



## **A9 Dualling Programme**

## **SEA Environmental Report**

## **Appendix A**

## **Policies, Plans and Strategies (PPS) Review**

**June 2013**





## A9 Dualling SEA

### Links to other PPS and their environmental objectives

This template will be used to record the PPS Review element of the A9 Dualling SEA study.

The review will recognise and update the STPR SEA PPS review and add any PPS identified as being relevant at this stage of the SEA process.

No.	Name of plan / programme / legislation / guidance	Main requirements and environmental objectives of plan / programme / legislation / guidance	How it affects or is affected by the A9 Dualling In terms of SEA issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
<b>Biodiversity Flora and Fauna</b>			
1	<b>Habitat Regulations 1994 (as amended in Scotland)</b>	Transposes Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) into national law.  The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.	A Habitat Regulations Appraisal (HRA) Screening is being undertaken to identify where/ if A9 dualling will present likely significant effects (LSE) on any of the Natura sites in the area.  Where LSE are identified, appropriate plan/ programme level mitigation options will be identified in consultation with SNH.
2	<b>Wildlife and Natural Environment (Scotland) Act 2011</b>	The Act amended a number of other pieces of legislation including the Wildlife and Countryside Act 1981 and the Deer (Scotland) Act 1996. With respect to A9 Dualling, the Act:  - introduces new wildlife offences (including vicarious liability), - abolishes the designation of 'areas of special protection', - creates a new regime for regulating invasive and non-native species, - makes changes to the licensing system for protected species, - amends current arrangements for deer management, - strengthens protection of badgers and - makes operational changes to the management of Sites of Special Scientific Interest.	Need to adhere to Act and consider if proposals will adversely impact wildlife and natural environment.  Appropriate ecological surveys and mitigation will need to be designed into project level schemes
3	<b>Highland Biodiversity Action Plan 2010- 2013, Highland Biodiversity, March 2010</b>	Plan aims to ensure that nationally and locally important species and habitats are conserved and enhanced through focused local action.	Need to consider the list of UKBAP priority habitats and species which occur in the Highland Council Area and proposed actions.  Need to ensure sensitive planning and construction of the A9 corridor to maintain and where possible enhance biodiversity.
4	<b>The Cairngorms Local Biodiversity Action Plan, November 2002</b>	Plan aims to ensure that nationally and locally important species and habitats are conserved and enhanced through focused local action.	Need to consider the list of UKBAP priority habitats and species which occur in the Cairngorms National Park Area and proposed actions.  Need to ensure sensitive planning and construction of the A9 corridor to maintain and where possible enhance biodiversity.
5	<b>Tayside Biodiversity Action Plan, Tayside Biodiversity Partnership, August 2002</b>	Plan aims to ensure that nationally and locally important species and habitats are conserved and enhanced through focused local action.	Need to consider the list of UKBAP priority habitats and species which occur in the Perth & Kinross Council Area and proposed actions.  Need to ensure sensitive planning and construction of the A9 corridor to maintain and where possible enhance biodiversity.
<b>Key Issues</b>			
1. Identify significant constraints (international designations) through HRA, recognising ecological connectivity. 2. Identify significant constraints (UK designations), recognising ecological connectivity. 3. Identify local priority habitats and species to ensure sensitive planning and construction of the A9 corridor to maintain and where possible enhance biodiversity.			
<b>Water</b>			
6	<b>Water Framework Directive (WFD) 2003</b>	Provides an overarching strategy for water management, including a requirement for EU Member States to ensure that they achieve 'good ecological status' for all surface and ground waters by 2015 and limit the quantity of groundwater abstraction so as not to adversely affect ecology.	Consider within A9 Principles impacts on the water environment including works adjacent to water bodies and impact on ground water to assist in meeting WFD targets
7	<b>Flood Risk Management (Scotland) Act 2009</b>	Makes provision for the assessment and sustainable management of flood risks, including implementing European Parliament and Council Directive 2007/60/EC; to make provisions on local authorities' and the Scottish Environment Protection Agency's functions in relation to flood risk management; to amend the Reservoirs Act 1975; and for connected purposes.	A9 principles to ensure that they promote sustainable water use and discharge and ensure flood resilience.
<b>Key Issues</b>			
1. Meet ground water targets 2. Ensure flood resilience 3. Consider SUDS 4. Impacts on water bodies			
<b>Soil</b>			
8	<b>Scottish Soil Framework 2009</b>	The aim of the Framework is to 'promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland'. The framework identifies 13 objectives;  • Soil organic matter stock protected and enhanced where appropriate • Soil erosion reduced and where possible remediated • Soil structure maintained • Greenhouse gas emission from soils reduced to optimum balance • Soil biodiversity, as well as above ground biodiversity, protected • Soils making a positive contribution to sustainable flood management • Water quality enhanced through improved soil management • Soil's productive capacity to produce food, timber and other biomass maintained and enhanced • Soil contamination reduced • Reduced pressure on soils by using brownfield sites in preference to greenfield • Soils with significant historical and cultural features protected • Knowledge and understanding of soils enhanced, evidence base for policy review and development strengthened • Effective coordination of all stakeholders roles, responsibilities and actions	Consider within A9 principles potential issues regarding soil protection including impact of land take and pollution prevention.
9	<b>The Waste Management Licensing (Scotland) Regulations 2011</b>	This consolidates the existing Waste Management Licensing Regulations 1994 and their amendments into one piece of legislation.  It introduce new activities that can be carried out under an exemption rather than needing a waste management licence.	Consider within A9 principles the promotion of waste management best practice in particular regarding peat soils.
<b>Key Issues</b>			
1. Consider impact of land take on soil. 2. Consider impact of pollution from roadway on soil.			

## A9 Dualling SEA

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<b>Material Assets</b>			
10	<b>Highland Mainline Improvements Project</b>	Supports STPR and NTS objectives to reduce journey time and increase travel opportunities between Inverness and Perth and more effectively link Inverness to the Central Belt.  Journey time reductions to be delivered through line speed improvements, additional loops, dynamic loops or lengthening of double track sections, signalling improvements and more powerful traction. Could be delivered in two phases.  Phase 1 would comprise the recognised Highland Main Line improvements as proposed in the Highland Room for Growth Study. Phase 2 would comprise a more significant enhancement to allow faster services to operate	Consider the cumulative environmental impacts of the A9 principles alongside the Highland Mainline Upgrades.
11	<b>Beaully-Denny Power Line</b>	Project is to construct and operate a double circuit 400kV overhead transmission line on steel lattice towers from Beaully substation to a new substation near Denny, via substations at Fasnakyle, Fort Augustus, Tummel (near Tummel Bridge) and Braco.  One circuit of the line would operate at a voltage of 400kV and the other at 275kV.  The project also involves expansion or construction of substations, associated works and dismantling of the existing 132kV overhead transmission line between Beaully and Denny.	Consider the cumulative environmental impacts of the A9 principles alongside the Beaully-Denny Power Line.
12	<b>A9 Ballinluig Junction Improvements Project</b>	The scheme consists of the provision of new slip roads on the west side of the A9 for Northbound travellers.  The scheme was officially opened on 26 May 2008.	Landscape and visual impacts were mitigated through material choices and sensitive landscaping.  Noise screen fencing and water retention ponds were also introduced to mitigate impact.  A9 principles to reflect these issues
13	<b>A9 Bankfoot Junction Improvement</b>	Junction improvements to and from the village of Bankfoot will be undertaken to remove right turn manoeuvres.	Air Quality was assessed using the DMRB Air Quality Screening Method spreadsheet.  No archaeological features were uncovered at this site and much of the material is believed to be deposits of material excavated from the road cutting on the A9 to the north of the site.  Land take included agricultural land and the realignment of a core path.  A9 principles to reflect these issues
14	<b>A9 Carrbridge 2+1 Improvements and Maintenance</b>	The project involves the construction of a new 1.7km overtaking lane, with associated drainage, surfacing and safety fencing improvements.	Protected species were identified on site which will require the translocation of habitat.  A9 principles to reflect these issues
15	<b>A9 Crubenmore Dual Carriageway Northern Extension Project</b>	2.7 km extension to existing 1.6 km length of dual carriageway, north of Crubenmore.	Former road surfaces associated with pre-1970's alignment of the A9 (the Old Coach Road) (No. 6) may survive within the footprint of the proposed works below which features of cultural heritage significance may survive.  A9 principles to reflect these issues
16	<b>A9 Kincairdie to Dalraddy Carriageway Widening Project</b>	The project involves provision of approximately 5km of dualling between Kincairdie and Dalraddy, North of Kingussie on the A9.	
17	<b>A9 Luncarty to Pass of Birnam</b>	This project upgrades the A9 to dual carriageway for 9km from the existing dual carriageway at Luncarty to the existing dual carriageway at Pass of Birnam.	High archaeological potential of this area with potential for buried archaeological. An HRAScreening was undertaken due to proximity of the River Tay SAC. EIA included recommendations to reduce the number of road traffic accidents (RTAs) for other, barn owls, bats and other mammal species. Provided a number of grade separated crossing points for NMUs on the A9. There are a number of features of the water environment that pose a potential constraint to the route options, including: designated sites (Cairnleith Moss SSSI, the River Tay SAC and its designated tributaries) and 13 watercourse crossings. A9 principles to reflect these issues
18	<b>A9 Moy 2+1 Improvements and Maintenance</b>	This project is now complete. It involved the construction of a new 1.06km northbound overtaking lane, with associated drainage, surfacing and safety fencing improvements.	
19	<b>A9 Pass of Birnam to Tay Crossing</b>	This project upgrades the A9 to dual carriageway for 8km from Pass of Birnam to the crossing over the River Tay. The project also includes a new bridge crossing over the River Tay.	
20	<b>A9 Slochd 2+1 Improvements and Maintenance</b>	This maintenance project, some 3.5km in length, incorporates the construction of new overtaking lanes with associated drainage, surfacing and safety fencing improvements.	
21	<b>Roads (Scotland) Act 1984</b>	An Act of the Scottish Parliament to make provision for all works pertaining to public roads. The RSA sets out the procedures the Scottish Ministers must follow in promoting orders for new roads.  The principal stages of the process are:  -Choosing a route -Publication of draft road orders -Draft compulsory purchase order (CPO) -Public local inquiry -Finalised roads RSA orders and CPO made -Compensation	A9 principles will be in compliance with the requirements set out in the Roads Act.
22	<b>Design Manual for Roads and Bridges (DMRB) (amended November 2012)</b>	The DMRB sets out the requirements of the relevant Overseeing Organisations of England, Scotland, Wales and Northern Ireland applicable to the design of highways including construction and maintenance Works.	A9 principles will be in compliance with the requirements set out in the DMRB
<b>Key Issues</b>  1. Resource efficiency and whole life cost/ carbon 2. Cumulative effects 3. Resilience to weather extremes 4. Visual impact 5. Accessibility & tourism			

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<b>Population and Human Health</b>			
23	<b>Town and Country Planning Scotland Act 1997</b>	The Town and Country Planning Act 1997 sets the planning context for new development and redevelopment of existing properties/ facilities Includes the safeguarding of National Scenic Areas and the designation of Tree Preservation Orders. <i>'This Act is the basis for the planning system and sets out the roles of the Scottish Ministers and local authorities with regard to development plans, development control and enforcement. The Planning etc. (Scotland) Act 2006 was an amending act and the 1997 act, although substantially amended, remains the principal piece of planning legislation.'</i>	A9 principles to consider impacts on both the natural environment and built development
24	<b>The National Planning Framework 2 (NPF2) 2009</b>	The NPF2 guides Scotland's spatial development to 2030, setting out strategic development priorities to support sustainable economic growth. NPF2 takes forward the spatial aspects of the Scottish Government's policy commitments on sustainable economic growth and climate change, which will see Scotland move towards a low carbon economy. It focuses strongly on priorities for the improvement of infrastructure to support Scotland's long-term development.  For transport infrastructure, it supports the strategic outcomes set out in the National Transport Strategy and draws on the work being undertaken on the Strategic Transport Projects Review. It identifies strategic priorities for investment in energy infrastructure, water and drainage capacity and waste management facilities	The NPF2 identifies the A9 as a key strategic route and lifeline for rural communities and of critical importance to the local economy. Their continued maintenance and improvement is essential to ensure the safety of the network and to support long-term development. A9 principles will respond to this objective.
25	<b>National Transport Strategy 2006</b>	The NTS sets out overall aims including improving journey times and connections, reducing emissions, and improving the quality, accessibility and affordability of public transport. It also states a commitment to introducing a carbon balance sheet.	A9 principles should aim to deliver the objectives of the National Transport Strategy including the carbon commitment.
26	<b>Scottish Planning Policy 2010</b>	The SPP sets out; the Scottish Government's view of the purpose of planning; the core principles for the operation of the system and the objectives for key parts of the system; statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006; concise subject planning policies, including the implications for development planning and development management; and, the Scottish Government's expectations of the intended outcomes of the planning system.	A9 principles should be considered against the key topic areas within Scottish Planning Policy including transport, flooding, landscape and natural heritage and historic environment.
27	<b>National Parks (Scotland) Act 2000</b>	The Act requires the conservation and enhancement of the natural and cultural heritage of National Parks, the promotion of sustainable use of the natural resources, the understanding and enjoyment of the area, and the sustainable economic and social development of the area's communities.	Consider A9 proposals against the aims and objectives of the Cairngorm National Park.
28	<b>Tayplan's Proposed Strategic Development Plan 2012 -2032</b>	The Strategic Development Plan sets out longer term vision for Angus, Dundee City, Perth and Kinross and North Fife setting out policies to guide development over the next 20 years identify how to shape better quality places by the location, design and layout of development from the outset.	A9 principles will take account of the wider guiding principles within Strategic Development.
29	<b>Cairngorms National Partnership Plan, Management Plans, Cairngorms National Park Authority, 2012</b>	The plan sets out in detail how the Cairngorms will be enhanced over the next few years. It sets out the strategy for managing the Park: - To conserve and enhance the natural cultural heritage of the area, - To promote sustainable use of the natural resources of the area, - To promote understanding and enjoyment of the special qualities of the area by the public, - To promote sustainable economic and social development of the area's communities	The plan supports sensitively designed improvements to the A9 as an integral part of enhancing the connectivity of the Highlands.  A9 principles will take account of the wider guiding principles within Strategic Development.
30	<b>TACTRAN Regional Transport Strategy 2008 - 2023</b>	The Transport (Scotland) Act 2005 places a duty on Regional Transport Partnerships to develop a Regional Transport Strategy (RTS), which sets out a Vision and Objectives over a 10-15 year horizon for meeting the transport needs of people and businesses throughout their region. TACTRAN has developed this first RTS for the region, covering the Angus, Dundee City, Perth and Kinross and Stirling Council areas, in compliance with statutory requirements and following extensive consultation with our key stakeholders, communities and the general public.	The strategy specifically identifies the A9 as have a number of a number of casualty 'hot spots' with serious accident records. A9 principles will ensure improving safety is a key objective in the design development.
31	<b>HITRANS Regional Transport Strategy 2008 - 2023</b>	The Strategy has as its vision enhancing the area's viability - enhancing its place competitiveness and thereby attracting and retaining people in the area and making it a more attractive place in which to live, to work, to conduct business and to visit.  This vision will be achieved through improving the interconnectivity of the whole area to strategic services and destinations. This will require development of a fit for purpose, multi-modal transport system.  The Strategy's principal benefit to the communities and businesses of the HITRANS area will be to increase sustainable economic growth, in line with Scottish Government's Economic Strategy, by enabling the area to compete and support growth.	Common objectives of proposed scheme 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.  A9 principles will take account of the wider guiding principles within Strategic Development.
32	<b>Perth and Kinross Council Proposed Local Development Plan 2012</b>	The Proposed Plan is a land use planning document which includes a clear long-term sustainable settlement strategy that reflects local needs, priorities and circumstances. The Plan will influence the location and form of new development by providing a basis for determining planning applications. Once approved it will supersede the current adopted local plans	The Plan stipulates that the biggest single constraint facing the Perth Area is the capacity of the roads infrastructure in and around Perth. The A9 principles will seek to alleviate this issue. The plan also seeks to safeguard our environment, natural/ built and cultural heritage, species, habitats and landscape.
33	<b>Perth Area Local Plan 2001</b>	The land-use plan covering Perth City (with the exception of the Central Area), the surrounding countryside and villages. It contains detailed guidance on where the Council will encourage development and where it is unlikely to be allowed. It guides day-to-day planning decisions and influences the determination of planning applications.	While no specific reference to the upgrade of the A9 the plan does seek to improve transport infrastructure. The plan also seeks to safeguard our environment natural/ built and cultural heritage, species, habitats and landscape.
34	<b>Highland Area Local Plan 2000</b>	The land-use plan covering the northern area of the Perth Council area. It contains detailed guidance on where the Council encourage development and where it is unlikely to be allowed. It guides day-to-day planning decisions and influences the determination of planning applications.	The plan makes a specific request that investigations are made into the methods of improving road safety on the A9 including the use of dual carriageway and junction improvements in appropriate locations. The A9 principles will directly respond to this recommendation the plan also seeks to safeguard our environment, natural/ built and cultural heritage, species, habitats and landscape.
35	<b>Highland – wide Local Development Plan 2012</b>	The Local Development Plan sets out the overarching vision statement, spatial strategy and general planning policies for the whole of the Highland Council area, except the area covered by the Cairngorms National Park Local Plan.  It identifies strategies to support the growth of all communities across the Highland area including: sustainable highland communities, safeguarding the Highland environment, supporting a competitive, sustainable and adaptable Highland economy, achieving a healthier Highlands and providing better opportunities for all.	The plan identifies the A9 improvement schemes as a mechanism for achieving a 'connected and accessible space' and sees infrastructure improvements crucial in facilitating economic growth in the Highlands.
36	<b>Inner Moray Firth Local Development Plan, Spring 2012, The Highland Council</b>	The document helps the decision for planning applications and land use priorities at the local level and to ensure local choices remain to be made as to which sites should be built on and what would be considered an appropriate use on a site. It also indicates which land should be safeguarded from development.	The plan reiterates the importance of improved transport infrastructure linkages to aid economic growth in the area
37	<b>Inverness Local Plan</b>	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.  Provides a consistent spatial framework within which both private and public sector 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.	The plan reiterates the importance of improved transport infrastructure linkages to aid economic growth in the area
38	<b>Highland Local Transport Strategy 2010/11 – 2013/14, Transport, Environmental and Community Services, August 2010</b>	This Local Transport Strategy sets the direction for transportation in the Highlands at a local level for the next 3 years covering financial years 2011/12, 2012/13 and 2013/14.  The strategy will guide policy and investment on transport within Highland Council and also within partner bodies involved in the delivery of transport infrastructure and transport services throughout the Highland area.	The Strategy identifies the A9 as significant for the future wellbeing of the Highlands and its improvement and upgrading are a high priority for the economic development of its wide catchments and to redress the remoteness of the Highland area within the UK.

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39	<b>Shaping Perth's Transport Future, A Transport Strategy for Perth and the Wider Region, Perth and Kinross Council, October 2010</b>	<p>The overarching vision of the Local Transport Strategy is to "provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility." Underpinned by eight strategic objectives:</p> <ul style="list-style-type: none"> <li>- To improve and maintain the efficiency of the strategic transport network;</li> <li>- To improve and maintain the efficiency of the local transport network;</li> <li>- To enable more effective management of incidents and events;</li> <li>- To work towards meeting national air quality standards and prevent further breach/ exceedance;</li> <li>- To reduce transport emissions which contribute to climate change, in line with National Guidance;</li> <li>- To improve the safety of the strategic and local transport network;</li> <li>- To increase the proportion of short trips by more sustainable modes; and</li> <li>- To improve accessibility to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions)</li> </ul>	<p>The plan seeks to improve transport infrastructure to improve access to Perth from the A9 and reduce congestion.</p> <p>The A9 principles will need to consider access proposals including the cross taylor link road.</p>
40	<b>Cairngorm National Park Local Plan October 2010, Cairngorms National Park Authority</b>	<p>The Local Plan provides a tool to ensure the delivery of objectives of the Cairngorms National Park Plan and the collective and co-ordinated delivery of the aims of the Park. It intends to promote sustainable development in the Park through sustainable economic and social development of its natural resources and the conservation, and where possible, the enhancement of its outstanding natural and cultural heritage.</p> <p>Within the plan a set of policies are provided to manage development and a set of strategic proposals for development requirements and opportunities. A range of policies are included, dealing with particular interests or types of development. These provide detailed guidance on the best places for development and the best ways to develop.</p> <p>The policies follow the three key themes of the park plan and provide a detailed policy framework for planning decisions.</p> <ol style="list-style-type: none"> <li>1. Conserving and Enhancing the Park,</li> <li>2. Living and Working in the Park,</li> <li>3. Enjoying and Understanding the Park.</li> </ol>	<p>Within the Local Plan transport infrastructure is recognised as being central to the future sustainability of communities with the Cairngorm National Park and to the development of the Park as a sustainable tourism destination. A9 principles will reflect the three key themes</p>
41	<b>Core Paths Plan, Perth and Kinross Council, January 2012</b>	This Core Paths Plan has been produced by Perth & Kinross Council as required by the Land Reform (Scotland) Act 2003 and shows a system of paths (core paths) which the Council believes is sufficient to provide reasonable public access throughout Perth and Kinross (excluding the areas covered by Loch Lomond & the Trossachs and Cairngorms National Parks).	To be aware of the core paths that may be affected by the A9 dualling. Consider opportunities for connecting to core paths.
42	<b>Core Paths Plan, Cairngorms National Park, March 2010</b>	This Core Paths Plan has been produced by Cairngorms National Park Authority (CNPA) as required by the Land Reform (Scotland) Act 2003 and shows a system of paths (core paths). Key objectives to the core path network include: helping to conserve the Park's natural and cultural heritage, encouraging people to enjoy it in a responsible way and to include paths within, around and between communities, public transport connections and places of local importance.	To be aware of the core paths that may be affected by the A9 dualling. Consider opportunities for connecting to core paths.
43	<b>Highland Core Path Plans</b>	This Core Paths Plans have been produced by Highland Council as required by the Land Reform (Scotland) Act 2003 and shows a system of paths (core paths). The Highland Council area was subdivided into 6 areas for core path planning purposes. These were Calthness, Sutherland, Ross & Cromarty, Skye & Lochalsh, Lochaber and Inverness & Nairn. Plans for these six areas were combined into a single submission which went forward to the Scottish Government as the Highland Council Core Path Plan.	To be aware of the core paths that may be affected by the A9 dualling. Consider opportunities for connecting to core paths.
<b>Key Issues</b> <ol style="list-style-type: none"> <li>1. Road safety</li> <li>2. Maintain access</li> <li>3. National Park enhancement duty</li> <li>4. Development land allocations and implications for A9 junctions</li> </ol>			
<b>Landscape</b>			
44	<b>The Historic Environment (Amendment) (Scotland) Act 2011</b>	<p>The Act is a tightly focused technical amending piece of legislation that improves the management and protection of Scotland's historic environment. It does this by addressing specific gaps and weaknesses in the current heritage legislation framework that were identified during extensive discussions with stakeholders.</p> <p>The Act amends three pieces of primary legislation: - The Historic Buildings and Ancient Monuments Act 1953; - The Ancient Monuments and Archaeological Areas Act 1979; and, - The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.</p> <p>The Act aims to harmonise aspects of historic environment legislation with the planning regime; improve the ability of central and local government to work with developers and their partners; and improve the capacity to deal with urgent threats and increase the efficiency and effectiveness of deterrents.</p>	<p>Development of A9 principles to avoid any adverse impacts on the surrounding historical sites including a Scheduled Ancient Monument and Listed Buildings.</p>
45	<b>Scottish Natural Heritage, No 122 Tayside Landscape Character Assessment, Land Use Consultants (1999)</b>	<p>The aims of the assessment are to produce in written and map form a detailed assessment of the landscape character of Tayside. The assessment includes local planning and development control issues, and in particular to provide guidance on how various types of development or land use changes might best be accommodated within the different landscape character areas identified and their capacity to accommodate these changes.</p> <p>The document identifies areas of landscape that are or may be under threat and find opportunities for the enhancement of features that contribute to landscape character. Guidelines indicate how differing landscapes may be conserved, enhanced or restructured as appropriate.</p>	<p>Each landscape character area that the A9 runs through or is visible from will be assessed to understand the physical characteristics and follow guidelines for development sensitive to the landscape character of Tayside as a whole. Key landscape guidelines for transport.</p> <p>Encourage on-site planting to better integrate major roads into the landscape and to provide screening of traffic - Ensure that features characteristic to the area are reinstated after construction - Avoid the use of suburban features unless absolutely necessary.</p>
46	<b>Ancient Monuments and Archaeological Areas Act 1979</b>	An Act to consolidate and amend the law relating to ancient monuments; to make provision for the investigation, preservation and recording of matters of archaeological or historical interest and (in connection therewith) for the regulation of operations or activities affecting such matters; to provide for the recovery of grants under section 10 of the Town and Country Planning (Amendment) Act 1972 or under section 4 of the Historic Buildings and Ancient Monuments Act 1953 in certain circumstances; and to provide for grants by the Secretary of State to the Architectural Heritage Fund.	A9 principles should ensure the protection and preservation of Ancient Monuments and Archaeological Areas.
47	<b>Planning (listed buildings and conservation areas) (Scotland) Act 1997, Historic Scotland</b>	An Act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest with amendments to give effect to recommendations of the Scottish Law Commission.	A9 principles to avoid any adverse impacts on the surrounding historical sites including listed buildings and conservation areas. An works that impact these areas will be subject to appropriate consenting procedure.
48	<b>Scottish Historic Environment Policy (SHEP) 2011</b>	<p>SHEP is the overarching policy statement for the historic environment. It is now one consolidated document replacing series of free-standing publications. It provides a framework for more detailed strategic policies and operational policies that inform the day to day work of a range of organisations that have a role and interest in managing the historic environment.</p> <p>These include the Scottish Government, local authorities and the range of bodies that are accountable to Scottish Ministers. SHEP is intended to sit alongside and complement the Scottish Planning Policy series and other relevant Ministerial policy documents.</p>	A9 principles to avoid any negative impact on the surrounding historical sites including a Scheduled Ancient Monument and Listed Buildings.
49	<b>Scottish Natural Heritage, Commissioned Report 293, The View from the Road, Investing in the 'shop window' for Scotland's landscape asset, Jarman D. (2005).</b>	The report looks at the many benefits of view protection and improvement. Detailing how the landscape of Scotland is one of its greatest and most bankable assets, but little is done to manage views of the scenery. This report recommends that 'View Corridor Management Plans' (VCMPs) are produced as a practical aid to consultation, prioritisation and implementation.	<p>A9 principles will consider the objectives of VCMPs including</p> <ul style="list-style-type: none"> <li>- Identify the most important elements and views that are likely to be appreciated by visitors and where these are best observed,</li> <li>- Suggest measures for upgrading existing stopping places to 'scenic pull off' standard where suitably located and identify priorities for new or relocated scenic pull-offs,</li> <li>- Select best location and for local tourist information, heritage interpretation, access to walks and other recreational opportunities.</li> </ul>
<b>Key Issues</b> <ol style="list-style-type: none"> <li>1. Maintain and minimise effects on historic environment</li> <li>2. Maintain landscape values</li> <li>3. Enhance view from the road/ driver/ touring experience</li> </ol>			

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No.	Name of plan / programme / legislation/ guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the A9 Dualling In terms of SEA issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
<b>Air</b>			
50	<b>Climate Change (Scotland) Act 2009</b>	<p>The Act sets a framework for greenhouse gas emissions reductions in Scotland by setting an interim 42 per cent reduction target for 2020, with the power for this to be varied based on expert advice, and an 80 per cent reduction target for 2050.</p> <p>To help ensure the delivery of these targets, this part of the Act also requires that the Scottish Ministers set annual targets, in secondary legislation, for Scottish emissions from 2010 to 2050.</p>	<p>Signalling commitment for sharing a responsibility to reduce global emissions.</p> <p>Consider new technology and responsible sourcing in A9 principles to assist in the delivery of the targets.</p>
51	<b>Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)</b>	<p>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: benzene, carbon monoxide, nitrogen dioxide, particles (PM10), 1,3-butadiene, lead, ozone and sulphur dioxide.</p> <p>Local authorities are charged with drawing up their own strategies to tackle the air quality objectives in their areas.</p> <p>Target dates for standards range from 2005 to 2020</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>The Strategy also sets out the short to medium term policy framework for ambient air quality in Scotland and the rest of the UK.</p>	<p>One air quality management area identified in Perth town centre, not expected to be significantly affected by A9 dualling.</p> <p>Local environmental assessment of air quality required at the later route alignment and detailed design stages.</p>
<b>Key Issues</b> <ol style="list-style-type: none"> <li>1. Seek opportunities to improve resilience to climate change</li> <li>2. Embed requirements for carbon assessment and optimisation at all stages of delivery</li> <li>3. Consider air quality effects at the local level</li> </ol>			

No	List of Supplementary Guidance	Relevance Yes/No
<b>Highland Council</b>		
HC1	Sustainable Design Guide - Interim Supplementary Guidance	Yes
HC2	Trees, Woodlands and Development - Interim Supplementary Guidance	Yes
HC3	Flood Risk and Drainage Impact Assessment - Interim Supplementary Guidance	Yes
HC4	Green Networks - Interim Supplementary Guidance	Yes
HC5	Highland's Statutorily Protected Species - Supplementary Guidance	Yes
HC6	Physical Constraints - Interim Supplementary Guidance	No
HC7	Managing Waste in New Developments - Interim Supplementary Guidance	No
HC8	Affordable Housing (revised August 2008)	No
HC9	Dingwall Developer Contributions	No
HC10	Education and New Residential Developments - (August 2009)	No
HC11	Houses in Multiple Occupation (November 2011)	No
HC12	Housing in the Countryside and Siting and Design (August 2011)	No
HC13	Nigg Development Masterplan	No
HC14	Onshore Wind Energy Interim Supplementary Guidance	No
HC15	Open Space in New Residential Developments (May 2009)	No
HC16	Draft Developer Contributions: Supplementary Guidance	No
HC17	Draft Inverness City Centre Development Brief	No
HC18	Draft Public Art Strategy: Supplementary Guidance	No
HC19	Draft Proposals for Small-Scale Wind Turbines: Supplementary Guidance	No
<b>Perth and Kinross Council</b>		
PK1	Affordable Housing	No
PK2	Airfield Safeguarding	No
PK3	Developer Contributions	No
PK4	Housing in the Countryside	No
PK5	Telecommunications	No
PK6	Wind Energy	No
<b>Cairngorm National Park</b>		
CN1	Cairngorms National Park Sustainable Design Guide	Yes
CN2	Open Space	Yes
CN3	Natural Heritage	Yes
CN4	Water Resources	Yes
CN5	Wildness	Yes
CN6	Conversion and Reuse of Existing Traditional and Vernacular Buildings	No
CN7	Housing Development in Rural Building Groups	No
CN8	Newtonmore H1 Development Brief	No
CN9	Newtonmore H2 Development Brief	No
CN10	Grantown-on-Spey Development Brief	No
CN11	Dulnain Bridge Development Brief	No
CN12	Kincraig Development Brief	No
CN13	Developer Contributions	No
CN14	General Development and Carbon Sinks and Stores	No
CN15	Affordable Housing - the SPG, along with the Development Appraisal Toolkit and associated guidance notes that support it	No
CN16	Appraisal Toolkit and associated guidance notes that support it	No





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