas should coincide with wildlife conservation corridors, sustainable drainage networks and connecting cycle/bridle/footpaths. Long distance routes would demarcate the outer edges of the A96 Corridor, following in turn close by the Firth and also along the 'high forest' path network between Culloden-Kildrummie. These should pick up local heritage, ornithological, cultural and geomorphology themes and provide a structure for localised multi-user circuits. Protection of the Inverness and Beaulie Firths needs to be met by the highest standards in effluent discharge.</p>	
<p>The Nairnshire Local Plan 2000 – 2008</p>	<p>Statutory local authority document translating the objectives of the Structure Plan into local area plan with specific location and planning guidance. The declared sub-regional objectives for Nairnshire are to:</p> <ul style="list-style-type: none"> • reduce unemployment and diversify the economic base of the area, • improve Nairn and other centres for residents and tourists through upgrading the A96 and the environmental enhancement in bypassed communities, • protect high quality agricultural land, • promote and enhance tourist opportunities based on marine activities and 	<p>Outlines areas around Nairn that are scheduled as priority areas for development and investment.</p> <p>Highlights those areas listed as protected under various national and international schemes, these areas must be considered within the A96 Corridor plan.</p> <p>Sets the framework for development proposals in and around the area and recognises the need for development between the town and the A96 Trunk road.</p> <p>The A96 Corridor Masterplan will take account of the guiding</p>

Name of Plan/ Programme/ Objective	Title of legislation and main requirements of plan/ programme/ objective	How it affects, or is affected by the A96 Corridor Masterplan in terms of SEA issues at Schedule 2, para 6 (a) of the Regulations
	<p>historical heritage.</p> <p>The Local Plan area occupies a strategic position at the 'gateway' to the Highlands, its eastern boundary conjoined with Morayshire. Nairn is the county town, which lies within 25km of the Highland capital Inverness. The A96 trunk road and the north coast railway are part of the national transport network. These routes cross Nairnshire and provide important links with Inverness, Moray and Aberdeen. Inverness Airport is located 15km from Nairn.</p> <p>Some 42% of the local workforce commutes to jobs outwith the area, mainly to Inverness, Forres and Elgin.</p> <p>Nairn is continuing to redefine its role as a sustainable and complementary centre in the sub-region. Prospects depend on reinforcing the town's subsidiary functions and competitiveness. Vigorous promotion of retailing and business opportunities, together with tourist and leisure assets, the development of rail transportation and environmental management offer scope for broadening locally based jobs.</p>	<p>principles within Nairnshire Local Plan and set the long-term framework for development identified in the study area.</p>
<p>The Highland Council Local Transport Strategy (LTS) 2000</p>	<p>The Highland Council LTS, incorporates the principles contained within National Transport Strategy document. Within the LTS, Highland Council have set out plans and priorities for the development of an integrated transport policy.</p> <p>The following are of particular relevance:</p> <ul style="list-style-type: none"> • reduce the number of accidents and improve safety on the road network; • make the best of existing roads for all users; • restrain the demand for travel by private cars for commuting, particularly at peak hours, and provide alternatives to enable this; • encourage responsible car usage and promote the alternatives of public transport, walking and cycling; • work with operators to provide a high quality integrated public transport network appropriate to the needs of communities; • support Community Transport projects; • improve the road network to support sustainable economic and social development; • improve the infrastructure on the road network to assist public transport services and users; • promote the provision for public transport, cycling and walking in all new developments; and • provide for the needs of people with disabilities. 	<p>The A96 Corridor Masterplan is fundamental in delivering the Local Transport Strategy with key considerations including dualling of the A96 Trunk Road, bypasses for Nairn and the Raigmore Interchange in Inverness.</p> <p>Common objectives of the Plan and the Strategy are to improve accessibility and integration, promote economic development and investment, improve the public transport infrastructure and promote the successful management of the local environment.</p>

Name of Plan/ Programme/ Objective	Title of legislation and main requirements of plan/ programme/ objective	How it affects, or is affected by the A96 Corridor Masterplan in terms of SEA issues at Schedule 2, para 6 (a) of the Regulations										
The Highland Council Corporate Plan 2004-2007	<p>Provides an overview of the Council's aims and proposals for delivery from each individual Council service. It identifies issues which cut across all services and sets out action to be taken forward under six themes:</p> <ul style="list-style-type: none"> • representing the Highlands • working with Communities and Partners • being open, fair and accountable • improving the quality of life • valuing and involving staff • delivering services effectively 	<p>The A96 Corridor Masterplan will take account of the Corporate Plan to produce a working framework for development in the study area.</p>										
The Highland Council Inverness City Vision 2003	<p>Outlines the vision and development proposals of the Inverness City Partnership based around 10 key development themes:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">A place with critical mass</td> <td style="width: 50%;">A competitive place</td> </tr> <tr> <td>A connected place</td> <td>A clean place</td> </tr> <tr> <td>A cultural place</td> <td>A comely place</td> </tr> <tr> <td>A creative place</td> <td>A cosmopolitan place</td> </tr> <tr> <td>A caring place</td> <td>A confident place</td> </tr> </table> <p>States that the population of the Inverness built up area will double to some 100,000 persons by 2030. Inverness & Culloden will be home to some 60,000 citizens, Nairn 10,000, whilst a further 30,000 people will reside in a series of new communities laid out on best 'garden city' principles along the intervening A96 corridor.</p> <p>Also states that farsighted planning and collaboration with major landowners will create six new communities strategically located along the trunk road and rail route through to Nairn. These settlements will occupy a diverse recreational and countryside mosaic bounded by major footpaths following coastline and high forest margins. Cheap and high frequency bus and train services will connect their populations directly with high order services, cultural and entertainment complexes housed in the central areas of Inverness and Nairn.</p>	A place with critical mass	A competitive place	A connected place	A clean place	A cultural place	A comely place	A creative place	A cosmopolitan place	A caring place	A confident place	<p>Inverness City Vision establishes key characteristics for the places that the A96 Corridor Masterplan will create – attractive places to live, visit, learn and earn, providing a range of living environments to meet the needs of a diverse range of people.</p> <p>The vision emphasises quality of life, sustainability, accessibility, vernacular design, place making and community investment.</p> <p>The A96 Corridor Masterplan will take account of the guiding principles within the City Vision to produce a working framework for development in the study area.</p>
A place with critical mass	A competitive place											
A connected place	A clean place											
A cultural place	A comely place											
A creative place	A cosmopolitan place											
A caring place	A confident place											
Inverness – Nairn Local Biodiversity Action Plan 2004	<p>Identifies main issues and threats to biodiversity in the area and suggests ways in which the rich variety of species and habitats can be protected and improved. Reflects the UK, Scottish and Highland biodiversity strategies. Specific objectives are:</p> <ul style="list-style-type: none"> • to safeguard the biodiversity of existing habitats • to ensure all future developments take account of local biodiversity • to encourage a holistic approach to the management of land and natural resources that takes account of local biodiversity • to improve access to information about important habitats and species, and their 	<p>One of the main aims of the SEA process is to highlight those areas of concern, with respect to biodiversity, that can be incorporated in to the Masterplan at an early stage to reduce or mitigate any negative impacts of the development stages.</p>										

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	<p>management requirements</p> <ul style="list-style-type: none"> • to raise awareness of biodiversity and pressures upon it • to identify local opportunities to improve biodiversity and promote positive attitudes from an early age • to maximise the sustainable economic benefit from biodiversity • to establish mechanism to help deliver the Inverness and Nairn Biodiversity Action Plan 	
<p>The Highland Council Development Plan Policy Guidance Designing for Sustainability Revised and abridged 2005</p>	<p>The Structure Plan describes a range of strategic policies against which all proposed development within The Highland Council area is assessed. Policy G2 sets out the requirement for all development to be <i>designed for sustainability</i>. As a result, all new Local Plans for the Highlands will place a requirement on planning applicants to demonstrate, by means of a <i>Sustainable Design Statement (SDS)</i>, that their proposals take account of sustainable design practice.</p> <p>The purpose of the guidance is to support the preparation of an SDS by those involved in applying for planning permission. It is the Council's intention that the statements will be used as a planning tool throughout the Highland Area by the end of 2006. In introducing the SDS requirement the Council's primary focus will be to ensure that planning applicants reap the benefits of sustainable design, while minimising the extra effort involved in preparing a planning application.</p>	<p>Nine guidance notes identify the key issues that need to be considered when designing for sustainability, suggesting practical steps to sustainable solutions and signposting sources of detailed information and further advice. They explain how a development can:</p> <ol style="list-style-type: none"> 1. Enhance the Highland's economy and communities 2. Make best use of site 3. Design within the Highland context 4. Conserve and enhance Highland biodiversity 5. Minimise energy use 6. Design to conserve water 7. Design in sustainable waste and sewage facilities 8. Use sustainable materials 9. Encourage sustainable transport choices
<p>Wellbeing Alliance Highland Community Plan 2004-2007</p>	<p>The Community Plan plots a course for the long term and provides an overarching framework for all forms of planning within Highland. Presents key challenges from a broad range of public and private sector stakeholders in order to secure the future of the region:</p> <ul style="list-style-type: none"> • meeting the needs of a growing and ageing population without hindering the quality of life • increasing average annual incomes • tackling the causes of rural disadvantage and inequality in the region • achieving greater sustainable forms of development. 	<p>The A96 Corridor Masterplan should incorporate means to meet these challenges, as far as is practically possible.</p>
<p>The Highland Council Draft Access Strategy</p>	<p>The Access Strategy will provide the overarching strategic framework and the context under which the six Core Path Network Plans for Highland will nest. The</p>	<p>The A96 Corridor Masterplan includes a Green Framework that will take account of the Access Strategy to improve upon</p>

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2006–2011	<p>Council is required by statute to prepare Core Path Plans and to submit these to Scottish Executive Ministers for approval by February 2008.</p> <p>The Strategy is based on the following Vision:</p> <ul style="list-style-type: none"> • to provide access opportunities which reflect local character and provide clear economic, environmental and social benefits compatible with the themes of the Community Plan. • to encourage local communities and access user groups to work with land managers and occupiers in the development of better facilities to support and sustain the rural economy. • to develop a comprehensive access network for a wider range of user abilities and interests. • to remove barriers and build links so that everyone is able to enjoy and explore the Highlands to the best of their ability. 	<p>existing cycle and footpath networks. May include other considerations such as heritage trail networks and geological trail networks to capitalise upon the local features and numerous protected sites.</p> <p>The SEA will consider options surrounding improved access to recreational facilities and green spaces, as well as maintaining local cultural, architectural, geological and natural sites of interest.</p>
The Highland Council Core Path Plans	<p>Under the Land Reform (Scotland) Act 2003, Highland Council, as the Access Authority, has a statutory requirement to produce a Core Path Plan to cover its area.</p> <p>The Core Paths System will cater for all types of users - walkers, cyclists, horse riders, canoeists, people with disabilities, etc. They will be a key part of outdoor access provision and will grow out of consultations with local communities, land managers and other key stakeholders.</p> <p>Core Paths as a system will satisfy the basic path needs of local people and visitors for recreation and for getting about and will provide links to the wider path systems within the area. They will be particularly important close to where people live and are likely to comprise a mixture of existing paths with some new paths linking together to form an overall paths network.</p>	As above.
The Highland Council Forest & Woodland Strategy 2005	<p>The Council's strategic vision for forestry in Highland has six key principles. It seeks to:</p> <ul style="list-style-type: none"> • ensure sustainability • increase the community benefit from forestry and woodlands; • identify opportunities for forest and woodland expansion compatible with other interests; • improve existing forests and woodlands to enhance forestry's contribution to the economy and environment of Highland; • work with partners to address economic and infrastructure issues; 	The A96 Corridor Masterplan Green Framework should aim to complement this strategy, increase woodland cover and link existing woodlands or stands of trees.

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	<ul style="list-style-type: none"> • retain and enhance the level of funding for forestry in Highland 	
The Highland Council Area Waste Plan 2001-2011	<p>The key aim of the area waste plan (AWP) is to contribute to the sustainable development of the Highland area by developing waste management systems that will control waste generation, reduce the environmental impacts of waste production, improve resource efficiency, stimulate investment and maximise the economic opportunities arising from waste.</p> <p>The AWP covers all types of waste (household, commercial, industrial) but presently focuses on municipal solid waste (MSW).</p>	<p>The A96 Corridor Masterplan should take account of waste issues when considering potential local population increases of up to 30,000 new inhabitants over 30 years. Means of locating waste and recycling facilities close to settlements should help minimise the need to travel and increase rates of recycling.</p> <p>Means of approaching waste issues associated with building industries should be considered.</p>
The Highland Sports Strategy	<p>The Highland Sports Strategy Seeks to:</p> <ol style="list-style-type: none"> 1. Assert the unique position of sport in the Highlands, reinforcing the importance and value of sport locally within the wider context of the area in political, social, natural and economic environment. 2. Clarify the roles of those working for sport, encouraging the creation of more positive policies across agencies and at all levels. 3. Increase further the levels of co-operation in sport in order to maximise the resources available and eliminate duplication of effort. 4. Create the environment to attract further external funding. 5. Provide a clear reference point against which to identify gaps and measure developments. 6. Ensure the Highlands' place in the national context. 	<p>The A96 Corridor Masterplan should promote the development of facilities (e.g. cycle and footpaths) that encourage local populations to become more active.</p> <p>The Plan will take into account health related impacts of different strategies and seek to promote more active lifestyles.</p>

Appendix B

A96 Corridor Masterplan SEA

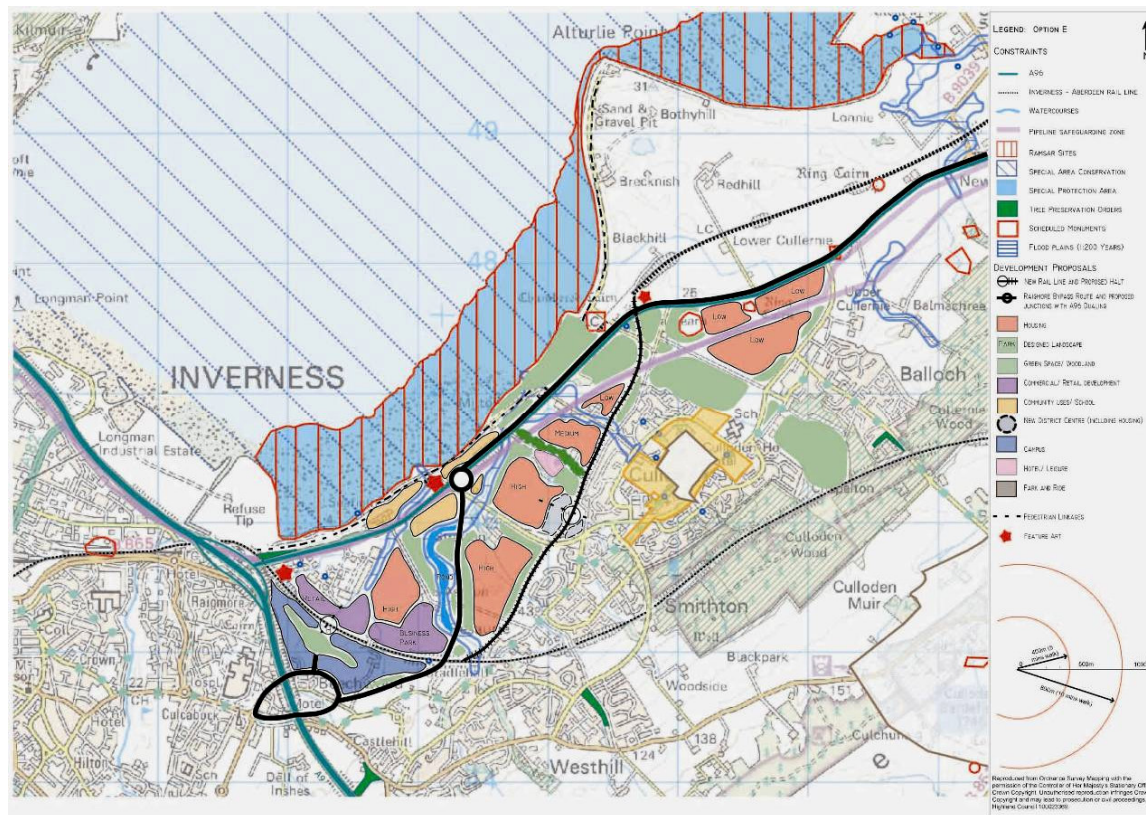
Urban Frameworks – Options/ Alternatives Assessment

Inverness East Options

Option A

Option A shows a short Raigmore by-pass route between the Inshes and the A96, and concentrates the majority of the development to the western end of the development area.

The new local centre is proposed at the edge of Culloden and a golf course, low density housing and designated parks are proposed for the eastern section of the development area.



Population and Health

Option A will provide a mixed use district centre at the core of the planned populated area.

Housing is focused in high density areas close to the planned centre and adjacent to Culloden, with smaller packages of lower density housing proposed along the A96 corridor.

Community facilities will be provided within the district centre but the business park and campus areas are isolated from other uses.

The mixed use centre and high density housing at the core of the proposal will provide a focus, which will contribute to and be supported by the existing and increased populations of Culloden, Smithton and Balloch.

This core is detached from Culloden which may exclude some of the population.

Flooding, Drainage and Urban Greenspace

Option A protects the 1 in 200 year flood plain area from development and attempts to integrate it within the green space network of the scheme.

The amount of passive green and open space (500+ Ha) being proposed will provide opportunities to provide excellent public spaces, develop SUDS schemes throughout and enhance existing landscape and water features.

Land Use

The isolation of the proposed district centre from the core of the population base and the lack of integration between the business Park, campus and the complimentary medical land use means that this option fails to fully address the land use issues and opportunities of the development area.

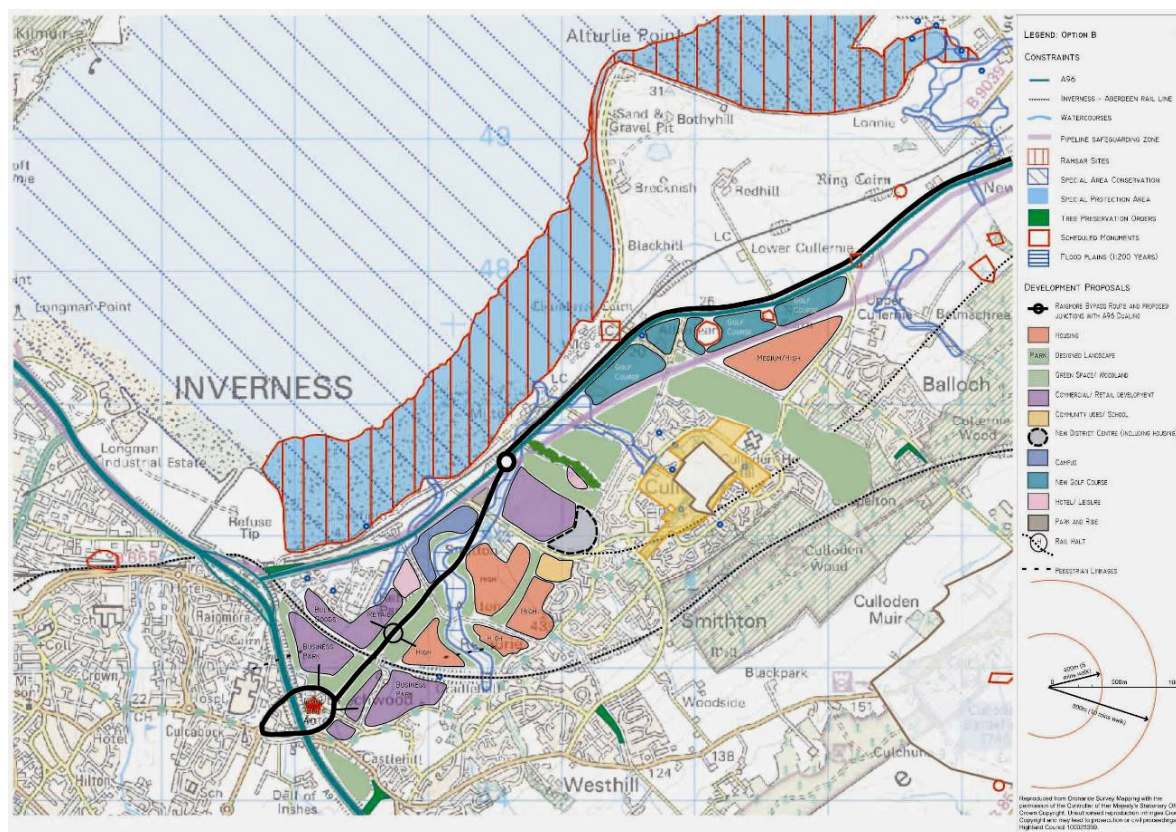
Landscape

Option A provides large quantities of green space both within and outwith the development area, affording the opportunity to not only protect and enhance existing landscape features but also to create new ones.

Option B

Option B proposes a long Raigmore by-pass route between the Inshes and the Smithton roundabout, concentrating development to the western end of the development area around a new local centre.

Large areas of open space, a golf course and low density housing are proposed for the eastern section of the development area.



Population and Human Health

Option B shows the district centre located between the new development area and Culloden village which will enhance its potential to integrate into the existing urban area and create a viable and vibrant centre.

However, the large retail provision proposed next to the centre may harm the vitality of the retail provision within the centre itself.

Housing is provided in 4 or 5 high density packages all relating to the existing urban fabric of Culloden.

Community facilities are proposed in and adjacent to the centre with the business park and college campus planned at the Inshes Junction and along the A96.

Flooding, Drainage and Urban Greenspace

Option B protects the 1 in 200 year flood plain areas and uses passive green space to create green corridors and networks throughout the scheme.

The 100+ Ha of green space proposed will afford the opportunity to create formal public spaces, SUDS schemes and to protect existing environmental features.

Land Use

The Campus location could offer a gateway opportunity to Inverness East but fails to connect with the medical opportunity at Raigmore Hospital.

The provision of retail space at the district centre may cause unwanted competition and oversupply.

The scheme does take advantage of the natural topography to create green spaces linked to the water courses and open areas.

Landscape

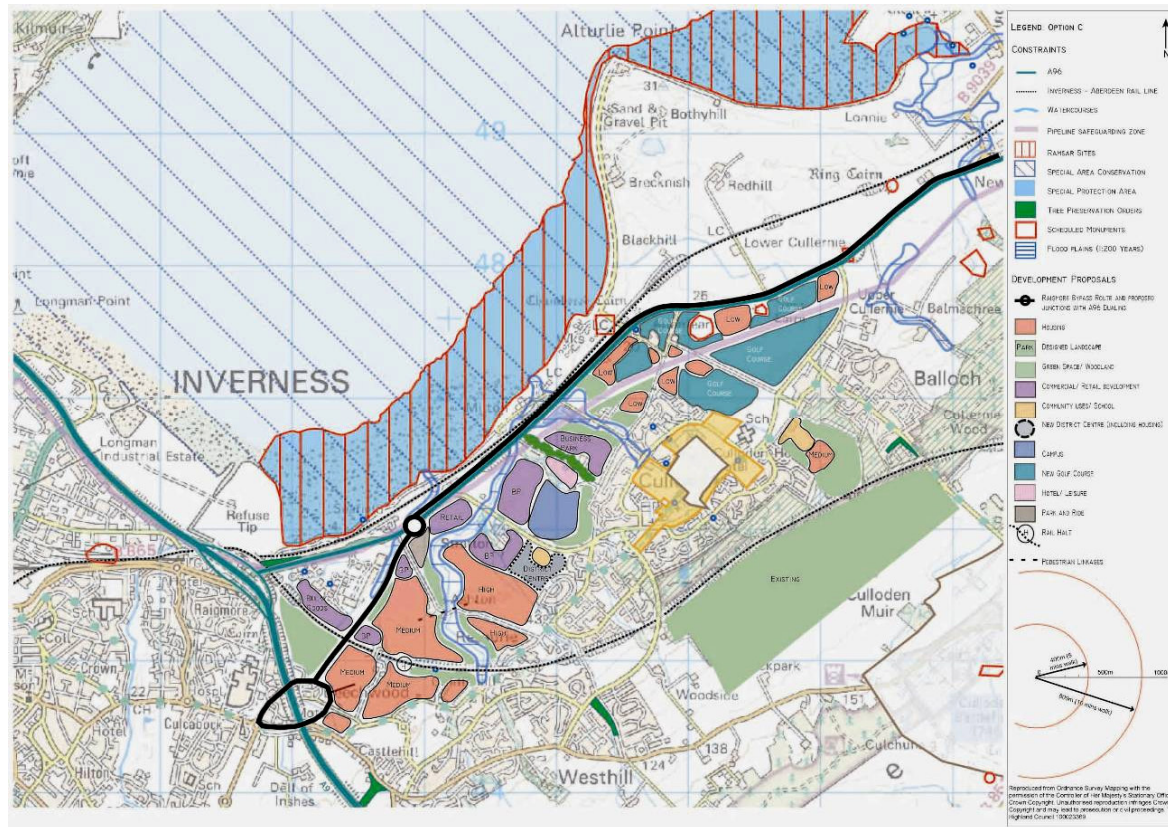
The important existing landscape features are excluded from the development areas and the large scale greening shown in this option will afford the opportunity to create new features.

Option C

Option C proposes a short Raigmore by-pass route between the Inshes and the A96.

A new local centre and the university campus are at the heart of the development, with dense housing developments shown to the western edge of the area.

Retail and business provision are proposed between Culloden and the A96, with a new golf course and low density housing proposed at the eastern end.



Population and Human Health

Option C looks to deliver higher density housing towards the south west section of the proposal, providing an urban network between Inverness east and Culloden Village.

Small packages of low density, executive housing will be provided throughout the scheme, linked to the A96 and business park areas.

The district centre is proposed as a hub between the higher density housing, retail provision and existing population in Culloden, focused on a new school or community use.

This proposal will help to create neighbourhoods and communities through the separation of housing, though there is a risk that the low density areas become exclusive or even 'closed'.

Flooding, Drainage and Urban Greenspace

There is limited green space in this proposal, instead it relies on existing amenity space to provide a green feel.

SUDS could be incorporated into the floodplain area, though there may be limited scope for enhancement of waterways.

Land Use

Option C does not fully take advantage of the development opportunity at Beechwood created by the new Inshes Junction.

The area around this junction does not seem appropriate for large scale housing development and the proposed use of land adjoining Culloden for business park use does not seem compatible either.

Landscape

Whilst Option C protects the major existing features in the local landscape, it does not afford the opportunity to create shared public spaces in the same manner as other options.

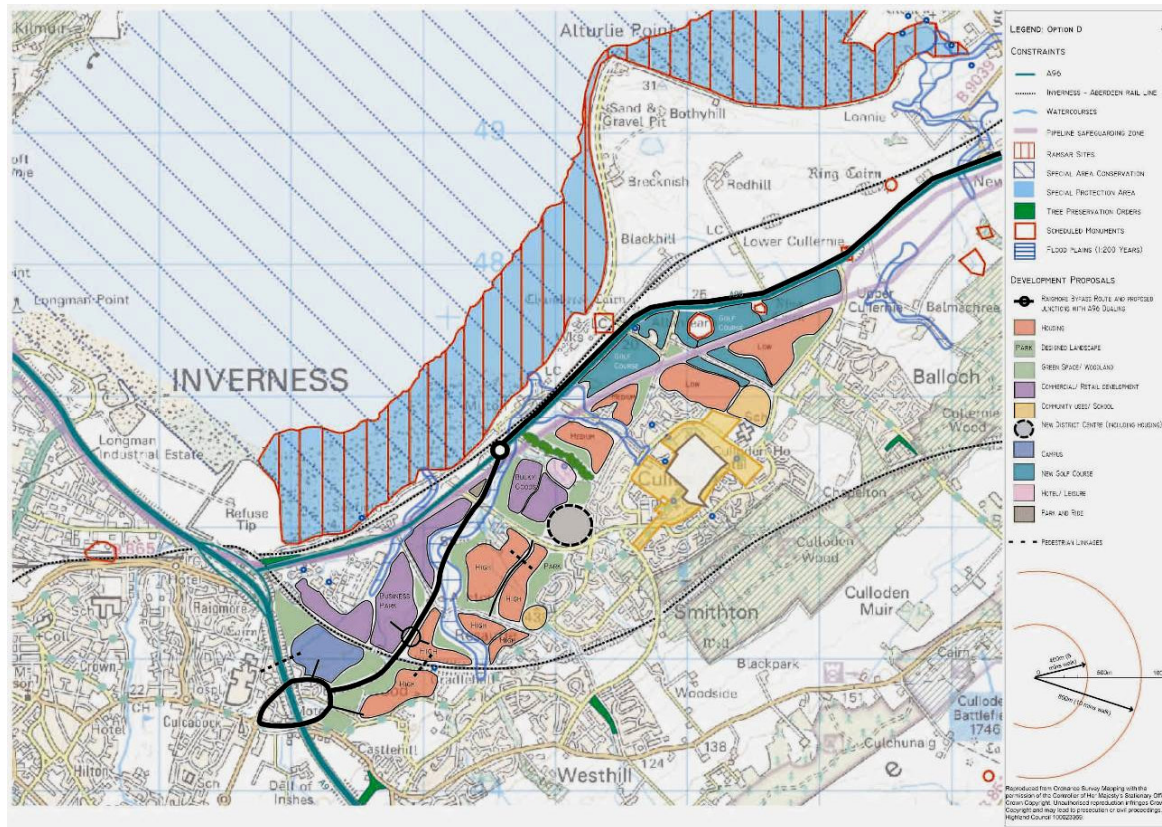
The open space provision is focused on a large golf course which does not promote widespread public use.

Option D

Option D proposes a long Raigmore by-pass route between the Inshes and the Smithton Roundabout.

A new local centre on the edge of Culloden will provide a central focus, with the university campus and business land proposed at the Beechwood location.

Medium and high density housing is provided in the south west section of the area, with a new golf course and low density housing proposed at the eastern end.



Population and Human Health

Option D provides housing land throughout the scheme in a range of densities.

Large low and medium density residential packages are proposed in the north east of the site with higher density housing proposed on the western edge of Culloden.

A district centre is provided at Culloden with retail provision adjacent.

Community and educational facilities are dispersed throughout the scheme and the business park and campus will benefit from easy access to the new Inshes Junction and A96 extension.

The scheme seeks to create an integrated 'town' centre as well as communities through the dispersal of facilities throughout the scheme.

The only real segregation is between high amenity employment uses and the rest of the proposal, it is likely that this proposal will create successful places.

Flooding, Drainage and Urban Greenspace

The floodplains have been protected and integrated into the green network in this option, therefore there is scope to create green places, enhance environmental features and provide SUDS.

Land Use

Option D promotes the campus use at the Inshes Junction which will provide an opportunity to integrate with the medical sector at Raigmore Hospital, to create a green segregated campus and promote easy and effective public transport access.

There could be an issue of over provision of retail space adjacent to the district centre and the scheme does not seem to take full advantage of the green opportunities at the floodplain.

Landscape

Option D will protect the major existing features in the local landscape and promote the opportunity to create new ones.

Designated open spaces throughout the scheme create a green network culminating at a new large golf course to the east of the development area.

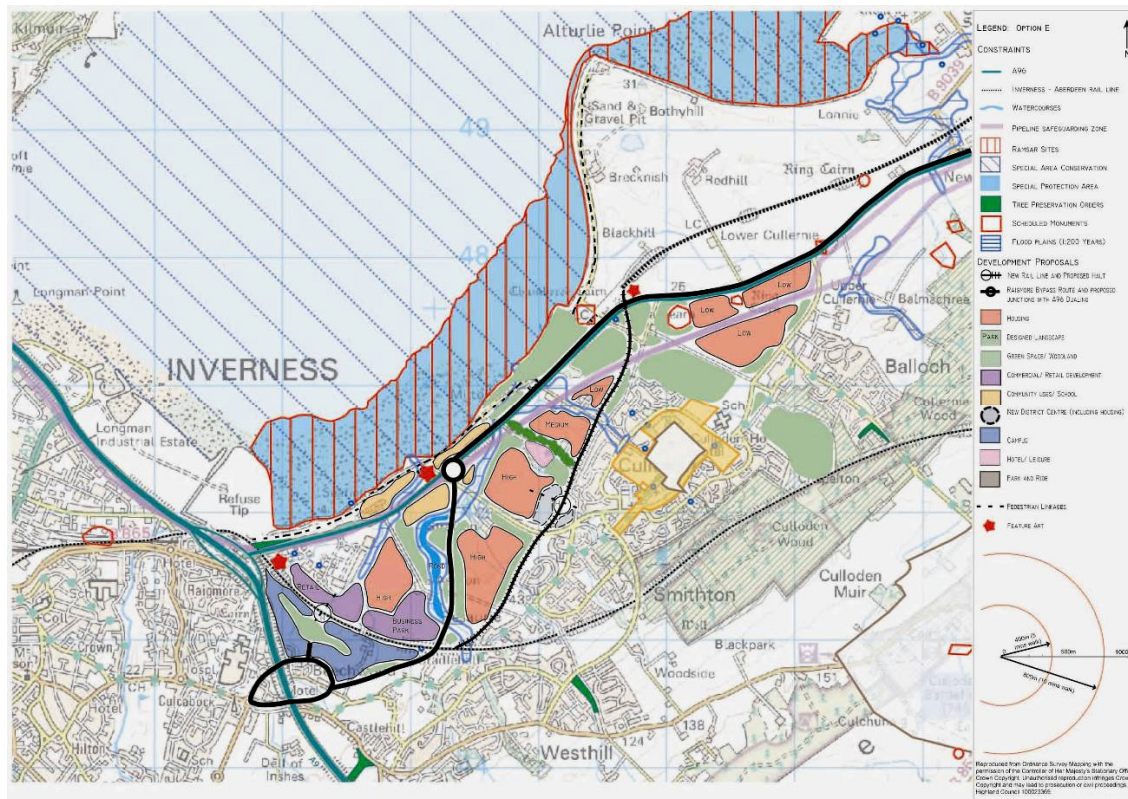
Option E

Option E proposes a long Raigmore by-pass route between the Inshes and the Smithton roundabout.

The railway line has been realigned in this option and a new rail halt and local centre will provide the focus of development.

The campus and business provision is located at the western end of the development, with housing development integrated into Culloden and the new local centre.

Low density housing is provided at the far east of the development area and open space is provided throughout.



Population and Human Health

Option E seeks to deliver an integrated district centre and transport hub through the realignment of the Aberdeen rail line and creation of a new halt at Culloden.

Large and dense housing sites are proposed throughout the area, with the business park and campus focused on the new Inshes Junction.

Community and education facilities will be provided along the A96 corridor

The distinct segregation between the housing sites, the district centre and the community facilities may hinder the development's ability to place make.

The district centre would be likely to succeed due to the population surrounding it and the focus created by the new rail halt.

Flooding, Drainage and Urban Greenspace

This proposal seeks to create additional green space, amenity space and recreation space as well as integrate these into the existing floodplain.

Option E creates large designated public spaces as well as protecting open land in the development area that will afford the opportunity to create SUDS and wetland areas and to enhance existing waterway settings.

Land Use

Option E promotes the campus at the Inshes Junction which will provide an opportunity to integrate with the medical sector at Raigmore Hospital and to the new business park proposed here also.

The district centre relates well to the surrounding uses, though the separation between the community uses and the rest of the development would be a concern.

Landscape

The movement of the railway line would help to open up the waterfront area which is currently constricted by the existing line.

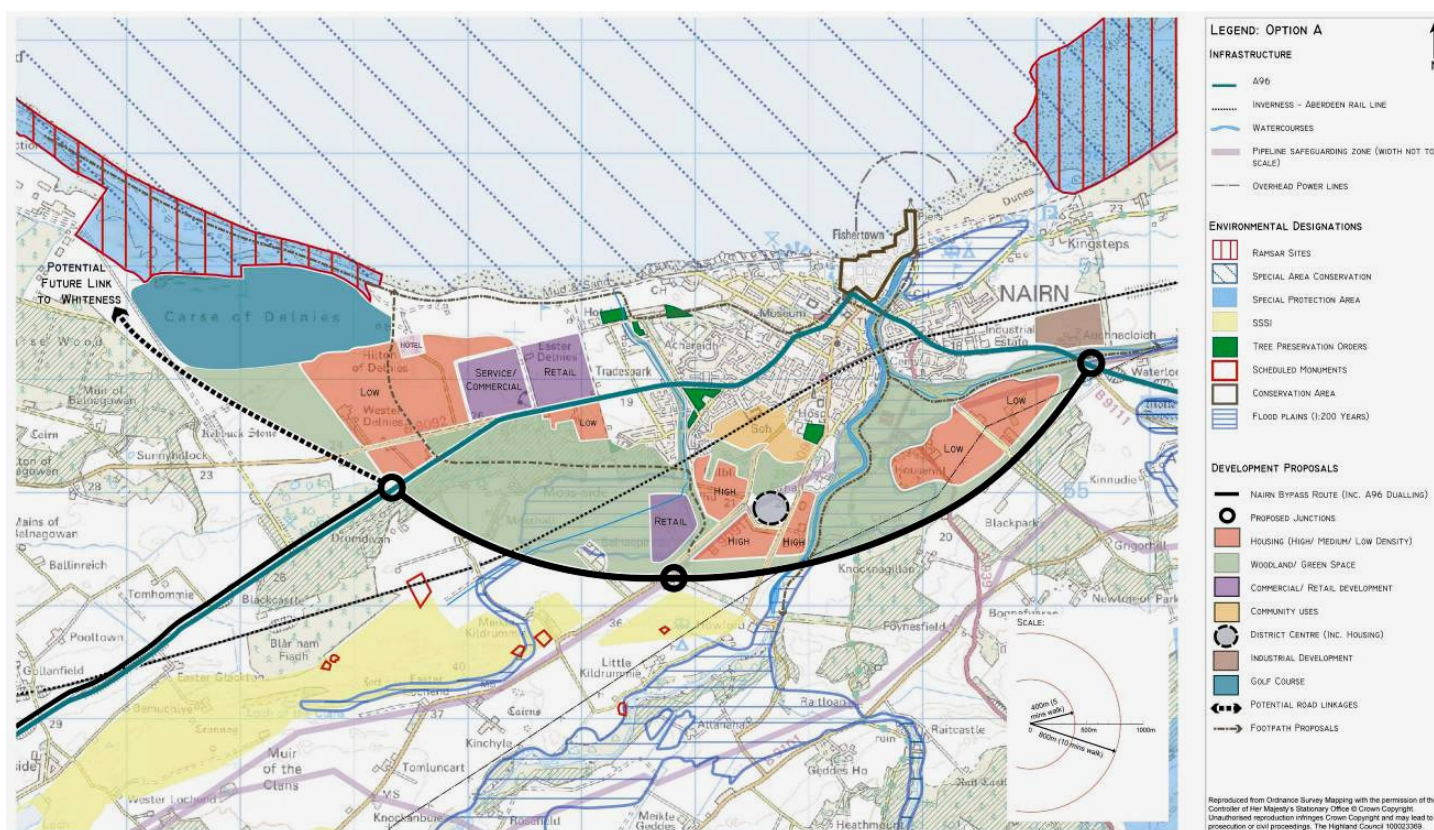
This would create a new and widely used green space which would enhance the landscape setting in the area.

Nairn Options

Option A

Option A proposes the middle by-pass route from Delnies to Howford.

Development is separated into three main areas, with a golf course and low density housing to the west of the town, a new local centre, retail provision and high density housing to the south and low density housing and industrial land to the east.



Population and Human Health

Option A proposes a new local centre to the south of the existing Nairn town centre, with adjoining high density residential land, retailing and community facilities.

Lower density executive style housing is proposed alongside further retail provision near to a planned golf course at Nairn west, with industrial land and further lower density housing proposed at Nairn east.

This would create a natural extension to Nairn south, though the focus if the development seems segregated from the existing town and focus towards the by-pass.

There is also a risk that the golf course development would become a separate community from Nairn.

Flooding, Drainage and Urban Greenspace

Option A proposes a large swathe of open space between the existing Nairn town boundary and the A96 by-pass encompassing the flood plains and existing woodland areas.

This would help to protect and enhance existing environmental features as well as afford the opportunity to create new ones.

Land Use

There appears a distinct separation between the existing town and the new uses in all areas.

The new local centre would serve the new community but is significantly separated from the existing town and would not serve the existing community.

The golf course, retail provision and low density housing does not appear to relate to Nairn at all.

The industrial provision to the east of the town appears be an appropriate land use, extending an existing industrial area.

Landscape

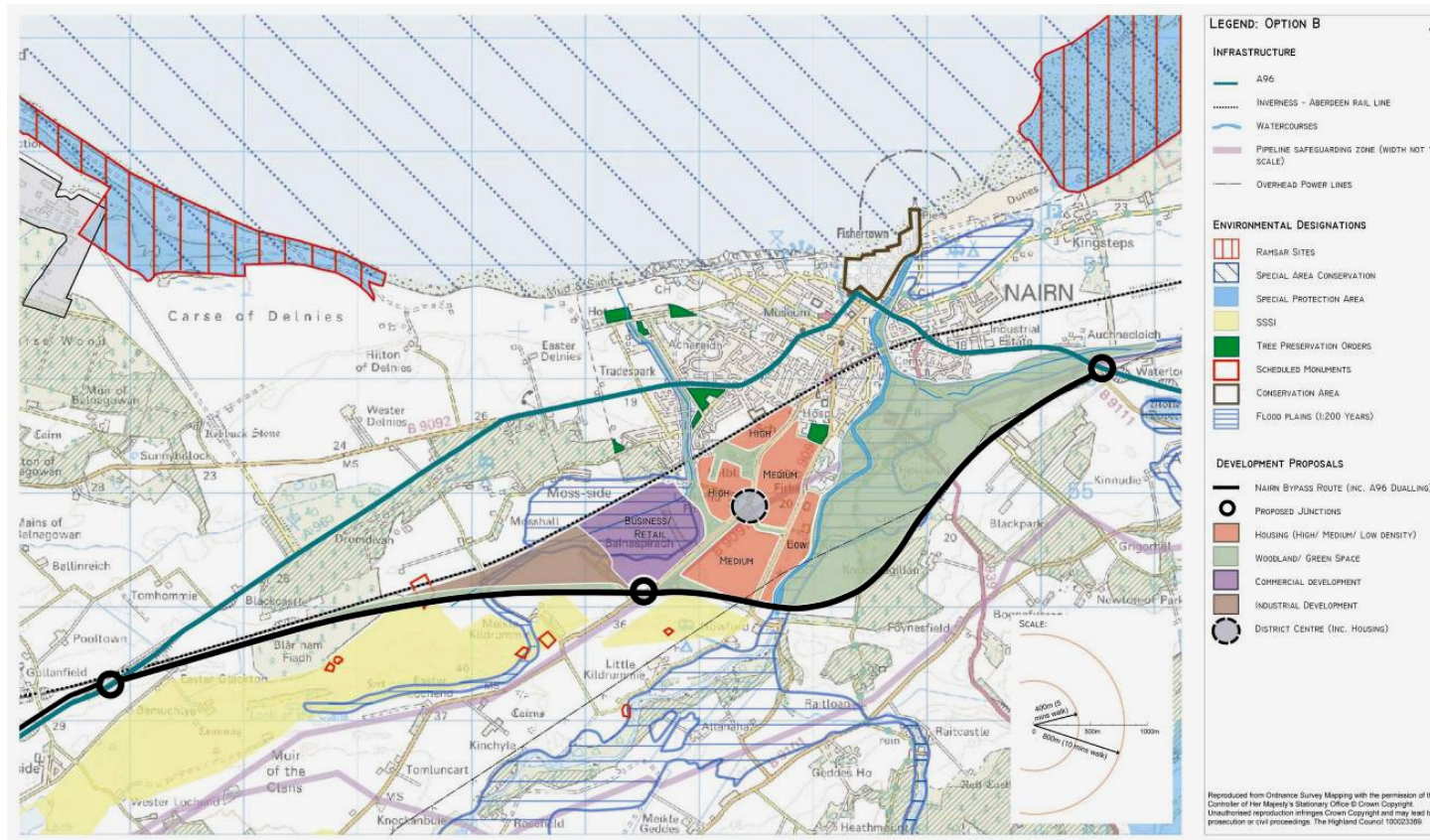
The large amount of green land to the south of Nairn in this option will protect and enhance the landscape setting of the town.

Option B

Option B shows the long by-pass route from Gollanfield to Howford.

This option concentrates all the development to the south of Nairn Town centre, focused on medium to high density housing surrounding a district centre.

Business and industrial land is located between the rail line and the new by-pass.



Population and Human Health

Due to the proposed road layout, Option B concentrates the development towards the south of the existing town centre.

Residential land is concentrated around the new district centre to create a continuation south of Nairn, with retail and industrial land proposed to the immediate west of this.

Community and educational facilities are to be accommodated within the new district centre.

This option will create a tight urban area of medium and high density housing that will continue Nairn's built character southwards.

The district centre will provide a focus to the community and the option is likely to create successful places.

Flooding, Drainage and Urban Greenspace

Option B protects only one of the major floodplains in the Nairn area and proposes only one area of substantial dedicated open space to the east of the River Nairn.

The dense nature of development in the central area of the development site may detract from the environmental qualities of Nairn.

Land Use

The proposed development shown in option B would provide a tight and dense extension to Nairn, continuing the built character of the town centre southwards.

There is a slight risk that the new centre is too far out, but this may help to protect and focus growth to Nairn town centre.

The industrial and business use sites will benefit from a by-pass junction and are located close enough to the town to develop successfully.

Landscape

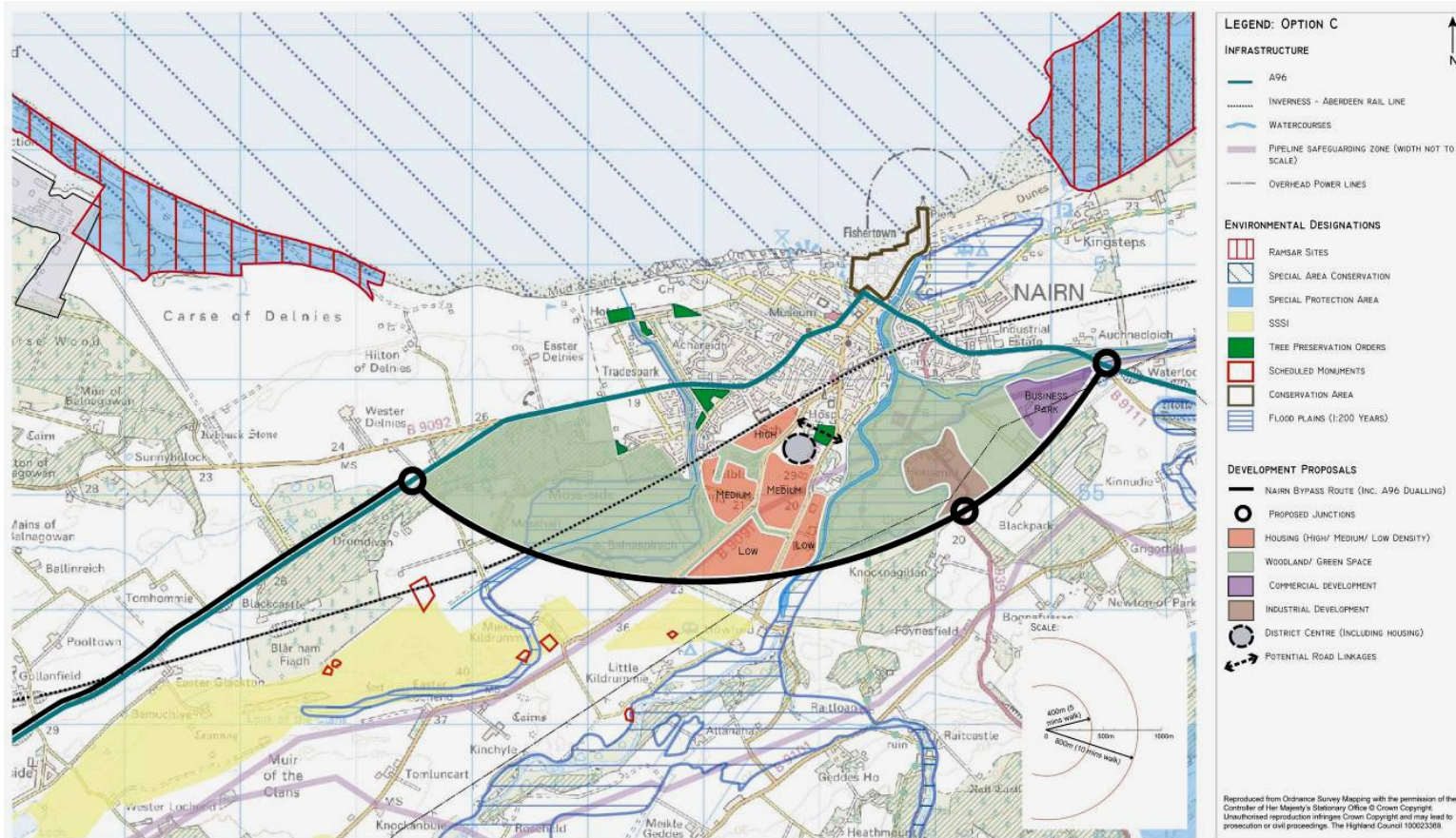
The concentration of development through the central corridor of this option means only the floodplain area of the River Nairn can be utilised to create new landscape features.

The setting of Nairn from the west and south may be detracted from by the level of development, whilst the eastern approach could be enhanced.

Option C

This development option uses the middle by-pass route from Wester Delnias and concentrates most of the development to Nairn south.

The business and industrial land allocations are focussed to the east of the town around two by-pass junctions, whilst the housing and local centre lie between the two water courses, extending Nairn town centre south.



Population and Human Health

Option C has a similar focus to Option B in that the residential land and district centre will draw Nairn town centre southwards.

The industrial and retail land designations are proposed at separate junctions on the A96 by pass to the east of the city, capitalising on direct access from the A96.

Flooding, Drainage and Urban Greenspace

Option C protects the main environmental features in the Nairn south area including the two floodplain areas and will afford the opportunity to create new formal public spaces.

The River Nairn would have the opportunity to develop into a quality environmental and recreational feature with the new development complementing it.

Land Use

The new local centre is proposed on the edge of Nairn with higher density housing surrounding it and lower density housing focused towards the by-pass.

This is likely to create a successful place focusing on the new centre, but risks competition with the existing town centre if not controlled properly.

The industrial and business land uses, whilst benefiting from direct A96 access, are excessively segregated from each other, the existing town and the proposed extension.

Landscape

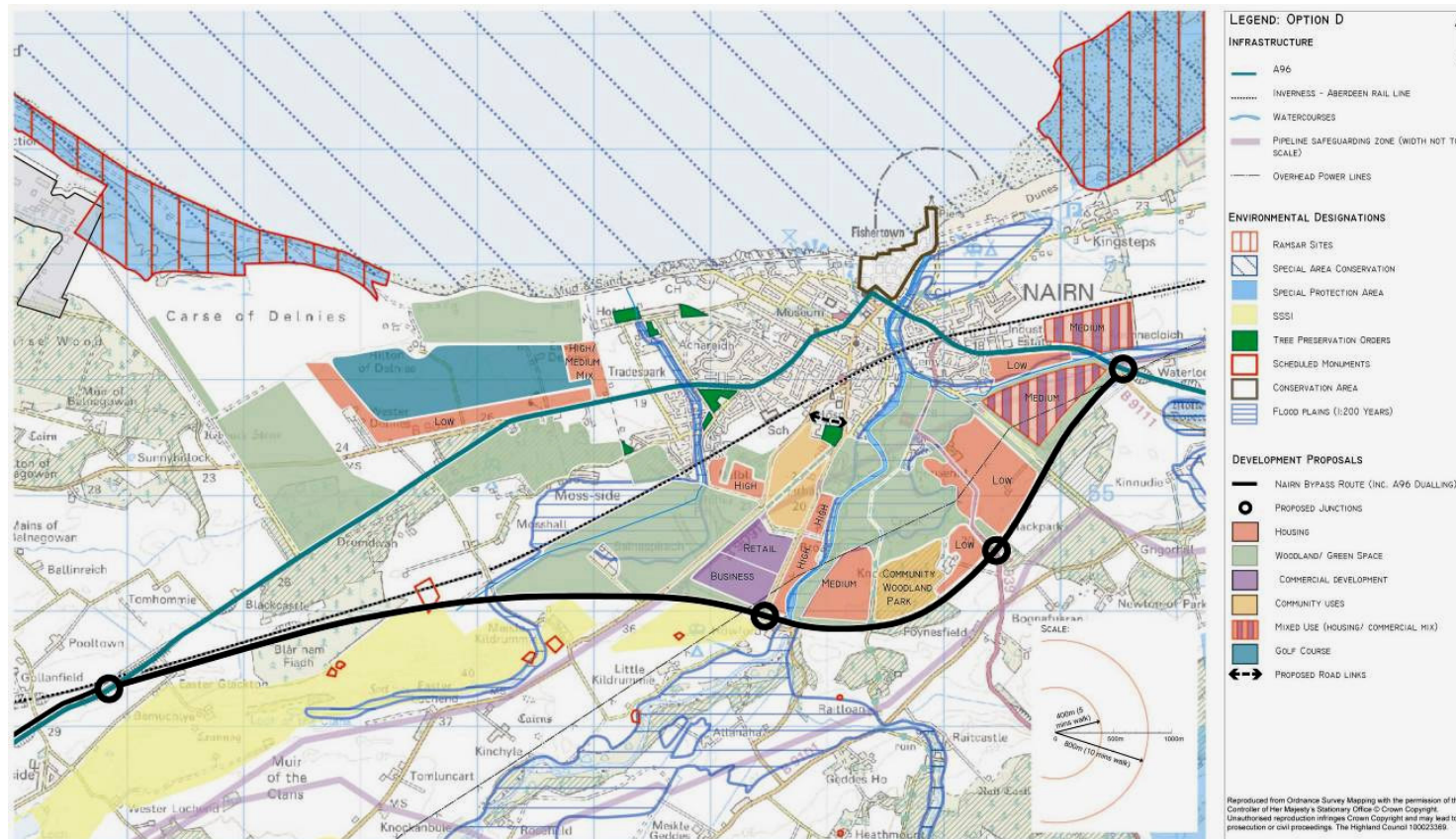
The large amount of green space created by the development option will help to protect the setting of Nairn, whilst affording the opportunity to create new formal public spaces.

Option D

Incorporating the long by-pass route, Option D proposes development throughout Nairn's hinterland.

A new golf course and low density housing is proposed to Nairn west whilst housing, community facilities and retail provision is provided at Nairn south.

A mixed use development area, with low density housing would provide an eastern gateway to the town.



Population and Human Health

Option D offers the long by-pass route and focuses development along the new road layout.

There is a large area of mixed use development at the eastern extent of the town with housing, community facilities, retail and business land proposed along the southern periphery of Nairn.

The golf course to the west of the town will provide a focus for low density housing.

There appears a distinct separation of uses and the focus of the development is on the by-pass as opposed to the town centre which is unlikely to help tackle the regeneration of Nairn issue.

Flooding, Drainage and Urban Greenspace

Whilst Option D protects the floodplain areas, the development proposed does consume much of the green space that creates Nairn's setting between the town and the proposed A96 by-pass.

Other open spaces are proposed at and around the golf course development to the west of the town by means of compensation

Land Use

The scattered approach adopted in this option focuses the development towards the A96 and does not integrate the uses particularly well.

The large swathe of community facilities proposed to the south of Nairn town centre will separate the new housing and business development here from the town.

The packages of housing land around the A96 corridor will not integrate with each other or with the town centre and the large mixed use area may create competition to the town centre.

Landscape

The large and scattered development pattern will affect the landscape setting of the town.

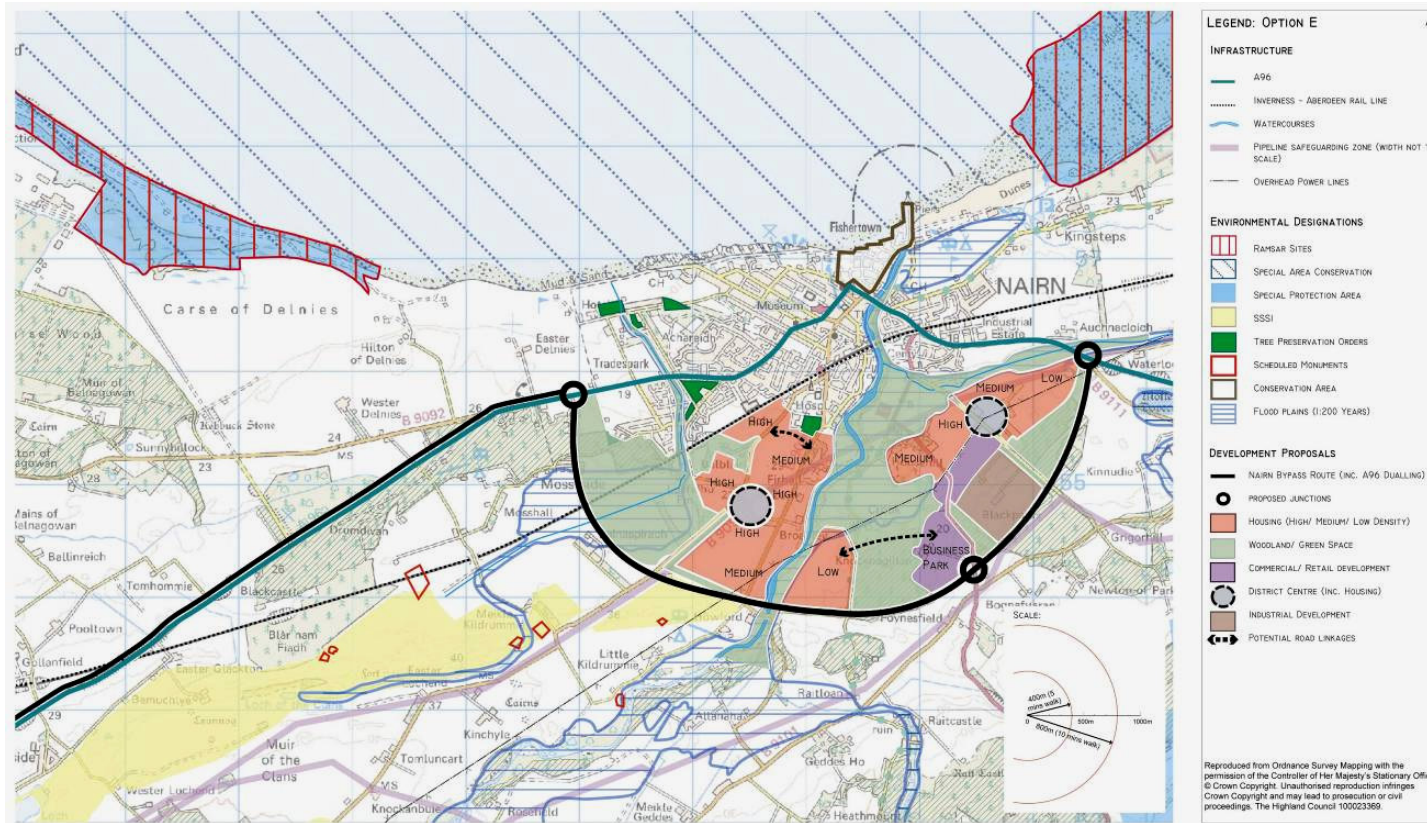
To the west the golf course is likely to affect the coastal area whilst the focus of development to the southern and eastern reaches of the development area will affect the views into the town.

Option E

The only option showing the short by-pass route from Easter Delnies to Howford, Option E shows two local centres.

The first to Nairn South would incorporate a large area of medium and high density housing, continuing the built fabric southwards.

The second towards Nairn east would provide a focus for lower density housing, retail and business land and an industrial allocation.



Population and Human Health

Option E proposes a high density, large scale extension to Nairn, incorporating two new local centres to the south and east of the town.

Medium to high density housing will continue Nairn town centre south to the A96 by-pass focused on a new local centre containing community facilities and some retail provision.

An area of low density housing is proposed in the south eastern sector of the town focusing on the greened floodplain area.

This will link through to the business park and industrial uses proposed on the A96.

The second centre to the east does not appear to be well linked to either the existing Nairn town centre or to the other proposed centre and may become a secluded development area.

Flooding, Drainage and Urban Greenspace

Due to the short by-pass route, this option provides a tight green frame around Nairn including the two floodplain areas.

Despite the smaller land area, the high density development means that there is still ample green space provided.

Land Use

The interaction of the southern local centre with Nairn will help to revitalise the town centre and create a successful place.

However the second eastern development area is isolated from the town and is self contained which may produce a segregated development.

Landscape

The amount of green space provided in this development would afford the opportunity to protect, enhance and create passive and active open spaces in close proximity to the development areas.

The tight by-pass route would also allow the wider landscape setting of Nairn to be protected.

Appendix C

A96 Corridor Masterplan SEA

Compatibility Testing – SEA Objectives vs. Masterplan Vision and Development Principles

Assessment Key:

Objectives & Principles present significant synergies	Objectives & Principles are supportive of each other	Objectives & Principles may be supportive or conflicting depending on circumstances	No synergies or conflicts identified	Neutral or unknown impact – difficult to predict	Objectives & Principles present minor conflict, mitigation possible	Objectives & Principles present significant conflict, no mitigation possible
++	+	+/-	0	?	-	--
Reading across the SEA objectives (→→) will give an indication of cumulative impacts						

SEA Objective Masterplan Principles	SEA 1 - Biodiversity	SEA 2 – Health & Pop	SEA 3 – Health & Pop	SEA 4 – Health & Pop	SEA 5 - Soil	SEA 6 – Water	SEA 7 – Water	SEA 8 – Water	SEA 9 - Air	SEA 10 – Air	SEA 11 – Climatic	SEA 12 – Climatic	SEA 13 – Mater. Asssts	SEA 14 – Mater. Asssts	SEA 15 – Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
Vision																	
<p>A Masterplan for the A96 Corridor should provide for distinctive ‘green’ Highland places where people can chose to live, learn and earn successfully.</p>	+/-	++	++	++	+	+/-	+	+	++	+	+	++	+	+	++	++	<p>The A96 Corridor has been identified as the key area for population and economic growth in the Highlands.</p> <p>The Masterplan aims to deliver sustainable development along the Corridor, realising a balanced and phased approach to economic and population growth in conjunction with maintaining the high quality environmental and historic features that characterise the area.</p> <p>Any development for population growth will impact upon local biodiversity, air quality and climatic factors, with potential for negative impacts on the local water environment during construction phases.</p> <p>The Masterplan aims to provide a Green Framework to accommodate biodiversity concerns, improve access to the local environmental and historic features and provide improved recreation and leisure opportunities, such that negative impacts associated with extensive growth are minimised and controlled.</p>

SEA Objective	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
<p>Collaboratively, all stakeholders will endeavour to deliver the Masterplan through pioneering governance and commercial astuteness.</p>	+	+	+	+	+	+	+	+	++	+	+	++	+	+	++	+	<p>Pioneering governance should encompass relevant environmental legislation, especially for protected sites, habitats and identified priority species.</p> <p>Commercial astuteness should consider long-term environmental benefits as well as short term costs with the overall aim of delivering effective places.</p>
Development Principles																	
In respect of the environment to:																	
<p>Take advantage of environmentally sensitive building design that respects and responds to the Highland vernacular and materials, and is energy efficient.</p>	0	+	++	+	0	+/-	0	0	0	+/-	+	++	++	+	+	++	<p>Potential for negative effects on air and water quality during construction phases.</p> <p>Emphasis on environmentally sensitive design could have long term positive benefits for climatic factors.</p> <p>Respecting the Highland vernacular will help maintain local townscapes and not detract from the local historic environment.</p>
<p>Maintain and enhance open space, natural features and critical environmental areas and ensure these are provided within settlements and integrated into development that maximise their recreational contribution to the quality of life</p>	++	++	++	++	+	+	+	+	0	+	++	0	+	0	+	++	<p>Open spaces and critical environmental areas are essential for local biodiversity, human amenity and have added benefits when considering sustainable drainage systems.</p> <p>Many high quality environmental and historic designated sites are present in the area, the Masterplan recognises these sites and has accommodated their protection from the outset.</p> <p>The Masterplan aims to develop urban green spaces around identified flood plains, minimising the negative effects of potential flood events.</p> <p>Increased tree planting will help improve the carbon sinks in the area, leading to reductions in GHG outputs and potentially assisting with local soil protection and the protection of watercourses from pollution (eg. riparian zones along river banks).</p>

SEA Objective Masterplan Principles	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
In respect of economic development to:																	
Ensure land use is appropriate and that development uses sites to maximum advantage emphasising sustainable development.	-	+	+	+	+/-	+/-	0	+	0	0	+/-	+	+	+	+	+	Land use change of any type has the potential to adversely affect climatic factors, biodiversity water and soils through removing carbon content, sealing surfaces and affecting groundwater conditions. Using sites to maximum advantage through appropriate use and emphasising sustainable development should minimise these negative impacts. The Masterplan recommends the use of sustainable urban drainage systems and appropriate siting for development (eg. avoiding floodplains, respecting topography and hydrology).
Promote a mix of land uses that allows houses and jobs to be closely related and the mix to be more varied toward the centre of places.	-	+	++	+	+	+/-	+/-	0	+	++	+	++	+	0	0	+/-	Urban frameworks develop new places with a range of housing densities and associated employment and retail space, which could lead to a reduction in the local use of motorised transport with associated benefits for local air quality and climatic factors. High density urbanisation on former greenfield sites will impact up on local biodiversity to begin with, however the provision of greenspaces, wildlife corridors and urban gardens will minimise long term effects. Potential to affect the water environment when greenfield sites are sealed by hard development, SUDS provision will help minimise impacts.
Make development decisions predictable, fair and cost-effective through developing a clear masterplanned context delivered by a stakeholder process that understands market	0	+	0	+	+	+	+	0	+	+	+/-	+	+	+	+	+	Generally positive influence with realistic deliverability reflecting phased development that integrates utility provision and demand with wastewater treatment and general waste management. Leads to sustainable development with infrastructure and public services developing in line with demand

SEA Objective Masterplan Principles	SEA Objective																Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	
trends & demands for realistic deliverability over time.																	and market forces to avoid surpluses or shortages.
Every new dwelling should have a new job created.	0	++	++	0	0	?	?	0	+	+/-	-	+/-	0	+/-	0	0	<p>Positive sustainability principle with influence on human health and population concerns.</p> <p>Potential for cumulative beneficial effect when combined with public transport provisions.</p> <p>May present climatic impacts associated with greater energy use: more productivity generally means more GHG emissions and consumption.</p> <p>Greater affluence and employment also generally leads to more waste production and demand for energy and water.</p>
In respect of accessibility to:																	
Deliver walkable and cycle friendly places that are distinctive and attractive with a strong sense of place through legible and permeable design.	+	++	+	++	0	0	0	+	+	+	+	+	++	0	+	++	<p>Positive objective with multiple benefits for human health, local population, safer areas for wildlife and children (no motor vehicles).</p> <p>Green areas can also be used in conjunction with SUDS to alleviate potential flooding issues or to assist with targeting reductions in carbon emissions through tree planting and helping to provide biodiversity networks.</p>
Cultural and recreational services that are accessible within 10 minutes for the majority of residents should be provided early in development phasing.	0	+	++	+	+	0	0	0	+	+	++	++	+	0	+	+	<p>Providing services within 10 minutes from the majority of residents could lead to reduced reliance on private vehicle transport and associated benefits from reduced transport emissions, improved health and reducing energy demand.</p> <p>Cultural and recreational facilities within 10 minutes will enhance the local character and help develop vibrant neighbourhoods.</p>
Relate development density to accessibility to	0	+	+	+	0	0	0	0	++	++	+	+	+	0	0	+	Higher density areas are more attractive and viable for public transport service providers, helping reduce

SEA Objective Masterplan Principles	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
help ensure viable public transport services.																	reliance on private transport and reduce associated transport emissions with health, air quality and climate impacts.
Ensure accessibility through mobility choice by actively promoting attractive public transport.	0	+	++	0	0	0	0	0	++	++	+	+	0	0	0	+	Successful places with easily accessible, good quality public transport will be more appealing to new residents. Reliable public transport will help reduce private car journeys, options such as park and ride will help reduce overall transport mileage with associated reductions in transport emissions.
Address key road challenges including the Raigmore Interchange and appropriateness of the Nairn by-pass.	-	+	+/-	+	+/-	+/-	0	+/-	?	++	+/-	+/-	+	0	+/-	+/-	Proposed road re-alignments, dualling and bypasses will present mixed impacts overall, with positive influences, as well as negative. Improvements in urban air quality through reduced congestion, improved safety in Nairn with peak traffic directed out of town, improved traffic flow in Inverness are all positive results. Negatives are presented when considering land use change, soil sealing, surface water runoff, potential for increased traffic on quicker routes. Overall, the upgrading of the route and the bypass should be considered a positive move for the people of the region. Care will have to be taken over routing with respect to local protected wildlife and habitats, historic sites and protected areas.
In respect of community inclusion to:																	
Create a range of housing opportunities and choice (through variety, type and tenure) to suit a range of needs and promote a range of	0	+	++	+	+	+/-	0	+	+	+/-	+	+	++	+	0	+	The Highland Council have a target for 25% of new housing to be affordable housing, to applied across all areas of housing stress. Developing a range of housing densities will help maintain a mix of residents from single occupier to family units and help maintain the economic and

SEA Objective Masterplan Principles	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
housing density to achieve choice.																	skills base into the future. Mixed effects possible when considering construction impacts on the water environment and on local air quality, however long term effects should be generally positive.
Strengthen existing communities through the provision of services and opportunities for the wider community.	0	++	+	+	0	0	+	0	++	+	+	+/-	++	+	0	+	Developing new urban centres will enhance the facilities, choices and opportunities for existing communities through improving employment, accessibility, recreation, services and connectivity between environmental and cultural sites.
Make development decisions predictable, fair and cost-effective through developing a clear masterplanned (including design codes) context and straightforward processes delivered by a stakeholder process (including exploring private/public partnerships to deliver infrastructure and services timeously).	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	Generally positive effects can be determined from a collaborative stakeholder process that ensures fair and adequate consideration of various competing elements in any development process. Environmental aspects should be given equal weighting to the consideration of economic and social aspects to reflect the ethos of sustainable development. Design and detailed development proposals which follow on from the Masterplan's strategic framework should be concordant with the Highland Council's Development Plan Policy Guidance, 'Designing for Sustainability in The Highlands'. Public/ private partnerships should be encouraged providing they provide the best return on investment for local populations.
Understand market trends & demands and developer interest in order to ensure a commercial framework for realistic deliverability over time.	0	0	0	0	+/-	0	0	0	0	0	0	+/-	+/-	+/-	0	0	Commercial frameworks and market trends can either improve delivery and quality over time, or negatively impact in times of financial pressure. Mixed impacts are therefore expected with respect to material assets, managing growth and waste management.

SEA Objective Masterplan Principles	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the A96 Corridor Masterplan (including temporal, secondary, cumulative and synergistic effects)
Provide ducted infrastructure to ensure maintenance in the longer term does not undermine urban quality.	0	+	+	+	+	++	0	+	0	0	+	++	++	0	0	+	Effective installation of ducted infrastructure will lead to fewer incidences of disruption to services, traffic diversions, maintenance work and repeated road works for access, with associated benefits for local populations, groundwater environments, material assets and the local townscape.
Ensure that the masterplan can be flexible enough to change over time as circumstances change.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	Review periods for the Masterplan and associated development plans will be every 5 years, therefore the Masterplan must be robust and resilient enough to adapt to changing priorities and requirements as identified at times in the future. This resilience will have associated positive impacts on the SEA Objectives which will continue to be assessed against relevant baselines chosen by the Responsible Authority.

Appendix D

A96 Corridor Masterplan SEA

Assessment of Urban and Green Frameworks

Urban Frameworks Assessment

Colour Key:

Significant positive impact	Minor positive impact	Mixed impact - Positive or negative	No impact/ effect predicted	Neutral or unknown impact	Minor negative impact	Significant negative impact

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
Biodiversity, Flora and Fauna					
1. To protect designated wildlife and geological sites, maintain and enhance habitat connectivity and avoid irreversible species loss	Loss of greenfield sites to development	Some permanent loss of greenfield areas	Knock-on effects for biodiversity associated with increasing urbanisation	The Masterplan works to accommodate expected growth of around 30,000 people in and to effectively manage associated negative impacts upon local biodiversity concerns by providing ample green spaces, buffer zones (green wedges) and the redevelopment of the Longman waste site to parkland	Some permanent loss of local greenfield space compensated by urban development of greenspace and the quid-pro-quo protection and enhancement of extensive areas throughout the A96 Corridor as outlined within the Masterplan Green Framework
	Threat to local protected populations of badgers	Ongoing threat to badger populations from increasing transport and development pressure	Badgers are protected under the Wildlife and Countryside Act and the Protection of Badgers Act, any works around setts require appropriate licences from SNH and the provision of replacement (artificial) setts in suitable locations		
	Environmental, historical and geological sites are accommodated and afforded protection throughout the Masterplan				
Human Health & Population					
2. To promote healthy living: create conditions to improve health and reduce health inequalities, increase opportunities for recreation and exercise	<p>Positive effects associated with provision of sports and recreation facilities, parkland, walking and cycle routes</p> <p>Priority to manage places to maintain key services within 10 minutes for the majority of the population</p> <p>Placemaking approach addresses deep rooted psychological problems associated with ineffectual suburban development</p>	<p>Short term, temporary negative health impacts associated with construction phases including dust, noise, odours, disruption</p> <p>Concern over long term effects associated with population growth and the existing capacity of local services infrastructure – water supply, wastewater treatment, power and waste management</p>	Total projected population increase of 30,000 people by 2041 will have long term negative environmental impacts with increased pressure for development, resources, water and energy with associated increases in transport affecting air quality and climatic factors	<p>The Masterplan works to minimise and mitigate negative impacts associated with population increase by developing better living, working and recreational areas for local and new residents</p> <p>The Masterplan manages growth to address and minimise adverse cumulative effects by including assessments of</p>	Overall long term positive impact on promoting healthy living and the managed accommodation of expected population increases in conjunction with the phased provision of appropriate services infrastructure.

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
				infrastructure capacity and highlighting the need for additional power substations and additional wastewater treatment capacity	
3. To promote vibrant and viable neighbourhoods and townscapes, delivering more sustainable patterns of location and type of development	Rapidly increasing local populations and in-migration can lead to displacement and social exclusion for resident populations without sufficient provision for affordable housing and accessible health and social care	Long term positive impacts associated with the redevelopment of the Raigmore Interchange, including improved traffic flow, reduced congestion and improved local air quality (air quality improvements could be negated by increases in overall traffic numbers)	Concerns over the possibility of inappropriate development leading to unsuitable urban sprawl Potential for development to detract from local character, Conservation Areas, historic features	Geographical constraints of the A96 Corridor directed choices for development locations – the Masterplan development options are all based on Smart Growth principles designed to reduce urban sprawl and create working places that reflect the local character and respect local historic features The Masterplan affords opportunities for local healthcare provision, education (life-long learning incorporated in provision for primary schools, high schools and further education facilities), social and community services (in response to demand), recreation with environmental access and interpretation, improved public transport infrastructure, community access and employment options as well as the protection of cultural heritage and the historic environment	The Masterplan outlines proposals that direct development to the most suitable locations (after considerable consultation processes) that are expected to lead to the realisation of viable neighbourhoods and sustainable patterns of phased development Viable neighbourhoods includes the provision of affordable housing to meet the Highland Council's target of 25% provision in areas of housing stress
	Positive effects to be realised with effective healthcare, education, social service provision and improved access to leisure, recreation and local environmental and historical assets				
4. To protect and	Loss of greenfield sites to development	Permanent loss of some greenfield areas earmarked for	Positive effects upon air quality with reductions in the need for	Proposals for urban greenspace include	Following initial losses of green field sites, the

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
enhance greenspace: improve the quality of publicly accessible open space, cycle networks, walkways and wildlife corridors	<p>Introduction of improved greenspaces, buffer zones (green wedges) and consideration of access to services and urban centres within 10 minutes for the majority of residents leads to positive effects</p> <p>Positive effects associated with improved connectivity of urban areas with surrounding high quality environmental assets and woodland, with planned walking and cycle routes</p>	<p>urban development</p> <p>Long-term permanent protection of urban greenspace and identified green wedges</p> <p>Long term development of walking and cycle routes within and connecting urban areas and surrounding countryside assets</p>	<p>motorised transport leads to minor improvements on climatic factors through reduced energy use and transport emissions</p> <p>Associated improvements for local community health and opportunities for increased activity levels and access to the surrounding countryside</p> <p>Provision of high quality urban greenspace and connections between habitats that have limited motorised transport will be advantageous for local wildlife and biodiversity levels in general</p>	<p>extensive provision for planting additional trees in the area</p> <p>Advice on planting regimes should be sought from SNH, local biodiversity groups and Historic Scotland to ensure suitable species are provided to limit the spread of grey squirrels and ensure historic features are not negatively impacted by unsuitable planting</p>	Masterplan delivers positive enhancement for local greenspace, local populations and local biodiversity
Soils					
5. To manage growth ensuring rural land take is minimised, appropriately remediate contaminated sites, conserve soil resources and safeguard prime agricultural land	<p>Some land take is necessary to accommodate expected population growth leading to concerns over the potential effects of land use change</p> <p>Soil resources include archaeological soils containing remains and a record of past human activity, development could lead to the loss of some of these areas/ features</p>	<p>Long term permanent loss of some greenfield soil resources</p> <p>Long term introduction of greenspaces and protection of green wedges maintains soil resource in smaller areas</p> <p>Short term effects associated with construction could include increased erosion and runoff into local watercourses, leading to additional negative effects for aquatic biodiversity</p> <p>Also potential for pollution and contamination (spillages, oils, solvents, etc) from construction processes</p>	<p>Concerns over soil sealing by hard development which can have negative effects on groundwater and hydrology, as well as affecting surface water runoff, potentially exacerbating drainage problems and flooding</p> <p>Sealing can also reduce access to invertebrates impacting local biodiversity levels</p> <p>Can also affect climatic factors by releasing stored carbon and affecting local carbon sinks</p>	<p>Rural land take has been minimised throughout the Masterplanning process with key development areas now concentrated around the urban fringes of Nairn and Inverness</p> <p>Recommendations for conserving soil resources and avoiding pollution/contamination in the course of development should be included in detailed development proposals in accordance with The Highland Council's Development Plan Guidance, 'Designing for</p>	<p>Minor negative impact of development overall, however the Masterplan works to minimise negative effects by assigning multiple urban areas for greenspace, as well as identifying much of the A96 Corridor hinterland as of value and worth protecting</p> <p>Following consultations with Historic Scotland, the Masterplan highlights identified historic features and affords protection from</p>

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
	Some contaminated land has been identified at the Whiteness private development area and is expected to be subject to local EIA and remediation where necessary			Sustainability within the Highlands' Effects of soil sealing upon local drainage regimes should be considered at lower levels of development proposals using suitable urban drainage models (SUDS) Prime quality agricultural land is protected to the extent that large tracts of the A96 Corridor are identified within the Green Framework for protection from development	development in association with Highland Council policies that presume against development that negatively affects historic features
Water					
6. To protect surface and groundwater quality, reduce water pollution to levels that do not damage natural systems	Risk of increased populations overloading current wastewater treatment works leading to increased incidences of sewage contamination/ overflow	Short term temporary impacts from construction process – spillage, pollution, soil erosion/ runoff leading to harmful effects upon aquatic biodiversity levels Some polluting effects could be more permanent	Risk of surface water quantity and quality being affected through increased runoff from hard development areas and associated pollution risks to sensitive aquatic environments and organisms Associated impacts upon protected shellfish areas, bathing beaches and protected species	The Masterplan directs the framework for development proposals and provides fully assessed capacity studies for local water supply and treatment, an assessment of SUDS methodologies, as well as directing future development away from flood plain areas, as part of the fundamental planning approach Detailed development proposals will be subject to local planning consent, potential EIA and adequate consideration of SUDS and pollution protection measures in accordance with SEPA and CAR regulations	Minor negative impact of development overall, as increased construction and population can be expected to impact upon water quality at some point, however the Masterplan aims to limit these effects through consideration of floodplains and increased planting, which can help reduce pollution impacts
	Risk of pollution affecting watercourses that leads to negative impacts upon high quality protected marine, coastal and inland standing waters				
	The Masterplan makes provision for avoiding development in identified flood plain areas and increased riparian planting which can help absorb soils and contaminants before reaching watercourses				

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
7. To maintain water abstraction, run-off and recharge within carrying capacity (including future capacity)	Increased populations will lead to increased water demand that could outweigh current capacity levels	Long term effects of increased local population leading to increased stress on water supply and waste water treatment	Risk of lowering water table through increased demand on water supply can have negative impacts on water quality (ecological and chemical) leading to negative impacts on inland standing waters (eutrophication), coastal (impacts on shellfish, wetlands and bathing beaches) and marine (impacts on protected marine species) Unrestricted growth in demand (ineffective provision) could lead to biodiversity loss around water sources and has the potential to damage submerged historic remains	The Masterplan provides a strategic approach with effective phasing of development with water supply infrastructure and waste water treatment that replaces existing small sites to improve the local water environment Additional water supply will be sourced from Loch Ness and a combination of the wastewater treatment facilities at Allantearn and a new site proposed at Blackcastle Quarry will provide sufficient wastewater treatment capacity for the A96 Corridor as a whole The Masterplan recommends the inclusion of SUDS systems in newly developed areas	Overall long term effect is expected to be neutral with some potential for short term impacts if development is not properly phased with water supply and treatment infrastructure The Masterplan recommends effective co-ordination and delivery mechanisms based on joint ventures across the A96 Corridor
	Increasing demand could reduce groundwater levels in drier summer months and lead to localised shortages				
8. To maintain and restore key ecological processes, e.g. hydrology, water quality, coastal processes and flood plain development (reduce risk of flooding)	Increasing winter rainfall could lead to excess recharge leading to flooding incidents Higher spring tides and winter storms could lead to increased coastal erosion and flooding events Drier summers and increased water demand could affect local hydrology by seasonally lowering water table Higher quantities of wastewater combined with increased rainfall could lead to increasing incidence of sewage overflow and flooding events Marina development at Whiteness could impact negatively upon local designated and protected sites, with associated pollution	Development proposals along sensitive coastal areas could have short term impacts associated with construction leading to temporary effects on local biodiversity and environmental quality Seasonal conditions could lead to ongoing problems associated with hydrology and local water table effects Increasing wastewater requirements could lead to seasonal ongoing problems associated with treatment capacity and flooding risks	Any impacts upon local hydrological processes could have additional effects upon local biodiversity levels Coastal developments could have serious effects upon the integrity of protected sites Private coastal golf courses could present access issues for local populations Potential for climate variations to affect water table and supplies can impact upon local water quality and biodiversity Increased heavy rainfall in winter increases incidences of flooding leading to material damage	All detailed development proposals with the potential to affect European protected sites are required to be subject to Appropriate Assessments under the provisions of the EU Habitats Directive that requires consideration of effects on the management and integrity of the site in question Proposals will be required to present EIA considerations and be subject to formal planning consent The Masterplan responds to flooding issues by assigning appropriate development including open space,	Overall minor negative effect associated with development The Masterplan directs hard development proposals away from identified floodplains The Masterplan also recommends suitable consideration of sustainable urban drainage systems (SUDS) to mitigate flood risks Coastal proposals will be required to account for expected coastal erosion and flooding risks

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
	risks Development of coastal golf courses could have similar negative impacts upon sensitive environmental and wildlife sites			playing fields, car parks and playgrounds in identified flood risk areas Green corridors respond to flood plain outlines Hard development will be required to demonstrate adequate consideration of drainage and flooding issues	
Air					
9. To promote/ increase use of public transport	Significant negative effect on overall air quality to be expected from increased population Increasing populations will lead to increased transport emissions – either by increasing private car use or through increased demand for public transport	Ongoing long term impact of increasing transport emissions	Increased transport emissions have negative impacts upon local urban air quality and human health risks associated with particulate emissions and respiratory problems Also negative impacts on GHG production	The Masterplan addresses these issues by providing for improved public transport infrastructure (bus lanes and rail upgrades, park and ride facilities, accessible high density housing making routes more viable for transport operators and more attractive for residents)	The Masterplan will have a positive effect on managing transport emissions The Masterplan cannot reduce expected increases but does provide means to mitigate and promote alternative forms of transport in a strategic manner
10. To reduce local urban air pollution at identified problem areas	Increasing urban air pollution in Nairn centre as current A96 routing brings significant traffic levels Identified bottleneck at the Raigmore Interchange in Inverness leads to congestion which also increases local urban air pollution Increasing populations, retail outlets and business will only serve to exacerbate these problems with increasing road haulage The Masterplan presents positive impacts through its objective to create a mix of appropriate uses and housing densities close to district centres that allows access	Ongoing long term problem associated with increasing transport Additional short term, temporary effects expected with construction impacts	Airport expansion in the area will also negatively impact local air quality Poor urban air quality leads to human health problems and can affect the living conditions of local populations High and increasing traffic levels also present road safety risks In hot weather, high transport emissions can increase tropospheric ozone production which also affect human health and local biodiversity Any works to improve air quality could be offset by increases in local traffic levels	The Masterplan provides for the fundamental design principle of creating walking and cycle friendly places as well as improving public transport infrastructure Proposals for A96 dualling will help improve traffic flow, dispersing emissions and allowing the provision of dedicated bus lanes to improve public transport infrastructure Suitable provisions for a bypass at Nairn will significantly improve local air quality in the town The redevelopment of the Raigmore Interchange will help reduce congestion, improve traffic flow and	Ongoing negative effect due to expected increases in transport levels The Masterplan provides means to mitigate these pressures but must be combined with other proposals and technologies to determine a suitable long-term sustainable solution

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
	by walking and cycling routes			realise improvement in air quality Opportunity to demonstrate improvement by developing improved urban air quality monitoring network in Nairn and Inverness	
Climatic Factors					
11. To manage climate change: reduce local GHG emissions associated with development	Overall negative impacts on climate due to pressures of accommodating up to 30,000 more people in an area	Land use change will normally be associated with short term, negative climatic impacts Construction phases of all projects will also increase GHG emissions over the short term	Increasing local GHG production adds to global warming and climate change and is therefore not necessarily directly affecting local areas	The Masterplan is not responsible for these impacts but addresses the issues of how to accommodate such growth in a sustainable manner	The Masterplan addresses the issues of sustainably managing population growth, however the overall impact of development will be negative as GHG production is likely to increase in line with population levels The Masterplan does leave scope for future renewable energy considerations, but does not include any specific recommendations
	Positive effects of the Masterplan include recommendations and provision for improved public transport and walking or cycling routes	Long term negatives associated with additional energy use by extra 30,000 people and associated transportation increases	Climate change does have the potential to affect the local area in terms of reducing genetic diversity (some species are at the limit of the range in the area), changing weather patterns and increasing extreme weather events	The Masterplan mitigates and manages climatic impacts through the strategic direction of growth to make accommodation of 30,000 people less damaging and more sustainable	
	The Green Framework presents positive effects through proposals to plant at least 400ha of new trees in the area, including extensive urban planting	Long term positives expected in association with additional tree planting to increase local carbon sinks		Extensive planting regimes will go some way to mitigating local production	
12. To promote energy conservation through sustainable design and construction: reduce the need for energy and to travel	All development will present issues with respect to energy use and transportation effects	Short term negative impacts expected with construction as most development proposals will not be carbon neutral	The UK construction industry is not energy efficient and transportation of building materials is not carbon neutral	The Masterplan incorporates sustainable design from the outset and directs development in the most effective manner with respect to housing densities, flood plains and minimising the need to travel	The Masterplan directs the framework for future development but cannot control methods used by developers Negative impacts are therefore expected In light of mitigation measures some positive effects will become evident over longer timescales
	Positive effects produced by Masterplan design that reduces the need to travel in new developments by providing mixed use and mixed density housing close to local urban centres	Long term positives associated with recommendations for sustainable building design, construction and energy conservation in accordance with the Highland Council Development Plan Guidance, 'Designing for Sustainability in the Highlands'	Reuse of building materials can help improve energy conservation, primary production and transportation effects	Potential positives possible through future planning processes that could drive energy efficiency and the consideration of carbon footprints in construction and transportation	

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
Material Assets					
13. To respect urban form: value local distinctiveness and improve the quality of the built environment	Key development principle is to respect the Highland vernacular design and create effective places that respect local character and distinctiveness	Long term negative effects for residents possible if new development does not age well or suit local surroundings	Psychological effects associated with living in unsuitable urban environments, affecting local populations and human health Positive effects anticipated through Smart Growth design leading to more resident friendly, walkable places	The Masterplan secures green spaces within the Urban Frameworks Smart Growth principles are proven to deliver more effective places that add to urban amenity for residents The Masterplan outlines appropriate mixed use and housing density development that respects local distinctiveness, providing for local historic features and settings	Overall positive impact as the Masterplan provides a strategic framework for the development of the A96 Corridor over the coming 40 years with key objectives to deliver places that work well for residents, within the local urban setting and wider countryside environment
	Potential for new development to detract from existing character of Nairn's seaside holiday setting	Long term positives associated with planned Nairn town centre regeneration if sensitively managed			
	Potential that new development and in-migration increases property prices and leads to exclusion of local residents				
	Development pressure could reduce greenspace and urban amenity				
14. To promote waste recycling, re-use and reduction measures, in accordance with the waste hierarchy, including the re-use and recycling of finite resources	Concern over increased waste production and handling capacity associated with population increases	Short term impacts associated with construction materials and waste	Increased local consumption and waste production exacerbates climatic factors associated with energy use, packaging waste and sustainable waste management Discarded waste not properly handled can lead to impacts on local biodiversity, especially aquatic biodiversity	The Highland Council have indicated that housing developments will have sufficient space for waste segregation at source, allowing more effective management and recycling Detailed development proposals must be in accordance with the Highland Council Development Plan Guidance which seeks to maximise recycling of construction materials	Overall minor negative impact associated with large population increases The Masterplan cannot address waste issues directly but does provide a strategic framework for development proposals to provide more detailed assessment at local levels
	Increased local consumption and waste production increases pressure on local facilities	Long term effects of increasing population levels leading to greater need for effective waste management			
	Long term objective to redevelop existing Longman landfill to create additional parkland	Long term positives possible with the development of suitable waste management facilities as alternatives to landfill			
Historic Environment					
15. To protect and where appropriate, enhance the	Potential for urban development to lead to damage to, or in extreme cases, loss of local historic features	Any loss of historic features will most likely be permanent Damage may be reversible	Development across the A96 Corridor has the potential to affect the high quality historic environment of the area through	The Masterplan identifies the many historic features within the area as priority assets and presumes against	Overall neutral impact is expected for the Urban Frameworks as the Masterplan recognises

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
historic environment	Potential for unsuitable development to affect the wider historic or landscape setting of features and affect the townscapes of Conservation Areas	through restoration effort More effective to prioritise development options that avoid historic features and maintain their settings	infrastructure provision, road building/ widening and land use change may lead to permanent losses of some field features Masterplan drawings provide an outline of preferred routings for road developments which could impact upon local features Cumulative impacts of multiple development projects could lead to gradual degradation in overall quality if not properly managed	development that will negatively impact protected areas The Highland Council has similar policies within the Inverness and Nairnshire Local Plans Consultations with Historic Scotland have helped direct the Masterplanning process Road routings are indicative only and are not to scale, historic features will be taken into account in more detailed appraisals and EIA at lower levels of plan development, with the presumption that specific routes that impact historic sites will be rerouted to avoid damage	historic sites and lists them as constrained development areas
	Enhancement equally possible through sympathetic design				The Green Framework will have a significant positive impact with added connectivity, walking trails and cycling routes between features improving access and interpretation options
	Potential loss or damage to historic/ natural history features associated with road developments				
	The historic environment has the potential to add value to new developments as it encourages/ aids the establishment of an area				Planting proposals could affect some features, requiring further consultation with Historic Scotland on suitable planting regimes/ exclusion zones
Landscape					
16. To manage the character and appearance of the landscape and townscape, conserve scenic areas, protect and enhance landscape value, particularly	Developments have the potential to negatively affect the local landscape through unrestricted and unsympathetic construction that does not respect landscape features or important views	Any built development will present long term obstacles if not sympathetic to existing landscape/ townscape character	Cumulative effects of multiple developments could lead to degraded landscape quality and unsympathetic design can negatively impact local townscapes	The Masterplan is developed to address the issues of suitable locations for development that is going to happen along the Corridor The Masterplanning process includes the use of Landscape Character Assessments and	Overall positive effects are expected for the Urban Frameworks Urban Frameworks recognise local features, important views and the landscape qualities of the approaches to Nairn and Inverness

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
designated areas, strengthening local distinctiveness and sense of place	Concern that Conservation Areas will be negatively impacted by development			Landscape Capacity Appraisals to determine areas capable of absorbing new/ increased urban development The Masterplan maintains open aspects, introduces green wedges and environmental buffer zones at critical places to ensure there are no encroachments/ coalescence of urban expansions	The Masterplan aims to deliver urban expansion to accommodate population increases whilst maintaining the local 'countryside' feel to the area
	Positive effects can be expected by Green Framework and planting proposals along waterways and road networks				

Green Framework Assessment Table

Colour Key:

Significant positive impact	Minor positive impact	Mixed impact - Positive or negative	No impact/ effect predicted	Neutral or unknown impact	Minor negative impact	Significant negative impact

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
Biodiversity, Flora and Fauna					
1. To protect designated wildlife and geological sites, maintain and enhance habitat connectivity and avoid irreversible species loss	Development proposals could affect the integrity of the many high quality European and nationally designated protected sites found across the Corridor	In extreme cases development could lead to permanent loss of some priority species unless effectively assessed Short term, temporary impacts from construction to be expected from some development proposals Long term benefits of the Green Framework in providing safeguards against development for countryside and woodland across the Corridor	Terrestrial development could impact upon local species and also have negative impacts upon sensitive aquatic sites and species through associated pollution or soil erosion effects The Green Framework provides positive effects by identifying new wildlife/ landscape corridors, green bridges and by protecting green wedges and buffer zones between development areas	Appropriate Assessments will be required for any detailed development proposal that could impact upon European protected (Natura 2000) sites Coastal paths will require consultation with SNH to determine the most effective routes that minimise disturbance to sensitive protected areas Newly identified wildlife corridors are a direct result of the Masterplan process Other developments within the Corridor can be considered 'green' developments including golf courses and the airport runway expansion	Significant overall positive effect through protection of extensive countryside and woodland areas, development of additional wildlife corridors and the identification and safeguarding of protected European and national sites of importance Extensive planting and urban greenspace proposals will help create habitat connections through urban areas
	Developments could lead to increased habitat fragmentation Unregulated development could lead to loss of important wildlife networks leading to increased pressure on biodiversity levels Positive effects expected through the safeguarding of Protected Areas (European and nationally important SSSI sites)				
Human Health & Population					
2. To promote healthy living: create conditions to improve health and	Positive effects are to be expected through the development of the Green Framework proposals with the	Walking trails between residential areas connecting urban areas throughout the Corridor will provide long term benefits	The protection of large countryside and woodland areas aid local human health by protecting means for the dispersal	Provision of path networks must include effective provision of lighting and security measures to ensure	Long-term significant benefits provided by the Masterplan process The Masterplan provides

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
reduce health inequalities, increase opportunities for recreation and exercise	<p>Inclusion of extensive walking paths and trails along and across the Corridor</p> <p>Proposals for the introduction of routes between tourist centres can also be utilised by local walkers and cyclists</p> <p>Coastal walking routes also provide increased opportunity for recreation and exercise close to urban centres</p> <p>Proposals for municipal and private golf courses present additional opportunities</p>	<p>Protection of countryside and woodland areas will also provide long term benefit</p> <p>Urban greenspaces and improved parkland provision provide long term opportunities for recreation and leisure within urban centres</p>	<p>of urban air pollution and carbon sinks</p> <p>Improvement to local path networks will help meet council targets on providing Core Path networks and potentially health improvement targets for reducing obesity levels</p> <p>Improved networks between tourist centres and the proposed Geo-trail will increase provision for environmental education, access and interpretation</p>	<p>continued long-term use by local populations</p> <p>The Green Framework identifies a noise sensitive zone around the airport within which human habitation is inappropriate due to long term health impacts</p>	<p>the framework for improved path networks, access to local environmental assets and important viewpoints across the Corridor</p> <p>The Masterplan also presumes against development in unsuitable or protected areas</p>
3. To promote vibrant and viable neighbourhoods and townscapes, delivering more sustainable patterns of location and type of development	Potential for numerous development proposals to negatively affect the overall environmental quality of the A96 Corridor	<p>Short term temporary negative effects to be expected from construction phases</p> <p>Long term environmental and health benefits associated with Green Framework proposals</p>	Minor effects of multiple developments can lead to cumulative negative impacts	<p>The Masterplan provides Urban Frameworks guiding sustainable development for the accommodation of expected population increases of up to 30,000 people</p> <p>Green Framework proposals increase the environmental aspects for the sustainable development of the Corridor area</p>	The Masterplan has an overall significant positive effect in developing the A96 Corridor with respect to sustainable patterns of location and type of development by minimising and mitigating negative effects associated with large population increases
4. To protect and enhance greenspace: improve the quality of publicly accessible open space, cycle networks, walkways and wildlife corridors	<p>Significant positive effects associated with the Green Framework proposals for path and cycle networks across the Corridor</p> <p>Positive effects associated with new wildlife and landscape corridors and wide ranging protection of countryside, woodland and environmental assets</p>	<p>Long term benefits for local wildlife and human health</p> <p>Minor negative effects through the loss of some greenfield sites to urban development</p>	<p>The protection of countryside and woodland will help reduce negative impacts on air quality and climate associated with population increase</p> <p>Proposals to increase tree planting around urban areas and in new landscape/ wildlife corridors will have benefits for local biodiversity and potentially improve the local landscape by screening urban and road developments</p>	<p>Negative effect of greenspace loss and land use change is offset over the long term by Green Framework proposals</p> <p>Urban greenspaces to be provided through Urban Frameworks</p> <p>The Green Framework adds to urban provisions for greenspace, provides extensive path networks and safeguards extensive areas against development</p>	The Masterplan has a significant positive effect in protecting and enhancing local greenspace throughout the A96 Corridor

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
Soils					
5. To manage growth ensuring rural land take is minimised, appropriately remediate contaminated sites, conserve soil resources and safeguard prime agricultural land	Positive overall effects identified by minimal land take for urban development and the protection of countryside and woodland areas Positive effects to be realised by securing green wedges and buffer zones between urban areas	Comparatively minor negative effects on soil resources through loss of some greenfield sites when considered against whole scale of Corridor	Protected European and nationally important sites are identified and development is directed away from these areas	Loss of greenfield land is minimised by the Masterplan and the Green Framework provides quid-pro-quo protection of other greenfield areas	The Masterplan provides an effective framework for managing growth and minimising rural land take The Masterplan works to safeguard countryside, woodland, environmental and historic assets
Water					
6. To protect surface and groundwater quality, reduce water pollution to levels that do not damage natural systems	No significant negative effects identified with Green Framework proposals	Possible temporary negative effects associated with construction phases	Protection of countryside and woodland areas allows effective recharge of water table by preventing extensive soil sealing	The Masterplan provides capacity assessments for water supply infrastructure, recommends SUDS inclusion in new developments and avoids inappropriate development within identified floodplains The Masterplan identifies the need for additional waste water treatment facilities and provides a strategic approach to replace existing small sites and improve the local water environment	Population growth could have a detrimental effect on water quality, however the Masterplan manages growth to mitigate and minimise negative effects Overall, the Masterplan presents positive effects on protecting water quality
	Positive effects associated with protection of countryside and woodland areas	Potential long term effects associated with increased water demand and requirements for increased wastewater treatment capacity	Increased planting along watercourses can help prevent pollutants entering the water environment, helping maintain local water quality and aquatic biodiversity		
	Proposals for extensive tree planting can have positive effects on protecting surface waters and reducing pollution levels	The development of waste water facilities will reduce overflow incidents leading to long term benefits for the local water environment			
7. To maintain water abstraction, run-off and recharge within carrying capacity (including future capacity)	No significant negative effects identified with Green Framework proposals	Long term protection of countryside and woodland areas will aid recharge and limit run-off through prevention of soil sealing	Limiting run-off and aiding recharge will help maintain aquatic environments and local biodiversity	The Masterplan recognises stresses on local water supplies associated with population increases and identifies Loch Ness for providing additional supplies	Neutral or minor positive effects will be evident after phased provision of improved utilities infrastructure Overall, the Masterplan presents positive effects on protecting water quality
	Neutral or minor positive effects associated with protection of countryside and woodland areas				
8. To maintain and restore key ecological	No significant negative effects identified with Green Framework proposals	Long term benefits associated with avoiding floodplain development and introducing	Green corridors and planting along waterways will help reduce flooding effects and limit pollution	Any detailed development proposals that could affect watercourses will be subject	Neutral or minor positive effects will be evident after phased provision of

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
processes, e.g. hydrology, water quality, coastal processes and flood plain development (reduce risk of flooding)	Positive effects associated with green corridors along identified floodplains mitigating flooding effects	green corridors Long term positives for hydrology through protection of countryside and woodland areas	impacts providing additional benefit to local aquatic biodiversity and helping protect sensitive protected coastal areas	to appropriate licences from SEPA in accordance with CAR regulations	improved utilities infrastructure Overall, the Masterplan presents positive effects on protecting water quality
Air					
9. To promote/ increase use of public transport	The Green Framework promotes improved access to environmental and historic features at various points across the A96 Corridor leading to improved access by public transport	Significant long term benefits anticipated	Improved connectivity between tourist centres facilitates increased public transport use adding to associated health benefits in reducing the need for private transport	The Masterplan provides an integrated approach to access by public transport between urban centres and the numerous environmental and historic features within the A96 Corridor	The Masterplan presents significant benefits for local populations and tourists by providing for improved public transport infrastructure
10. To reduce local urban air pollution at identified problem areas	The Green Framework will help address local urban air quality by developing integrated green wedges and buffer zones between urban centres	Minor long term benefits anticipated	Green Framework provisions for mitigating local urban air pollution will also improve habitat connectivity and improve conditions for local wildlife	The Masterplan provides an integrated approach to addressing urban air quality by re-routing the A96 Corridor around Nairn and improvements to the Raigmore Interchange Green Framework provisions include planting and landscaping for screening which will also help reduce impacts	The Masterplan should produce minor positive benefits for local urban air quality, however these could be negated by overall increases in traffic levels associated with population increases
Climatic Factors					
11. To manage climate change: reduce local GHG emissions associated with development	The protection of countryside and woodland assets and tree planting proposals will help offset and mitigate local increases in GHG production by providing enhanced carbon sinks	Short term temporary increases expected with construction phases and loss of some greenfield land to development Long term increases in GHG production expected with increased populations and associated transport emissions	Green Framework provisions will help mitigate GHG emissions, improve local air quality and human health, maintain biodiversity levels, improve habitat connectivity and urban amenity	The Masterplan addresses increased emissions by improving carbon sinks and protecting large areas of countryside and woodland from land use change	Population increases will increase overall GHG emissions, leading to a negative assessment of effects, however the Masterplan directs growth and provides Green Framework proposals to mitigate climate effects
12. To promote energy conservation through	No significant negative impacts identified for the Green Framework	Long term benefits possible with increased walking and cycling (modal shift)	The Green Framework does not identify means for energy conservation, but does provide	Detailed development proposals will be required to demonstrate consideration of	Overall positive effect as the Masterplan sets the framework for sustainable

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
sustainable design and construction: reduce the need for energy and to travel	The Green Framework provides walking and cycle routes to help reduce the need for motorised transport between urban centres and along the Corridor as a whole		options for reducing the need for motorised transport	energy conservation in line with the Highland Council's Development Plan Guidance, ' Designing for Sustainability in the Highlands'	growth along the A96 Corridor promoting energy conservation and reducing the need to travel by designing urban environments with mixed use and mixed density housing close to urban centres, as well as improved greenspaces and extensive walking and cycle routes across the Corridor
Material Assets					
13. To respect urban form: value local distinctiveness and improve the quality of the built environment	No significant effects associated with the Green Framework	Long term benefits associated with Green Framework proposals that help maintain the local character of the Corridor as a whole	Smart Growth principles and Green Framework proposals will help enhance local human health through reducing negative psychological impacts of living in poorly designed suburban environments	Improving the quality of the built environment includes providing adequate greenspace for local amenity and recreation as well as protecting valuable local environmental assets as provided throughout the Masterplan	Significant positive effects anticipated through the realisation of Masterplan proposals The protection of critical views also adds to local distinctiveness
	Enhanced green wedges, buffer zones and protection of local environmental areas, countryside and woodland will improve amenity levels for local populations				
14. To promote waste recycling, re-use and reduction measures, in accordance with the waste hierarchy, including the re-use and recycling of finite resources	No significant effects associated with the Green Framework	Potential ongoing long term problem associated with littering	Littering could present problems for local wildlife and serious issues for birds and aquatic mammals Reduces attractiveness of routes for visitors	Enhancement possible with provisions for waste management along Green Framework paths and trails, including segregated bins, effective collection and appropriate signage	Potential for litter and waste along sensitive coastal areas and countryside paths can be minimised through effective facilities and collection
	Potential for increased rural and coastal littering as trails and paths become more frequented				
Historic Environment					
15. To protect and where appropriate, enhance the historic environment	Significant positive effects associated with Green Framework proposals for protection and enhancement of critical environmental and built assets	Risk of permanent damage to key sites over course of development	Proposals for tourist trails, geo-trails and improved walking and cycling networks will help improve access to, and interpretation of key features within the A96 Corridor	The Masterplan outlines plans for improved access to, interpretation of, and links between critical sites	Built and natural historic features are treated as assets to be secured for the long term enjoyment of local population and visitors

SEA Topic/ Objective	Anticipated (Significant) Environmental Effects	Temporal Effects (Permanent/ Temporary)	Secondary, indirect, cumulative effects	Mitigation/ Enhancement	Residual Effect
Landscape					
<p>16. To manage the character and appearance of the landscape and townscape, conserve scenic areas, protect and enhance landscape value, particularly designated areas, strengthening local distinctiveness and sense of place</p>	<p>Loss of key landscape features and views can lead to public concern and in extreme cases, outrage at new development</p> <p>Positive effects expected through green wedges and buffers at critical locations to ensure that these are not developed</p> <p>Landscape and wildlife corridors will improve specific areas</p> <p>Positive effects associated with the recognition and protection of numerous critical views</p> <p>Positive effects associated with protection of large areas of countryside and woodland</p>	<p>Potential for long term negative effects if key landscapes and views are degraded through development</p> <p>Similarly, potential for long term positive effects if key landscape and views are safeguarded</p>	<p>Landscape quality is important to local populations and gives a sense of place and history</p> <p>Degrading important landscapes can lead to long term problems between developers/ authorities and local populations</p> <p>Improved landscape through green zones/ buffer areas/ soft landscaping/ screening can have positive effects on local amenity and additional benefits for wildlife</p>	<p>The Masterplan is designed to accommodate significant population increase in a sustainable manner without detracting from the local character, important views and local natural and built heritage features</p> <p>The Masterplan recognises and maintains key views/ outlooks and safeguards large areas of countryside and woodland from development</p>	<p>The Masterplan is expected to have an overall significant positive effect in accommodating population and urban growth sympathetically with local landscapes and outlooks</p>

Appendix E

A96 Corridor Masterplan SEA

Preferred Options Assessments (Headline Features)

Preferred Options Assessments

Colour Key:

Headline feature strongly supports achievement of SEA Objective	Headline feature supports achievement of SEA Objective	Feature may be supportive or conflicting depending on circumstances	No relationship between headline feature and SEA Objective	Headline feature conflicts with achievement of SEA Objective	Headline feature strongly conflicts with achievement of SEA Objective
++	+	+/-	0	-	--
Reading across the SEA objectives (→→) will give an indication of cumulative impacts					

SEA Objective Headline Feature	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Asssts	SEA 14 - Mater. Asssts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the Masterplan preferred options (including temporal, secondary, cumulative and synergistic effects)
Inverness East																	
Dual carriageway bypass route linking from an upgraded A9/TLR junction at Inshes northwards across the railway to connect with the A96 in the vicinity of the Smithton interchange	-	+/-	+	-	-	-	-	0	++	+/-	+	+	+	0	0	+/-	<p>A dualled bypass will help reduce congestion levels; however as the route passes directly by the regional sports complex, campus greenspaces and high density housing, anticipated health benefits from improving traffic flow may not actually be realised.</p> <p>Some soil resources will be lost and sealing by road development could have minor effects on local drainage, however surrounding greenspaces and landscaping should allow for surface runoff and associated pollutants from road surfaces.</p> <p>Effective landscaping and screening with provision for pedestrian and cycleways will help manage the local character and minimise negative effects.</p>
Direct access for adjoining business, retail, campus and residential developments	0	+	+	0	0	0	-	0	+/-	-	-	+/-	+/-	+	0	+/-	<p>Improved traffic flow and access to retail, business, campus, innovation and sports facilities may increase the uptake of public transport to/ from the area, however these facilities may also attract more private vehicles to the area (especially bulky goods retail).</p> <p>Improving the quality of the built environment and respecting urban form is questionable with the siting of the retail park next to housing; however it is understood that these sites have undergone extensive consultation and these are the preferred locations.</p> <p>Extensive greenspace and walkable access between</p>

SEA Objective Headline Feature	SEA 1 - Biodiversity	SEA 2 - Health & Pop	SEA 3 - Health & Pop	SEA 4 - Health & Pop	SEA 5 - Soil	SEA 6 - Water	SEA 7 - Water	SEA 8 - Water	SEA 9 - Air	SEA 10 - Air	SEA 11 - Climatic	SEA 12 - Climatic	SEA 13 - Mater. Assts	SEA 14 - Mater. Assts	SEA 15 - Historic Env.	SEA 16 - Landscape	Comments on environmental sustainability implications of the Masterplan preferred options (including temporal, secondary, cumulative and synergistic effects)
																	housing and the campus and sports facilities will present long term benefits for local residents.
Park and ride scheme with bus links adjoining the Smithton junction	0	+	+	0	0	0	0	0	++	+	+	++	+/-	0	0	0	Definite positive in promoting public transport use and limiting GHG emissions from transport. Additional benefits associated with human health impacts and sustainable design reducing the need to travel. Reducing private car emissions can also have a long term benefit in helping protect the local historic environment by reducing localised acidification and erosion impacts.
Provision for a transport interchange facility to serve the Campus including a longer term rail halt option at Beechwood	0	+/-	+	-	0	+/-	0	0	++	+	+	++	+	0	0	0	Transport interchanges can increase particulate levels within the immediate vicinity through the high incidence of diesel powered vehicles. A transport interchange next to campus, business, housing and sporting areas will be convenient for local populations but may not be of much benefit to local health when considered in conjunction with the dual carriageway route. This consideration does meet other objectives in helping to increase the use of public transport and promoting energy conservation.
Upgrading of the Culloden distributor from the A96 as far as the new District Centre to be situated centrally by Smithton, including provision for a major supermarket outlet	0	+/-	+/-	0	0	0	0	0	-	+/-	+/-	-	+/-	0	0	0	Positive effects for local populations with respect to convenient access, reducing congestion and shortening journeys; however this is more likely to reflect private car use and not improve public transport infrastructure significantly. As the main artery to the new town centre and supermarket outlet, traffic numbers could increase substantially affecting local housing populations and road safety for children attending schools in the area. Traffic calming measures may be required and specific sites for schools should be chosen as far from busy roads as possible to encourage road safety and pollutant dispersal.
Hotel developments at Stratton Lodge and at the A96/ Bypass gateway site where	0	0	+	0	0	-	-	0	-	0	--	-	+	0	0	+/-	Hotel developments are extremely inefficient when considering water consumption, energy use and waste production, with no impact on reducing the need to travel. Associated impacts on GHG production can be very high

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there is scope for an iconic entrance building																	when considering the carbon footprint of a hotel development against other options on the same site. Positive effects possible for local populations through employment opportunities (may be seasonal) and associated benefits of increasing tourist numbers for other businesses in the area – increased employment helps promote successful communities and reduce health problems. An iconic entrance building could cause concern and should be sympathetic to the surrounding environment and setting.
Bulky goods outlets (regional retail) between the bypass and the existing West Seafield Retail Park	0	-	0	+	0	0	-	0	-	+	-	-	+	+	0	+	Provision of bulky goods outlets is a necessity for the economic growth of the region, however in environmental terms it does not provide many advantages as they increase private car journeys, do not merge easily with existing townscapes and do not assist in meeting GHG emissions targets. In this case the advantages lie in the choice of location for the outlets, being next to existing retail space, which supports objectives to respect urban forms, minimise energy use (eg. in waste handling from multiple distinct sites) and protecting greenspace in other areas.
New Inverness College/ UHI campus comprising faculty, research/ incubator and student/ staff accommodation with buildings held to the north-eastern flanks of the site in a high quality parkland setting	+	++	++	++	+	+	+	+	+	+	+	+	++	0	0	+	Benefits to be expected for local population (education, lifelong learning, employment), health, revenues, investment and recreation opportunities associated with open parkland and adjacent regional sports complex. High quality parkland has multiple benefits for local biodiversity, water quality, surface drainage and in improving local greenspaces. The provision of walking and cycle links and bridges will also increase the potential for non-motorised transport and improvements to local health and exercise.
Segregated pedestrian links spanning west	+	+	++	+	0	0	0	0	++	+	+	++	++	0	0	+	The planned provision of walking and cycle routes across the area of development present multiple benefits for human health and exercise, population benefits by

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across A9 into the city and the railway into East Inverness																	reducing the likelihood of road accidents and connections between neighbourhoods that promote non-motorised access. Similar benefits will be available to local wildlife with green corridors avoiding road links. Additional benefits associated with promoting public transport with effective walking routes across the area, which also improve the quality of the built environment and help reduce climate emissions over time.
An Innovation Park for spin-off businesses and high growth technology enterprises opposite the Campus at West Seafield	0	0	+	+	0	0	0	0	+	+	+	+	+	+	0	0	Keeping a technology business centre near to the improved campus location adds to the sustainable design of the area by minimising the need for distinct locations adding to GHG emissions, transport and energy use over the long term. This minimises negative impacts on the need for land sourced elsewhere, helps maintain the local urban environment and protect greenspace.
A major Regional Sports complex situated at East Beechwood	0	++	+	+	0	0	-	0	+	0	0	-	+	0	0	0	Providing an excellent sports facility has multiple benefits for those who use it, improving health, local recreational amenity and helping create vibrant communities. Potential negatives are very minor especially when considering the need to travel if the centre is adequately serviced by public transport.
A formal Town Park and adjoining structural open space at Smithton/ Resaurie including informal landscaped areas, core footpaths and flood alleviation measures	+	++	++	++	+	+	0	0	0	+	0	+	++	0	0	+	Multiple benefits associated with parkland in any urban setting for local populations, recreational and health impacts, but also for local biodiversity and wildlife. Can also help improve urban form and the quality of the local built environment, as well as enhancing local townscapes and developing a sense of place.
Adjoining countryside green wedges	++	+	+	++	+	+	+	+	0	+	+	+	+	0	+	+	Multiple benefits in providing wildlife corridors, reducing visual and urban air quality impacts, providing buffers between development areas, improving local amenity and townscapes and maintaining a countryside 'feel'.

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Projected coastal trail	+/-	+	0	+	0	0	0	+/-	0	0	0	0	0	0	+	++	<p>Could have negative effects on sensitive European protected sites along the coast associated with disturbance, littering and short-term impacts from construction – will require close consultation with SNH to determine most appropriate route, signage and waste management provisions</p> <p>Will enhance local amenity for residents and tourists and improve opportunity for recreation, appreciation and interpretation of local high quality environmental assets.</p> <p>Appropriate access provision and interpretation facilities will also enhance local distinctiveness, coastal historic features and appreciation of quality landscapes.</p>
A reserved site for a secondary school close by the Park and District Centre	0	++	++	+	+	0	0	0	+	0	0	+	+	0	0	0	<p>Will have positive effects for local populations and associated health benefits of having the school adjacent to parkland and key routes towards the town centre will improve the viability of public transport provision.</p>
A compact new residential quarter lying to the west of Culloden	+/-	+	++	0	+	0	0	0	+	0	-	+	+/-	+	0	0	<p>Primary school facilities in this area and the adjacent high school will improve road safety and reduce peak congestion associated with school runs, especially as the schools are near dedicated walking routes.</p> <p>Good access to main roads will make the locations appealing to public transport providers, quality landscaping and green areas will increase the appeal to new residents and the proximity to business, retail, education and research facilities will help bring a good mix of residents promoting vibrant neighbourhoods.</p>
A range of mainstream and affordable dwellings with a graduated density mix with lower intensity housing towards the northern margins by Milton of Culloden	+/-	+	++	0	+	0	0	0	+	0	-	+	+/-	+	0	0	<p>As above.</p>

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Nairn																	
A96 bypass starting from Drumdivan in the west, crossing the river at Howford and connecting back to the existing trunk road at Auchnacloch	-	++	+	0	-	-	0	-	+	++	+/-	-	++	0	+/-	+/-	<p>Introducing the bypass will have significant benefits in reducing local urban air pollution in the centre of Nairn, improving road safety for local residents and enabling the desired regeneration of the town centre.</p> <p>Could also improve public transport use by reducing congestion and travel times.</p> <p>May impact negatively upon biodiversity by cutting off wildlife routes; although a green bridge has been included in the Masterplan.</p> <p>Other issues associated with road developments include the potential impacts on local drainage; however the extensive green areas around the road should accommodate any surface runoff.</p> <p>Concerns over exact routing and potential impacts upon local historic features (particularly around Howford bridge) should be resolved through further consultation as the Masterplan provides an indicative framework for strategic development and the exact route should accommodate historic environment concerns in conjunction with Highland Council policies to protect historic features.</p> <p>Bypassing Nairn centre will help conserve the urban historic environment (Conservation Areas) through reducing transport emissions and associated erosion.</p>
Provision for a direct link for future development at Delnies	0	0	+	0	+	+	0	0	0	0	+	++	0	0	0	+	<p>Early links provision for future developments will conserve energy associated with potential redevelopment by minimising future disruption, emissions to air and potential pollution effects.</p> <p>Phased planning and inclusion of this link emphasises the principles of sustainable development.</p>
Two intermediate junctions on the new bypass where it crosses the A939 Grantown route and at	0	++	0	0	+	0	0	0	+/-	+	+	+	0	0	0	+	<p>These junctions will minimise journey lengths and maintain traffic flow which will minimise transport emissions, especially when considered in conjunction with expected increases in traffic numbers.</p> <p>The junctions also negate the need to travel through Nairn itself if that is not the journey destination, helping maintain</p>

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a convenient point for access to serve proposed development at South Nairn																	<p>better urban air quality and associated health benefits.</p> <p>The junction at the A939 provides access to proposed recreational areas and environmental assets/ visitor centre, which could increase access by public transport.</p> <p>The junction at South Nairn again reduces journey length and helps minimise transport emissions.</p>
A new neighbourhood at South Nairn representing the first phase of town expansion, including new District centre facilities	0	++	++	0	+	0	0	+	++	0	-	+/-	++	0	0	+	<p>Primary school facilities in this area and an adjacent high school will improve road safety and reduce peak congestion associated with school runs.</p> <p>Good access to main roads will make the locations appealing to public transport providers, quality landscaping will increase the appeal to new residents and the proximity to business, retail, education and district centre facilities will help bring a good mix of residents promoting vibrant neighbourhoods.</p> <p>Close proximity to open spaces and recreational areas will add to the appeal of the area, especially as the urban development avoids identified floodplains (developed as parkland and recreational areas).</p>
Improved pedestrian links to facilitate use of town centre shopping and other functions	+	++	++	0	0	+	0	0	0	+	+	++	++	0	0	0	<p>Pedestrian links benefit both local populations and local wildlife by improving road safety.</p> <p>Health benefits associated with pedestrian facilities, additional advantages associated with reduced motorised transport effects or urban air and road surface pollution.</p> <p>Also go some way to mitigating climate emissions, reducing the need to travel and improving the quality of the built environment.</p>
Development of additional riverside and woodland based leisure and recreational facilities utilising adjoining floodplain lands	++	++	++	++	+	+	+	++	+	+	+	0	+	0	+	+	<p>Major benefits for local biodiversity and human health associated with open parkland, woodland and planned path networks.</p> <p>Avoiding hard development on floodplain minimises likelihood of extensive material damage and helps maintain water quality and aquatic diversity, as well as local townscapes.</p> <p>Proposals to link this area with geo-trails will increase opportunities for access, interpretation and appreciation of</p>

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																	local natural history and environmental features.
Site to be reserved for a secondary school	0	+	++	+	0	0	0	0	+	0	0	+	+	0	0	0	The identified site does encroach upon the identified floodplain, however it is felt appropriate to recommend this site and ensure that the areas closest to flood boundaries are reserved for playing fields, car parks and playgrounds. Benefits of this site include the close proximity to the district centre and the residential community at South Nairn.
Longer term residential and community development at West Nairn (Delnies)	-	++	++	+	+	0	0	0	+	++	-	+	+	0	+	+	Primary school facilities in this area will improve road safety and reduce peak congestion associated with school runs. Good access to main roads will make the locations appealing to public transport providers, quality landscaping will increase the appeal to new residents and the proximity to district centre facilities will help bring a good mix of residents promoting vibrant neighbourhoods. Close proximity to the coast, open spaces and recreational areas will add to the appeal of the area, as well as minimise local urban air quality problems. The Masterplan also identifies historic features in this area and safeguards against development.
Development to be clustered around the proposed third golf course and ancillary uses	+	+	+	+	+	0	0	0	+	0	0	-	+	+	+	+	'Green' development including golf courses will be beneficial for local wildlife and amenity levels for local residents.
Connections to the projected coastal footpath link from Nairn to Whiteness/ Inverness	+/-	++	+	++	0	0	0	0	0	+	+	+	+	0	++	+	Could have negative effects on sensitive European protected sites along the coast associated with disturbance, littering and short-term impacts from construction – will require close consultation with SNH to determine most appropriate route, signage and waste management provisions. Will enhance local amenity for residents and tourists and improve opportunity for recreation, appreciation and interpretation of local high quality environmental assets. Appropriate access provision and interpretation facilities will also enhance local distinctiveness, coastal historic

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																	features and appreciation of quality landscapes.
Major business and industrial land allocations on the eastern flanks of the town at Balmakeith	-	+	+	0	+	0	0	0	++	+	-	+	++	0	0	+	<p>The Masterplan indicates that this area will be connected to the proposed bypass route with access to Nairn itself, presenting benefits for local populations with respect to local employment opportunities accessible by public transport and within walking or cycling distances.</p> <p>Additional benefits to be realised in maintaining the local townscape and locating these facilities slightly out of Nairn centre.</p>