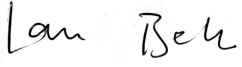


**Aberdeenshire Local Transport Strategy**  
Strategic Environmental Assessment  
Post-Adoption SEA Statement

Aberdeenshire Council  
March 2007

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Aberdeenshire Local Transport Strategy – Post-Adoption SEA Statement

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# 1 Introduction

## 1.1 Strategic Environmental Assessment

As part of the development of the Aberdeenshire Local Transport Strategy (LTS), a Strategic Environmental Assessment (SEA) was carried out, as required under the Environmental Assessment (Scotland) Act 2005.

SEA is a systematic method for considering the likely environmental effects of plans, programmes and strategies, during their development. The aim of SEA is to:

- Integrate environmental factors into decision-making
- Improve the LTS and enhance environmental protection
- Increase public participation
- Facilitate transparency in decision-making

In the development of the Aberdeenshire LTS, the SEA process has included the following activities:

- Taking into account the views of the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and the Scottish Ministers (Historic Scotland) regarding the scope and level of detail that was appropriate for the SEA and Environmental Report
- Preparing an Environmental Report detailing the likely significant effects on the environment of the draft LTS. The Environmental Report included consideration of:
  - baseline data relating to the current state of the environment
  - links between the LTS and other relevant strategies, policies, plans, programmes and environmental protection objectives
  - existing environmental problems relevant to the LTS
  - alternative methods for achieving the objectives of the LTS
  - the likely significant effects of the draft LTS on the environment (positive and negative)
  - mitigation measures developed for the prevention, reduction and offsetting of any significant adverse effects
  - methods to monitor the environmental effects of the LTS
- Consulting with the public and Consultation Authorities (SEPA, SNH and Historic Scotland) on the Environmental Report
- Taking into account the findings of the Environmental Report and the comments from consultation in making final decisions regarding the LTS
- Committing to monitoring the significant environmental effects of the implementation of the LTS. This will also identify unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken

## 1.2 Objectives and Content of this Post-Adoption SEA Statement

This Post-Adoption SEA Statement sets out how the findings of the SEA have been taken into account in the development of the final LTS. This document includes the following key information:

- How environmental considerations have been integrated into the LTS – see Table 2.1
- How responses to the Environmental Report from the Consultation Authorities and the wider public have been integrated into the LTS – see Table 3.2
- Further detail regarding the likely effects of the LTS on Natura 2000 sites, as requested by SNH – see Section 2.3
- The reasons for choosing this LTS in light of the other reasonable alternatives – see Section 4
- Measures taken to mitigate the environmental effects of the LTS – see Section 2.2
- Measures to be taken to monitor the environmental effects associated with implementing the LTS – see Section 5

# 2 Environmental Considerations

## 2.1 Introduction

This chapter highlights how environmental considerations have been addressed by the Aberdeenshire LTS as adopted. Table 2.1 highlights how existing environmental problems and predicted impacts described in the Environmental Report have been addressed. The mitigation measures, which were developed to avoid, reduce or offset impacts and these are the presented in Section 2.2.

SNH objected to the draft LTS due a lack of detail regarding potential effects on Natura 2000 sites. Further assessment of effects on Natura sites was carried out in consultation with SNH, prior to the development of the final LTS. The results of this are discussed in Section 2.3.

**Table 2.1 Addressing Environmental Considerations**

SEA Topic	Environmental Problems Identified in Scoping and Environmental Reports	Likely Impacts Identified in the Environmental Report	How Environmental Problems have been addressed by the LTS
Biodiversity, Flora & Fauna	<ul style="list-style-type: none"> <li>■ A wide variety of flora and wildlife is supported by roadside verges. Conservation and enhancement of existing verges as well as the creation of new verges is a priority of Aberdeenshire</li> <li>■ Transport schemes need to prevent the spread of Invasive species e.g. Giant Hogweed which can dominate roadside verges</li> <li>■ Wych Elm found at roadside locations and should be protected in transport policies within the LTS</li> <li>■ Transport schemes need to protect and enhance field margins and boundary habitats including dykes and hedgerows which are protected in the LBAP</li> <li>■ Transport schemes and policies need to preserve wetlands and species rich grassland habitats, which in the past, have been overlooked and lost due to development</li> <li>■ LTS policies should provide opportunities for better public access to the natural environment</li> <li>■ Road maintenance can sometimes adversely impact habitats and species, therefore LTS policy should look to protect and preserve habitats and species</li> <li>■ Transport schemes should identify where park and ride schemes and other</li> </ul>	<ul style="list-style-type: none"> <li>■ There is the potential for negative impacts on designated Natura 2000 sites due to interventions proposed by the draft LTS</li> <li>■ The construction of new infrastructure has the potential to negatively affect biodiversity through habitat destruction, disturbance or fragmentation</li> </ul>	<p>A detailed assessment of the likely effects of the LTS on Natura sites was carried out (see Appendix A). Appendix A also sets out measures that will be implemented where negative impacts have the potential to cause negative impacts.</p> <p>Mitigation measures (Appendix 6 of the LTS) seek to ensure that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.2 for biodiversity mitigation measures.</p> <p>The LTS Implementation Plan contains the following relevant Action (relevant locations were selected by the Aberdeenshire Environmental Forum):</p> <ul style="list-style-type: none"> <li>■ Appraise, and if appropriate extend, the current verge maintenance pilot scheme which aims to introduce a specific regime at selected locations, which is sympathetic to the natural habitat</li> </ul>

SEA Topic	Environmental Problems Identified in Scoping and Environmental Reports	Likely Impacts Identified in the Environmental Report	How Environmental Problems have been addressed by the LTS
	<p>transport developments could provide new or enhance existing habitats</p>		
Landscape	<ul style="list-style-type: none"> <li>■ Local landscape/townscape character has been affected by inappropriate traffic management and road safety schemes</li> <li>■ Local identity has been affected by poor design and the use of materials not in keeping with the local setting in development of public transport infrastructure</li> <li>■ The design and use of lighting needs to balance safety/security with minimising light pollution on the environment</li> <li>■ Poor design quality in town gateways has impacted upon the local townscape. The LTS could provide new Town Gateways of high design quality to enhance local setting</li> </ul>	<ul style="list-style-type: none"> <li>■ Negative effects on landscape/streetscape character are predicted due to the provision of major transport infrastructure e.g. new/upgraded roads, car parks, railway stations, park and ride facilities</li> <li>■ Negative effects on landscape / streetscape character due to the cumulative effect of various smaller scale infrastructure e.g. cycleways, street furniture, traffic calming measures</li> </ul>	<p>Mitigation measures (Appendix 6 of the LTS) seek to ensure that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.3 for landscape/visual mitigation measures.</p> <p>The LTS Implementation Plan contains the following relevant Actions:</p> <ul style="list-style-type: none"> <li>■ Reduce light pollution and energy consumption by the use of modern street lighting apparatus</li> <li>■ Conserve bridges which form a vital part of our built heritage unless such works would be prohibitively expensive or impractical</li> <li>■ Ensure that new bridges are designed and constructed to complement their setting</li> <li>■ Retain old superseded structures traffic-free where possible, preserving the amenity of scenic routes</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>■ Known and unknown archaeology has been affected by previous developments. The LTS should attempt to protect these sites</li> <li>■ The settings of built heritage assets need to be protected and preserved in transportation policy</li> </ul>	<ul style="list-style-type: none"> <li>■ Negative impacts on the historic environment are predicted due to the construction of infrastructure; through direct disturbance to historic buildings/features or by affecting their setting</li> <li>■ There is the potential for cumulative negative effects due to the provision of smaller scale infrastructure e.g. cycleways, street furniture, traffic calming measures</li> </ul>	<p>Mitigation measures (Appendix 6 of the LTS) seek to ensure that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.4 for cultural heritage mitigation measures.</p> <p>The LTS Implementation Plan contains the following Action:</p> <ul style="list-style-type: none"> <li>■ Conserve bridges which form a vital part of our built heritage unless such works would be prohibitively expensive or impractical</li> </ul>
Water, Land	<ul style="list-style-type: none"> <li>■ Bridge and road maintenance can cause</li> </ul>	<ul style="list-style-type: none"> <li>■ There is the potential for loss of</li> </ul>	<p>Mitigation measures (Appendix 6 of the LTS) seek to ensure</p>

SEA Topic	Environmental Problems Identified in Scoping and Environmental Reports	Likely Impacts Identified in the Environmental Report	How Environmental Problems have been addressed by the LTS
and Soil, Waste	<p>impacts on water quality. LTS policies should protect and where possible seek to improve water quality</p> <ul style="list-style-type: none"> <li>■ The LTS should aim to reduce flood risk and protect flood plains</li> <li>■ Opportunities to incorporate Sustainable Urban Drainage Systems (SUDS) or culvert enhancements in road maintenance schemes should be identified in the LTS</li> </ul>	<p>soil and agricultural land due to the construction of major infrastructure</p> <ul style="list-style-type: none"> <li>■ New infrastructure can increase run-off and the potential for pollution events</li> </ul>	<p>that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.5 for water mitigation measures.</p> <p>The LTS Implementation Plan contains the following Action:</p> <ul style="list-style-type: none"> <li>■ Introduce a risk assessment process in relation to flooding on the local road network</li> </ul>

SEA Topic	Environmental Problems Identified in Scoping and Environmental Reports	Likely Impacts Identified in the Environmental Report	How Environmental Problems have been addressed by the LTS
Air Quality and Climatic Factors	<ul style="list-style-type: none"> <li>■ Transport policies should look to Improve Aberdeenshire’s air quality, as air quality improvement is a Council aim</li> <li>■ Transport in Aberdeenshire is a significant source of CO<sub>2</sub>, which is attributed to the causes of climate change. The LTS needs to identify and support sustainable modes of transport</li> </ul>	<ul style="list-style-type: none"> <li>■ Impacts are broadly positive</li> </ul>	<p>Mitigation measures (Appendix 6 of the LTS) seek to ensure that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.6 for air quality and climate-related mitigation measures.</p> <p>In addition to Actions which promote public transport, walking and cycling as alternatives to private car use, the LTS Implementation Plan contains the following relevant Actions:</p> <ul style="list-style-type: none"> <li>■ Encourage a change in travel habits towards more sustainable travel behaviour</li> <li>■ Progressively implement and develop the effectiveness of the Aberdeenshire Council Travel Plan</li> <li>■ Maintain and promote Aberdeenshire car-sharing schemes.</li> <li>■ Trial conversion of Council vehicles to LPG fuels</li> <li>■ Implement School Travel Plans for all Schools - including integration with Eco Schools, Cycle Proficiency Training, National School Travel Campaigns, and other healthy living / active lifestyle initiatives undertaken by schools</li> <li>■ Encourage the use of public transport through Public Transport Awareness Campaigns.</li> <li>■ Support TravelWise, and local, regional and national sustainable transport awareness campaigns</li> <li>■ Secure Green Energy for the supply of un-metered electricity for all electrical street furniture</li> <li>■ Monitor the effectiveness of the Council's pilot business centres - the IT Hot Stops - and examine further initiatives to reduce business mileage</li> <li>■ Develop Travel Planning and Awareness projects and initiatives which contribute to achieving the Council’s wider Sustainability Charter aims and objectives</li> <li>■ Implement a major travel behaviour change initiative, in partnership with other relevant public and private sector agencies, building upon the experiences of the recent Step Change pilot programme</li> </ul>

SEA Topic	Environmental Problems Identified in Scoping and Environmental Reports	Likely Impacts Identified in the Environmental Report	How Environmental Problems have been addressed by the LTS
Population and human health	<ul style="list-style-type: none"> <li>■ The LTS should identify and promote opportunities to halt the depopulation of rural areas and some towns in Aberdeenshire</li> <li>■ Opportunities for young people are needed to facilitate economic development within Aberdeenshire. Transport policies should aid economic development in the area</li> <li>■ Accessibility to jobs, shops, leisure facilities, health care and schools is an issue in many areas, particularly for the elderly and disabled. The LTS ought to increase accessibility and reduce social exclusion within Aberdeenshire</li> <li>■ LTS policies should identify schemes to reduce the number of traffic accidents</li> <li>■ A reduction in transport related crime is desired in Aberdeenshire. Opportunities for secure design in transport scheme should be promoted in the LTS</li> <li>■ Improved access to recreation facilities and the promotion of walking and cycling is required to promote healthier lifestyles within Aberdeenshire</li> <li>■ Transport is the major source of noise in Aberdeenshire. The promotion of alternative modes of transport in the LTS could help to reduce noise impacts</li> </ul>	<ul style="list-style-type: none"> <li>■ Impacts on accessibility, human health, road safety and crime are predicted to be positive</li> </ul>	<p>Mitigation measures (Appendix 6 of the LTS) seek to ensure that problems are avoided, reduced or offset and opportunities for enhancements made where possible. See Section 2.2.7 for health mitigation measures.</p> <p>The LTS Implementation Plan also contains the following Actions:</p> <ul style="list-style-type: none"> <li>■ Promote the development of Home Zones</li> <li>■ Maintain a programme of traffic calming schemes, road safety and traffic management schemes in order to contribute to the achievement of the targets within Aberdeenshire Council's Road Safety Plan 2005-2010</li> <li>■ Monitor Road Traffic Accidents by location and crash type to inform the development of remedial schemes</li> <li>■ Maintain the existing road network at least to its present standard, with the emphasis on principal roads</li> <li>■ Maintain the current procedure for safety auditing of new road schemes</li> </ul> <p>The LTS Implementation Plan also contains the following targets:</p> <ul style="list-style-type: none"> <li>■ To reduce the number killed or seriously injured (KSI) casualties by 40% based on the 1994-98 average</li> <li>■ To reduce all child casualties by 50% by the year 2010 based on the 1994-1998 average</li> <li>■ To reduce slight casualties by 10% by 2010 based on the 1994-1998 average.</li> <li>■ Working with developers, introduce at least one Home Zone each year over the next three years</li> <li>■ Implement reduced speed limits in at least four locations in each of the Council's six administrative areas each year for the next three years</li> </ul>

## 2.2 Mitigation

The SEA Environmental Report set out proposals to mitigate environmental impacts predicted by the SEA. Following consultation on the Environmental Report and based on comments from the Consultation Authorities, these measures were revised. These revised measures are set out in sub-sections 2.2.1 to 2.2.7.

### 2.2.1 *General*

- Where necessary, projects will be subject to Environmental Impact Assessment (EIA). The need for EIA will be determined on a project by project basis in liaison with the planning authority and following the requirements of the Environmental Impact Assessment (Scotland) Regulations.

### 2.2.2 *Biodiversity*

- Sensitive sites (protected sites, second tier sites, semi natural habitat) will be avoided where possible.
- Potential impacts on the integrity of Natura 2000 sites (or proposed Natura 2000 sites) will in the first instance be prevented by locating transport activities likely to cause negative effects away from such sites. Where activities could directly, indirectly or in combination with other proposals affect the interests of a Natura site, the proposals will be screened for the potential for significant effects to the interests of the site in consultation with SNH. If the screening indicates potential for significant effects studies will be completed to inform an Appropriate Assessment
- Where appropriate, measures to enhance biodiversity will be implemented. Such measures may include seeding locally native species on roadside verges and other schemes, the use of locally native tree species in landscape schemes, habitat creation, habitat creation for protected species (e.g. barn owl boxes, log pile holts for otters) and the creation of greenways and wildlife corridors along footpaths and cycleways, to encourage the movement of species.
- Potential impacts on protected species will be avoided in the first instance by locating transport activities likely to cause disturbance away from sites associated with protected species. In other cases impacts will be avoided by complying with protected species legislation and by licensing proposed disturbance through the relevant licensing authority (SEERAD or SNH).
- In the early stages of developing transport corridors, consideration will be given to the provision of wildlife access corridors

### 2.2.3 *Landscape and Visual Amenity*

- Where EIA is required, the landscape and visual appraisals will be carried out for all schemes to determine the likely effects of the scheme on landscape character and visual amenity.
- High quality design and construction principles will be applied to all new developments and modifications and improvements to existing schemes
- All schemes will be appropriately and sensitively designed for their location
- All schemes will be maintained to ensure they remain in good condition
- All schemes will retain important and distinctive landscape features (e.g. field patterns, hedgerows, trees, open space and urban form) where possible
- Where important and distinctive landscape features must be removed/modified or landscape character will be temporarily altered, Landscape Management Plans will be produced highlighting how the affected areas will be restored, reinstated and enhanced
- All landscape schemes will incorporate biodiversity enhancements where appropriate e.g. use of native species, creation of greenways and green networks

- The quality and design of street furniture (e.g. lighting and signage) will ensure they are appropriate to their setting, create a cohesive treatment and enhance streetscape quality.

#### 2.2.4 *Historic Environment*

- New transport related schemes in Conservation Areas will be of a high quality and will be designed to ensure they are appropriate to the character of the Conservation Area and its setting
- Surveys will be undertaken prior to the implementation of schemes to determine whether they will affect sites of archaeological importance and the setting of archaeological features
- Where EIA is required, landscape character assessments will incorporate Historic Land-Use Assessments (HLA) to inform all related assessments in terms of the historic elements of landscapes. This is a GIS-based analysis of past and present land-use, accessible at <http://www.rcahms.gov.uk>

#### 2.2.5 *Water Quality and Water Resource*

- All new transport schemes and improvement works will be carried out in accordance with relevant legislation for the protection of surface and groundwater (including the Water Framework Directive). These will also take into account SEPA's Pollution Prevention Guidelines (PPG):
  - PPG1: General Guide to the Prevention of Pollution
  - PPG2: Above Ground Oil Storage tanks
  - PPG5: Works In, Near or Liable to Affect Watercourses
  - PPG6: Working at Demolition and Construction Sites
  - PPG21: Pollution Incident Response Planning
- All engineering, building or other works in inland surface waters will require authorisation under the Water Environment (Controlled Activities) (Scotland) Regulations 2005 and may require licensing by SEPA (other than those covered by the General Binding Rules).
- Transport schemes and improvement works will implement appropriate means to minimise pollution from surface run-off e.g. oil separators and silt traps
- In accordance with Scottish Planning Policy 7 (SPP:7), if initial discussion with the appropriate planning authority indicate that flooding is likely to be an issue for a scheme a flood risk assessment will be carried out
- The council will require that all new transport-related developments implement Sustainable Urban Drainage Systems (SUDS).

#### 2.2.6 *Air Quality and Climate Change*

The LTS itself contains several proposed Actions to reduce emissions through increased walking, cycling and use of public transport

#### 2.2.7 *Human Health*

- Noise impacts can be mitigated through appropriate acoustic screening, taking into account its appropriateness to the local environment
- Where appropriate cycle/footpaths will be separated from roads to reduce the risk of accidents and the impacts of air pollution on health.

## 2.3 Effects on Natura 2000 Sites

Of particular relevance to this Post-Adoption SEA Statement is the potential for negative effects on Natura 2000 sites. SNH objected to the draft LTS due to a lack of detail regarding effects on these Natura 2000 sites; Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). As a result, more detail was provided regarding the location of future infrastructure and the potential for negative impacts on SPAs and SACs.

This section summarises the background, method and findings of the assessment table in Appendix A, which sets out the predicted impacts on Natura sites in Aberdeenshire.

### 2.3.1 *Legislative Context*

The requirement for appropriate assessment of plans and projects on the potential impact on any Natura 2000 site is detailed in Article 6 (3) and (4) of the Habitats Directive<sup>1</sup>. It requires that 'any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessments of its implications for the site in view of the site's conservation objectives.' The directive goes on to say that the plan shall only be agreed if there is no adverse impact on the integrity of sites after mitigation is considered and that the Commission require informing of such compensatory measures.

As a result of the above legislation, SNH raised an objection to the draft LTS due to a lack of detail regarding the potential for adverse effects on Natura 2000 sites. Their response to the draft LTS and Environmental Report stated that the 'objection could be overcome by more detailed assessment of the likely significant effects and identification of mitigation which will prevent adverse impacts on the integrity of these sites.'

As a result of this objection and in consultation with SNH, a method was developed to assess the likely effects of the LTS on Natura sites.

### 2.3.2 *Assessment and Findings*

Many of the Actions set out in the draft LTS are strategic statements with no geographic context. For the assessment to be carried out, it was necessary for the Council to identify the likely locations of a number of proposed projects which had not been referred to explicitly in the draft LTS. It was then possible to determine if construction would occur within or sufficiently close to Natura sites; indicating the potential for negative effects to occur.

The assessment table in Appendix A describes the key characteristics of schemes which would occur for each relevant Action. Where specific locations are known these are stated, alongside details of the proximity of the scheme to Natura sites.

Where proposed schemes are sufficiently close to Natura sites to allow for potentially negative effects, relevant issues and mitigation measures are set out. The final column states whether the integrity of Natura sites is predicted to be adversely affected, taking into account the implementation of mitigation measures.

Assuming that mitigation measures are effectively implemented, it is not predicted that the Actions of the LTS will adversely affect the integrity of Natura sites in Aberdeenshire.

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<sup>1</sup> Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora

# 3 Consultation

## 3.1 Introduction

The Environmental Report, which contained details of the likely environmental effects of the Aberdeenshire LTS, was published for public consultation in June 2006. The Environmental Report provided consultees with the opportunity to respond to its findings and therefore to influence the adopted LTS.

Table 3.1 summarises the consultation responses received from the Consultation Authorities and other interested parties, in relation to the SEA Environmental Report. It also describes how these responses have been taken account of in finalising the LTS.

Comments were also received from the Consultation Authorities following preparation of the SEA Scoping Report. These were taken into account during the preparation of the Environmental Report, which included a summary of how these comments were addressed.

**Table 3.1 Addressing Comments from Consultation on the Draft LTS**

Consultee / Respondent	Summary of Comments	How the comments were taken into account in making the decision to adopt the final LTS
Historic Scotland	Comments were positive regarding the approach to the assessment, the presentation of results and the incorporation of mitigation measures within the LTS itself. It was suggested that two mitigation measures were amended. Regarding the monitoring framework, it was suggested that alternative indicators were used to identify impacts of the LTS on the historic environment.	Mitigation measures have been amended, taking into account Historic Scotland's recommendations and legislative requirements. Indicators have been amended as recommended.
Scottish Environmental Protection Agency (SEPA)	Comments were broadly positive regarding the SEA. It was suggested that two mitigation measures were re-worded. Replacement indicators were also recommended.	Mitigation measures and indicators have been amended as recommended.
Scottish Natural Heritage (SNH)	SNH requested a more detailed assessment of the effects of the LTS on Natura sites and that without additional information, SNH would object to the final LTS. Due to limited information regarding the location of specific projects in the LTS, the SEA was not able to assess how these might affect specific sites and species. Suggestions were also made regarding additional or alternate mitigation measures.	Where possible, more detailed information was provided regarding the likely location of some future development (see Section 3.2) and the potential effects of these on Natura 2000 sites (see Section 2.3 and Appendix A). In consultation with SNH, mitigation was developed to avoid adverse impacts on the integrity of Natura sites.
Road-Sense	<p>'there is no suggestion anywhere in the document [LTS] that the very concept of an Aberdeen Western Peripheral Route has been subject to a rigorous and robust independent analysis through a Strategic Environmental Assessment as required under European law...'</p> <p>'There is now a danger that notwithstanding the profusion of transport policy documents currently being published there will be no Strategic Environmental Assessment for transport in the North East of Scotland. Thus, in conclusion, Road-Sense believes that there is an urgent need for a robust Strategic Environmental Assessment of all of the realistic</p>	<p>A Strategic Environmental Assessment of the LTS was carried out, as referred to in the LTS document, and the Environmental Report identified various potentially significant impacts (negative and positive) of the Aberdeen Western Peripheral Route (AWPR), including negative impacts on biodiversity, landscape and the historic environment.</p> <p>In addition to the SEA of the LTS, the forthcoming NESTRANS Regional Transport Strategy for Aberdeenshire and Aberdeen City is subject to SEA.</p> <p>The LTS <i>supports</i> the development of the AWPR and the SEA</p>

	transport options around Aberdeen. The draft Local Transport Strategy fails to do this.'	therefore states the likely <i>strategic</i> effects. Other than a 'do minimum' option, strategic alternatives to the LTS were not considered therefore these do not appear in the SEA Environmental Report. Alternative 'measures' considered in the development of the LTS are detailed in Appendix B.
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## 3.2

**Amendments to the LTS Actions**

Following public consultation on the draft LTS and Environmental Report, a number of changes were made to the Strategy document. These include the addition of new Actions and amendments to existing Actions. For example, following a request for further detail regarding the locations of future infrastructure, Actions were added which specified the locations of new rail stations.

The following LTS Actions have been added to the final Strategy:

- Investigate the potential for and trial the development of pilot quiet lanes
- Investigate the provision of facilities at Transport Interchanges to encourage use by Motorcyclists
- Support the development of the rail station reopening at Laurencekirk
- Support the development of new rail stations at Kintore and Newtonhill
- Support and develop pilot projects aimed at providing hydrogen fuelled transport services, such as a hydrogen fuelled bus between Aberdeen and Peterhead
- Implement Quality Bus Corridors including the provision of raised kerbs and improved bus shelter facilities
- Undertake feasibility studies exploring the potential to develop demand responsive transport services to provide access to employment and health services
- Consider the introduction of traveller needs surveys
- As a longer-term aspiration, consider opportunities to reintroduce railway lines and services in Aberdeenshire
- Review the School Transport Policy on a regular basis. Also review potential transport provision to cater for after-school activities
- Consider the development of a pilot study investigating the potential provision of “virtual boots” for shoppers
- Continue to promote the RCTI (Scottish Executive’s Rural Community Transport Initiative) to local groups and assist in funding applications, as well as providing financial or in-kind support as appropriate
- Consider future maritime feasibility studies, including the development of small marina facilities at Aberdeenshire’s ports and harbours

Table 3.2 highlights the LTS Actions which have been deleted or amended:

**Table 3.2 Deleted and Amended LTS Actions**

LTS Action	Amendment
Aim to cut the business mileage of Council staff by 1% by 2006/7	This Actions has been deleted and now appears in the LTS as a target
Work towards achieving a 10% reduction in drive-alone commuting by Aberdeenshire Council employees by 2007.	This Actions has been deleted and now appears in the LTS as a target
Review and develop new targets for reducing business mileage for the period to 2010	This Actions has been deleted and now appears in the LTS as a target
Implement a Council-wide Multi-ticketing arrangement to cover 95% of services in next 3 years	This Actions has been deleted and now appears in the LTS as a target
Investigate the potential for reopening former rail lines and	As described earlier in this sub-section, this broad Action has been replaced by two Actions which refer to specific

stations and for developing new heavy or light rail options	stations and one regarding railway lines: <ul style="list-style-type: none"> <li>■ Support the development of the rail station reopening at Laurencekirk</li> <li>■ Support the development of new rail stations at Kintore and Newtonhill</li> <li>■ As a longer-term aspiration, consider opportunities to reintroduce railway lines and services in Aberdeenshire</li> </ul>
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### 3.3

#### Environmental Impacts of New Actions

Three specific developments are promoted by Actions in the final Aberdeenshire LTS which were not included in the draft LTS. As a result the environmental impacts of these Actions were not assessed by the SEA.

The methodology for determining the significance of effects is the same as set out in the Chapter 9 of the Environmental Report, which can be found online at:

<http://www.aberdeenshire.gov.uk/transportation/lts/index.asp>

The environmental impacts of the following Actions below are stated in Appendix C:

- Support the development of the rail station reopening at Laurencekirk
- Support the development of new rail stations at Kintore and Newtonhill

A number of potential environmental effects were identified and it is assumed that the mitigation measures set out in Section 2.2 will be applied to these developments.

# 4 Consideration of Alternatives

## 4.1 Introduction

The SEA Act requires the environmental effects of 'reasonable alternatives' to be identified, described and evaluated. The Act states that only 'reasonable, realistic and relevant alternatives' should be considered.

The previous version of the Aberdeenshire LTS (December 2000) focused on changing travel behaviour rather than proposing major infrastructure developments as a means to address transport problems. The updated LTS has a similar focus therefore, other strategic options were not considered, with the exception of a 'do nothing' scenario.

Alternative 'measures' tackling LTS objectives were however considered. Details of these measures were presented in the SEA Environmental Report, with the reasoning for either taking these forward or discounting them. This information is presented again in Appendix B of this report.

## 4.2 The 'Do Nothing' Scenario

This section explains why the LTS as adopted was chosen, in light of the other alternative considered; the 'do nothing' option.

The Environmental Report predicted that the Aberdeenshire LTS is likely to have significant positive effects on:

- Improving access to services and facilities
- Reducing social exclusion
- Improving road safety for all users
- Promoting the use of more sustainable travel modes for passenger and freight travel
- Promoting the use of more efficient and less polluting fuels
- Promoting walking and cycling (by improving routes, facilities and safety)
- The natural environment
- Human health
- Reducing congestion
- Improving local air quality
- Reducing the sources of noise and vibration

The SEA also predicted adverse effects on the environment, especially cultural heritage, biodiversity and landscape. However the implementation of appropriate mitigation measures should avoid, offset or reduce these impacts.

Under the 'do nothing' scenario it is anticipated that environmental problems, previously identified in the Scoping report and Environmental Report would remain, missing opportunities for enhancements within Aberdeenshire. This could lead to the following:

- Loss of habitats and species
- The spread of invasive species
- The loss of local character due to inappropriate design and use of materials not in keeping with local settings
- Heritage assets being adversely effected or lost
- A decline in water and air quality
- An increase in flood risk
- Social exclusion due to the inaccessibility of areas

The environmental and social issues identified and the absence of the LTS could lead to parts of the existing road network being unable to cope with the increase in car ownership. An increase in road traffic would lead to increased congestion, reduced local air quality and increased noise pollution which would have adverse effects on human health as well as increasing the risk of accidents from road traffic.

Growth in private motorised transport would erode the potential public transport base as the reliability and frequency of services would reduce with congestion. Poor quality public transport, limited public transport options, high ticket prices and limited public transport integration with land uses would lead to increased social exclusion and accessibility problems.

Increased reliance on the private car would decrease walking and cycling rates in the area. This, combined a lack of programmes to improve routes, facilities and safety would mean it would be unlikely that the local population would use walking or cycling as an alternative to car travel. Therefore the benefits of walking and cycling both for the environment (reduce CO<sub>2</sub> emissions) and human health (physical activity) would not be realised.

Continued reliance on road travel for the movement of freight would also have an adverse effect on congestion, local air quality, noise and vibration, road safety and human health.

If the LTS programme was not implemented, environmental and social issue associated with the transport system in Aberdeenshire would be left to escalate, creating further environmental problems and decreasing the local environmental quality of the area.

## 5 Monitoring

Monitoring the environmental effects of the LTS is an essential stage in the SEA process. The information gathered as a result of monitoring will enable Aberdeenshire Council to trace the environmental effects of the Strategy, measure the success of the mitigation measures implemented, identify any unforeseen effects and manage any uncertainty in the assessment process for example in the prediction of environmental effects or where data gaps have been encountered in compiling the environmental baseline report.

Monitoring measures are directly linked to the SEA process and take account of:

- the SEA objectives and indicators
- the features of the environmental baseline that will provide evidence of the effects of the LTS
- the likely significant measures predicted during the SEA
- mitigation measures

Initial monitoring proposals were set out in the Environmental Report. Following comments from consultation on the LTS and Environmental Report, a number of changes were made to these proposals. The final monitoring framework is presented in Table 5.1.

**Table 5.1 Monitoring Framework**

SEA Topic	Indicator	Source of Data	Review Timescale
Biodiversity, flora and fauna	Damage to designated sites (SACs, SPAs, SSSI) attributed to transport-related activities	SNH	Annual
Biodiversity, flora and fauna	Protected species killed on Aberdeenshire's road - numbers and locations	NESBReC	Annual
Biodiversity, flora and fauna	Number of successful licence applications for derogations of the Habitats Regulations, to disturb species	SNH	Annual
Landscape character / visual amenity	Proportion of transport projects accompanied by outline landscape design	Aberdeenshire Council	Annual
Cultural heritage	Number of applications for Scheduled Ancient Monument Consent, related to transport	Historic Scotland	Annual
Cultural heritage	Outcomes of applications for Scheduled Ancient Monument Consent, related to transport	Historic Scotland	Annual
Cultural heritage	Number of applications for Listed Building Consent (inc demolitions) related to transport	Aberdeenshire Council	Annual
Cultural heritage	Outcomes of applications for Listed Building consent related to transport	Aberdeenshire Council	Annual
Water	Total number of new transport developments within areas identified as at medium to high flood risk (annual probability of flooding > 0.5% (1:200))	Aberdeenshire Council, SEPA	Annual
Water	Number of water pollution events attributed to transport related activities	SEPA	Annual

Air	Number of exceedances of the National Air Quality Strategy (NAQS) objectives for NO <sub>2</sub> and PM <sub>10</sub>	Aberdeenshire Council	Annual
Climate	CO <sub>2</sub> emissions	DEFRA	Annual
Air/climate factors/human health	Proportion of people travelling to work/study by mode	Aberdeenshire Council	Annual
Human Health	Number of reported complaints regarding traffic noise	Aberdeenshire Council	Annual
Human Health	Road accident statistics	North East Constabulary	Annual

# Appendix A Appraisal of Effects on Natura 2000 Sites

Aberdeenshire Council has made a commitment to the mitigation measures listed in Section 2.3.2. The effects described in Table A.1 assume the effective implementation of these mitigation measures.

**Table A.1 Appraisal of Effects on Natura 2000 Sites**

	LTS Actions	Scheme components or physical activities which may result from Actions	Location(s) of activities (where known)	Proximity to Natura Sites	Potential Effects on Natura Sites	Potential for Negative Effect?	Issues and Mitigation to be Considered	Residual Adverse Effect on Integrity of Natura Site?
Walking	Continue to support the development of local footpath networks in settlements	Potential for increased activity on existing footpaths and construction of new footpaths. Footpaths in urban areas may include pavements, lighting and signage. In countryside areas footpaths are assumed to be unmetalled with minimal furniture. Improvements to existing footpaths may reduce erosion and associated	This is a general policy and no information is available on specific paths.	Existing footpaths within and adjacent to Natura Sites may experience an increase in use.	Potential slight increase in erosion, particularly on the fringes of footpaths. There are potential benefits where access to sites can be better managed; erosion can be reduced and through the control of pets.	Yes	At this stage, locations for walking paths have not been specified. If proposals are put forward for paths which are in the vicinity of Natura sites, the potential effects on the sites and relevant species will be addressed in: <ul style="list-style-type: none"> <li>Decisions regarding location of paths and their design. Works may include improvements to existing paths to reduce erosion and control access.</li> <li>Undertaking necessary ecological surveys to establish the value and sensitivity of sites and tailor the design accordingly.</li> <li>Preparation and implementation of construction method statements to avoid and minimise effects.</li> </ul>	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
	Ensure new developments provide appropriate and attractive footpath links			Footpaths could be developed close to Natura sites in the future	Potential disturbance to species and habitats. SPAs are potentially more sensitive because of disturbance to birds. Disturbance to otters			
	Increase the number of walking paths and improve the quality and condition of existing walking paths through the new Walking Action Plan.							

	<p>Develop a new Walking Action Plan – to include proposals for pedestrian audits, identify specific improvements, and provide links to the core paths network</p>	<p>effects.</p>			<p>in SACs is to be avoided.</p>			
<p>Cycling</p>	<p>Continue to develop safe cycle networks within Aberdeenshire’s settlements</p>	<p>Cycle paths, cycle storage facilities such as bike sheds/railings, lighting, street furniture such as signage, litter bins, etc.</p>	<p>This is a general policy and no information is available on specific cycle paths.  Within settlements it is unlikely that cycle paths will impact on Natura sites</p>	<p>Would be sufficiently far removed not to be an issue unless located on the banks of the River Dee SAC.</p>	<p>Potential slight increase in erosion, particularly on the fringes of footpaths/ cycleways. There are potential benefits to containing access; reducing erosion and managing pets.</p>	<p>Yes</p>	<p>The provision of cycleways/footways has the potential to disturb protected species within SACs and SPAs. For example, the River Dee SAC is protected due to the presence of freshwater pearl mussel, Atlantic salmon and otter. If new cycleways/footways are provided in the vicinity of this site, there is the potential for dog walkers to disturb otters.</p> <p>Conversely, paths can be used to guide walkers/cyclists away from protected species or sensitive areas, thereby reducing the potential for negative effects. Maintained paths can also reduce walking and erosion in other areas.</p>	<p>Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites</p>
	<p>Through the new Cycling Strategy, we will look to increase the provision of cycle paths throughout Aberdeenshire.</p>		<p>The locations of new cycle paths cannot be identified until an assessment to identify missing links, required improvements, etc is undertaken.  No information is available on specific new cycle paths</p>	<p>Cycle paths could be developed in close proximity to Natura sites in the future.</p>	<p>Potential disturbance to species and habitats. SPAs are potentially more sensitive because of disturbance to birds. Disturbance to otters in SACs is to be avoided.</p>		<p>Mitigation of potential effects would include:</p> <ul style="list-style-type: none"> <li>▪ Careful siting of cycle routes to avoid impacts on Natura Sites.</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of cycleways to avoid affects.</li> <li>▪ Preparation and implementation of construction method statements to avoid and minimise effects.</li> <li>▪ Incorporating appropriate</li> </ul>	

	Continue to provide secure cycle stands/lockers at key locations within Aberdeenshire, including public transport interchanges.		Within urban areas and associated with existing infrastructure.	Development would be well out with Natura sites.	No effect	No	landscape mitigation consistent with the management objectives of the Natura Site.
	Continue to support the development of longer-distance cycle routes, including the Sustrans North Sea Cycle Route, the Formartine and Buchan Way, and the Old Deeside Line Way	Cycle paths, cycle storage facilities such as bike sheds/railings, lighting, street furniture such as signage, litter bins, etc,	North Sea Cycle Route is an existing route.	The North Sea Cycle Route crosses the River Dee SAC at an already existing bridge within Aberdeen city (Grid ref. 394670, 805430).	No effect		
	Formartine and Buchan Way is an existing route.		Closest point within 3.25km of Ythan Estuary SPA	No effect			

			Old Deeside Line Way is partially existing. It runs from Duthie Park in Aberdeen and follows a dismantled railway line to Banchory. The final stages of the route are expected to be completed in 2007.	The route runs alongside the River Dee SAC. Distance varies from as close as within 20m in one place to over 500m away in others.	Work on this cycle route is underway and as a result mitigation at a strategic level is inappropriate.	Yes		
Railway	Continue to seek the development of local rail services and infrastructure, including new stations, the Aberdeen Cross Rail project and improvements to the Aberdeen-Inverness route.		Developments as part of the Cross Rail initiative are concentrated on the existing route from Stonehaven north through Aberdeen to Inverurie.	Within Aberdeenshire the existing railway line does not run close to any Natura sites; however in Aberdeen city it crosses the River Dee SAC.	No effect	No	-	No
	Investigate the potential for reopening former rail lines and stations and for developing new heavy or light rail options.	Station platforms, railway lines, and associated infrastructure including signalling lights, junctions, overhead cables, etc.	Reopen line to Ellon	Sands of Forvie SAC, Ythan Estuary SPA located 2.5km to east/south east of Ellon.	This has been noted to be a long term aspiration and outwith the lifetime of the LTS. The policy supports the undertaking of feasibility studies into	Yes	There is the potential for construction and operation of these new lines to cause disturbance to species within these sites, in particular to seabirds ( <i>Sterna hirundo</i> , <i>Sterna sandvicensis</i> , <i>Rissa tridactyla</i> ) associated with SPAs and otters in the River Dee SAC. If construction occurs adjacent to the SAC, there is the potential	Assuming the effective application of proposed mitigation and given the scale and duration of

			Reopen line to Peterhead	Buchan Ness to Collieston SPA/SAC located approx. 2.5km south.	the reopening of former rail lines.		<p>for negative effects on water quality and therefore on Atlantic salmon and fresh water pearl mussels. However it is assumed that mitigation will be implemented to avoid negative impacts on water quality (as required by law).</p> <p>Mitigation of negative effects would include:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding the location of the railway line to avoid Natura sites</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Preparation and implementation of construction method statements to avoid and minimise effects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
			Reopen line to Banchory	Banchory is on the banks of the River Dee SAC.				
	Support the development of improved integration facilities between rail and other transport modes	Integration facilities could take the form of Park and Ride schemes or Transport Interchange facilities. They typically consist of passenger waiting facilities, car parking, lighting, drainage, signage, connections to surrounding	Transport interchange at Inverurie	The facility would be located at Inverurie rail station and is 12.5km north of the nearest Natura site, Loch of Skene SPA.	This facility is assessed below in relation to the Action supporting the development of Park & Ride and Transport Interchange projects.	No	-	No

		pedestrian and cycle networks, bus and taxi connections and cycle lockers							
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<p><b>Park &amp; Ride and Interchange facilities</b></p>	<p>Develop Park &amp; Ride, and transport interchange projects at Banchory, Inverurie, Peterhead, and on the A947 and opportunities for Park &amp; Ride at Aberdeenshire's rail stations.</p>	<p>Park and Ride facilities typically consist of car parking, passenger waiting facilities, lighting, drainage, signage and cycle lockers</p>	<p>Park &amp; Ride at Banchory</p>	<p>Adjacent to the A93 on the eastern fringe of the settlement. This facility could be within 100m of the River Dee SAC.</p>	<p>The Banchory Park and Ride could have a number of impacts on the River Dee SAC including: Disturbance to species and habitats, particularly otters, Severance of wildlife corridors, Pollution and/or sedimentation of the River Dee affecting water quality, Freshwater Pearl Mussels and Atlantic Salmon Affect local hydrological regime as a result of new drainage either diverting runoff away from the SAC or diverting polluted runoff into the SAC.</p>	<p>Yes</p>	<p>Construction of this development may be within 100 m of the River Dee SAC (but not within it), there is the potential for disturbance. The SAC is designated due to the presence of freshwater pearl mussels, Atlantic salmon and otters. There is the potential for construction activities and operation to disturb otters.</p> <p>Whilst there is the potential for construction to result in pollution and sedimentation in the Dee, it is assumed that, as is required by law, appropriate mitigation will be implemented to ensure that water quality is not adversely affected. Therefore no effects on pearl mussels or salmon are predicted.</p> <p>Potential effects on these species and their habitats would be addressed in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding the location and design of the park and ride site</li> <li>▪ Preparation and implementation of construction method statements to avoid and minimise effects</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	<p>Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites</p>
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			Park & Ride at Inverurie.	The facility would be located at Inverurie rail station and is 12.5km north of the nearest Natura site, Loch of Skene SPA.	No effect	No	-	No
			Park & Ride at Peterhead.	A town centre facility, there are no Natura sites in the immediate vicinity. The Buchan Ness-Collieston SAC/SPA is approximately 4km south of the town centre.	No effect	No	-	No
			Park & Ride at A947 Parkhill	There are no Natura sites within close proximity to the A947.	No effect	No	-	No

			<p>Park &amp; Rides at Aberdeenshire's rail stations. This is a long term policy, all stations shall be monitored to identify needs for a Park and Ride.</p>	<p>None of the rail stations within Aberdeenshire are located in close proximity to any Natura sites.</p>	<p>No effect</p>	<p>No</p>	<p>-</p>	<p>No</p>
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<p>I</p>	<p>Investigate the potential for further Park &amp; Ride and Transport Interchange facilities.</p>		<p>Sites under consideration are related to the AWPR and include: A96 at Chapelbrae, A947 at Parkhill A90 south of Aberdeen A93 at Banchory (addressed above)</p>	<p>If as suggested facilities are likely to be associated with towns then there are no Natura sites nearby.  Facilities as part of AWPR may be in close proximity to Natura sites, particularly the River Dee SAC (addressed above) and the Loch of Skene SPA.</p>	<p>This policy supports a feasibility study to consider potential locations for Park and Ride and Transport Interchange facilities. Effects are dependent on whether the AWPR is granted planning consent. Due to the likelihood that schemes would be constructed in towns, no effects on Natura sites are predicted</p>	<p>No</p>	<p>There is also the potential for negative effects species in the Loch of Skene SPA, which is designated due to the presence of geese (<i>anser anser</i>), Goldeneye (<i>bucephala clangula</i>) and the Common Merganser (<i>mergus merganser</i>). The significance of effects is very much dependent on proximity of development to these species.  Effects would be most likely to occur due to the disturbance of birds and otters during construction and operation. Potential effects on these species and their habitats would be addressed in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding the location and design of the park and ride site</li> <li>▪ Preparation and implementation of construction method statements to avoid and minimise effects</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	<p>Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites</p>
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	Support the Quality Partnership for Public Transport and work with operators to improve the physical integration of public transport services, through timetabling, ticketing, information, and interchange facilities.	Interchange facilities typically consist of passenger waiting facilities, car parking, lighting, drainage, signage, connections to surrounding pedestrian and cycle networks, bus and taxi connections and cycle lockers.	Locations under consideration for new interchange facilities are: Inverurie, Peterhead, Banchory and the A947 at Parkhill.	Inverurie, integrated transport interchange at Inverurie rail station:  12.5km south to the nearest Natura site, Loch of Skene SPA. .	These projects have been assessed as part of the policy supporting the development of Park and Ride Schemes and Transport Interchange Projects. See above for further details.	See above	See above	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
				Peterhead, town centre transport interchange facility:  A town centre facility; there are no Natura sites in the immediate vicinity. The Buchan Ness- Collieston SAC/SPA is approximately 4km south of the town centre.				

				<p>Banchory, Inter-urban Park and Ride scheme: Adjacent to the A93 on the eastern fringe of the settlement. This facility could be within 100m of the River Dee SAC.</p>				
<p>Road Freight</p>	<p>Continue to review the designation of freight haulage routes, in conjunction with freight haulage interests, and seek agreement through the planning process for new developments</p>	<p>Increase in freight haulage on identified routes.</p>	<p>This is a general policy and no locations are currently under consideration for physical development</p>	<p>Unknown</p>	<p>There is the potential for minor negative effects arising from this policy due to disturbance from vehicles, if new routes are designated through Natura sites</p>	<p>Yes</p>	<p>There is the potential for disturbance to protected species due to changes to freight haulage routes but this is considered to be slight and no physical development is proposed. The presence of Natura sites and the protected species which inhabit these will be considered in the designation of routes.</p>	<p>No</p>

	Encourage the development of off-street lorry parks adjacent to rural towns	Lorry parking, lighting, facilities, signage, drainage	Opportunities will be explored during the lifetime of the LTS.	Unknown	There could be potential effects on Natura sites should lorry parks be located within their proximity, such as disturbance to species and habitats.	Yes	<p>At this stage, locations have not been specified for such developments. If proposals are put forward for lorry parks which are in the vicinity of Natura sites, potential effects on the sites and relevant species will be addressed in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding the location and design of the parks to avoid negative effects on Natura sites</li> <li>▪ Preparation and implementation of contractor method statements to avoid and minimise effects</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
Ports, Harbours and movement of freight by sea	Through the Motorways of the Northern Seas project, investigate potential for increased movement of freight by sea from north east ports and the potential for a major container port in Scotland.	Slight increase in freight movement by sea.	Scapa Flow in Orkney is the location under consideration for a major container port and is outwith the scope of this LTS.  Larger ports likely to be	Proximity of shipping routes to coastal Natura sites e.g. Troup, Pennan and Lion's Heads, Sands of Forvie, Ythan	These policies encourage the movement of freight by sea and the greater use of Aberdeenshire harbours but they do not promote physical development in Aberdeenshire, as if a new major container port is developed this	No	-	No

	<p>We will encourage greater use of local ports and harbours for short sea and coastal shipping by, participating with other European North Sea local authorities in the Motorways of the Northern Seas Interreg project.</p>		<p>considered for supporting increased freight movement are: Peterhead, Fraserburgh, Macduff, and Aberdeen Harbour</p>	<p>Estuary and Buchan Ness to Collieston is unknown.</p>	<p>is likely to be in Orkney. Support is primarily for the undertaking of feasibility studies to assess the potential for increased movement by freight from north east ports.</p> <p>There is potentially a minor increase in shipping traffic</p>			
	<p>Continue to promote and support improvements and accessibility to all harbours in Aberdeenshire, and Aberdeen Harbour</p>	<p>Slight increase in shipping traffic including visiting yachts and sea freight.</p>	<p>Aberdeenshire harbours range in size and include Banff, Gourdon, Johnshaven, Macduff, Portsroy, Roseheartly and Stonehaven (all managed by Aberdeenshire Council) and Peterhead and Fraserburgh harbours.</p> <p>There are also numerous smaller piers located along the North East coast.</p>	<p>River Dee SAC drains catchment into Aberdeen Harbour and out to the North Sea.</p> <p>Proximity to coastal Natura sites e.g. Troup, Pennan and Lion's Heads, Sands of Forvie, Ythan Estuary and Buchan Ness to Collieston.</p>	<p>Aberdeen Harbour is located within Aberdeen city and outwith the scope of this LTS. It is addressed in the RTS.</p> <p>If proposals result only in increased shipping traffic, no effects are predicted.</p>	<p>Yes</p>	<p>At present there are no proposals for physical development in Aberdeenshire through this policy. If this were to change in the future, proposals would consider the presence of Natura sites and would consider their conservation objectives and potential effects in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding location and design of new ports and harbours</li> <li>▪ Preperation and implementation of contractor method statements to avoid and minimise effects</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	<p>Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites</p>

	Continue to support the maintenance and development of passenger ferry services to the Northern Isles	Potential increase in ferry movements	Aberdeen Harbour is the current departure point for ferry services to the Northern Isles.	River Dee SAC drains catchment into Aberdeen Harbour and out to the North Sea.	Impacts on Natura sites are unlikely due to this Action. There is the potential for a pollution event with increased ferry traffic, although at this level, impacts are not predicted to affect Natura sites	No	-	No
Road Safety	We will continue to maintain a programme of traffic calming schemes, road safety and traffic management schemes in order to contribute to the achievement of the targets within Aberdeenshire Council's Road Safety Plan 2005-2010.	Speed bumps, bollards, new junctions, roundabouts and also signage i.e. flashing 20mph signs outside schools	This is part of a rolling programme and it is impractical to consider specific locations within the LTS.	This policy is generally related to urban settlements however junction improvements, crawler lanes etc could be located in rural areas close to Natura sites.	Potential disturbance on species and habitats.	Yes	<p>No specific locations have been identified and therefore it is not possible to determine whether any developments would be in the vicinity of Natura sites. If schemes are placed in the vicinity of Natura sites in the future, the potential for adverse effects will be considered in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding road safety development location and design to avoid affects on impacts.</li> <li>▪ Preparation and implementation of construction method statements to avoid and minimise effects during construction..</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
Parking	Consider the acquisition of suitable sites for off-street car parks following a thorough appraisal of the	Car parking facilities, lighting, signage, drainage	This is a general policy and schemes will be considered as they emerge.	In general it is assumed that almost all car parks will be associated	No locations have been proposed for development, therefore no impacts on Natura sites are predicted at this	Yes	At this stage, locations have not been specified for such developments. If proposals are put forward for infrastructure in the vicinity of Natura sites, potential effects on the sites and relevant species will be addressed in:	Assuming the effective application of proposed mitigation and given the

	proposal			with urban settlements however in rural areas the car parks may be located close to Natura sites.	stage.		<ul style="list-style-type: none"> <li>▪ The location and design decisions of new parking developments</li> <li>▪ Preparation and implementation of contractor method statements to avoid and minimise effects</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of works to avoid affects.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
Roads & Bridges	Endeavour to maintain the existing road network at least to its present standard, with the emphasis on principal roads	This policy is concerned with maintenance standards and not major roadworks i.e. re-surfacing, pot hole repairs, etc.	Maintenance of roads would only be carried out as required and as such it is not possible to identify locations where maintenance works will take place.	A number of Natura sites are in close proximity to roads which may undergo maintenance .	Potential effects include: There is the potential for maintenance activities to result in negative impacts. Due to mitigation commitments, impacts on Natura sites are not predicted. Disturbance to species and habitats particularly otters; Sedimentation of watercourse affecting water quality; Spillage causing pollutants to enter	Yes	<p>It is assumed that mitigation, which is required by law to avoid a reduction in water quality, will be implemented fully. In addition where Natura sites are in the vicinity of major bridge works, the potential for activities to result in negative effects on the relevant species and habitats will be taken into account in:</p> <ul style="list-style-type: none"> <li>▪ Decisions regarding the location and design of new road and bridge structures to avoid effects.</li> <li>▪ Preparation and implementation of contractor method statements to avoid and minimise the effects of construction</li> <li>▪ Undertaking necessary ecological surveys to establish the value and sensitivity of sites which may be affected and tailor the design of</li> </ul>	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
	Inspect, assess and maintain all structures generally in accordance with the new Code of Practice for Bridge Management	Construction and remedial works	This is a general policy statement and no bridges requiring remedial works have yet	In Aberdeenshire Natura sites that are bridged are the River Dee SAC				

	Strengthen weak bridges up to national loading standard to avoid the imposition of weight limits unless appropriate to local circumstances		been identified.	and several of its tributaries that also come under the designation, and the Ythan Estuary/Sands of Forvie SPA.	watercourse affecting water quality; Pollutant containing runoff from bridge entering water course (i.e. salt, oil, lubricants)		works to avoid affects.
	Conserve bridges which form a vital part of our built heritage unless such works would be prohibitively expensive or impractical						
	Ensure that new bridges are designed and constructed to complement their setting						
	Retain old superseded structures traffic-free where possible, preserving the amenity of scenic routes						
	Ensure that new bridges are designed and constructed to complement their setting						
				There are over 20 bridges over the River Dee many of them located at urban settlements including Crathes, Banchory, Ballater, and Braemar.			
				Some bridges such as those at Auchallter and Glen Clunie are located in rural areas.			<ul style="list-style-type: none"> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>

	Retain old superseded structures traffic-free where possible, preserving the amenity of scenic routes			The Ythan Estuary/Sands of Forvie SPA is bridged at two locations.				
Trunk Road Schemes	Support proposals contained in NESTRANS' Modern Transport System for the construction of the Aberdeen Western Peripheral Route, A90 Dualling between Balmedie and Tipperty, and improvements to the A96 route between Aberdeen and Inverness	Construction of new roads or dualling of existing single lane carriageways. Will include street lighting, signage, etc.	Balmedie to Tipperty dualling of A90	The Ythan Estuary SPA and Sands of Forvie SAC are over 2.5km to the east of the section of road to be upgraded.	These regional-level proposals are contained within NESTRANS Regional Transport Strategy and are subject to a separate SEA. Environmental impacts are addressed in that report, which is available at the following location: <a href="http://www.nestrans.org.uk/strategy/strategy.asp?strategy_id=1">http://www.nestrans.org.uk/strategy/strategy.asp?strategy_id=1</a>	Yes	Trunk roads fall outside the direct responsibility of Aberdeenshire Council. However, in supporting road works the Council will avoid effects on Natura sites through: <ul style="list-style-type: none"> <li>▪ Decisions regarding the location and design of the Trunk Road Schemes</li> <li>▪ Supporting the preparation and implementation of construction method statements to avoid and minimise effects during construction.</li> <li>▪ Supporting detailed ecological surveys to establish the value and sensitivity of the area affected and tailor designs to minimise impacts.</li> <li>▪ Incorporating appropriate landscape mitigation consistent with the management objectives of the Natura Site.</li> </ul>	Assuming the effective application of proposed mitigation and given the scale and duration of works, the policies are not predicted to have adverse effects on the integrity on Natura Sites
			Aberdeen to Inverness Improvements to A96	Mortlach Moss SAC is about 1.8km north east of a section of the A96.				
			AWPR	The AWPR crosses the River Dee SAC	The mitigation to prevent any impact the AWPR has on Natura sites will be addressed in detail as part of a detailed Environmental Impact Assessment.			

# Appendix B Alternative Measures

## Appendix B Alternative Measures Framework

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (x)	Reason
Land use measures	Development within transport corridors and near transport modes (A demand obviation measure)		✓	Local Plan/Structure Plan Policy
	Development mix (A demand obviation measure)		✓	Local Plan/Structure Plan Policy
	Development densities	Maximum parking standards adopted in Local Plan	✓	Compact city
	Parking standards	Offering parking incentives for car-sharers and more env-friendly types of fuel in the upcoming LTS	✓	Included so to further increase travel awareness and uptake of more sustainable modes.
	Company travel plans	Support and further encouragement of the development of School Travel Plans, Green Travel Plans and Workplace Travel Plans will be supported in LTS	✓	This is a continuation of previous LTS policies – but perhaps greater marketing of these this time around.
	Flexible and staggered working hours	Support for home-working, more flexible ways of working, the use of ICT to reduce business travel etc will be supported (with increased awareness marketing/training/presentations suggested in the upcoming LTS).	✓	Again, this is a continuation of previous LTS policies – but perhaps greater marketing of these this time around i.e. presentations on the benefits of ICT to businesses.
	Commuted payments vs. planning obligations		✓	Local Plan policy
	Telecommunications – teleworking, teleshopping & teleconferencing	Support for business centres that offer ICT (i.e. videoconferencing technologies) to reduce the need for business mileage is offered, as is homeworking etc. Teleshopping not promoted as the future of many rural shops in Aberdeenshire is in jeopardy and thus it would not look good to support such initiatives.	✓	As above (i.e. flexible and staggered working hours).

Infrastructure measures	No provision of new infrastructure (Obviation)		✓	Support for major road building projects i.e. AWPR, Balmedie – Tippetry dualling. Part of Regional TS.
	Provision for public transport	Conventional rail provision (upgrading existing infrastructure, reopening closed lines & provision of new ones)	✓	Supported in line with Crossrail proposals.
	1.	Light rail	✗	Believed finances would not allow this, out with time scale of the LTS, an RTS issue
	2.	Guided bus	✓	Could be a potential strategy, but only considered as part of a Regional Transport Strategy
		Park and ride	✓	The development of more park and ride sites is a policy contained in the last LTS and again supported in this LTS.
		Terminals & interchanges	✓	Support for interchanges currently being developed and improving safety of waiting facilities.
	Provision for cyclists and pedestrians	Cycle routes	✓	Continue developing Aberdeenshire’s cycle network and; increase the number of cycle paths
		Pedestrian areas	✓	Will look to improve pedestrian areas and provide more
	Provision for freight	Lorry parks	✓	Considered
		Trans-shipment facilities	✓	Considered

		Encouragement of other modes – means of transferring goods from larger vehicles	✓	Will continue to promote transfer of freight from road to rail and sea and look to increase the amount of freight modal shift
	New road construction (including orbital and radial)		✓	Existing measures supported by NESTRANS (i.e. AWPR, Balmedie – Tippetty dualling)
	New off-street car parks		✓	Considered only where appropriate
Management Measures	Measures to restrain the car (Obviation)	Traffic restraint measures (including segregation & integration)	✗	Limited scope within Aberdeenshire's towns
		Other physical restrictions on the car (including extensive pedestrian areas, traffic calming & bus lane	✓	Look to develop pedestrian areas (although unsure about extensive?)
			✓	Traffic calming / more traffic calming will be promoted. But not much opportunity for bus lane separation in Aberdeenshire.
		Regulatory restrictions on car use (including permits and number plate restrictions)	✗	Currently considered inappropriate for Aberdeenshire
		Parking controls	✓	Town centre parking management continued
		Car sharing	✓	Continuation of support and emphasis on car-sharing (i.e. promotion of dedicated parking spaces)
	Improved provision for the car	Conventional traffic management (one-way street, redesign of junctions, banned turns and controls on street parking)	✓	Will be covered under policy of continuing with the Council's road's maintenance and management regime.
	Urban traffic control systems	✓	As above.	

		Intelligent transport systems	✓	Would probably support introduction of ITS on Aberdeenshire's roads if it were to improve safety levels (i.e. VMS).	
		Accident remedial measures	✓	Continuation of safety programme. Possible other strategies i.e. introduction of new signage will also be included.	
	Provision for public transport		Bus priorities	✓	Under consideration for Westhill and possibly beyond in the future
			High occupancy vehicle lanes	x	Regional issue
			Public transport service levels	✓	Increased bus service provision.
			Bus service management measures	✓	Part of Quality Bus Partnership
			Quality bus partnership (between local authorities and operators)	✓	Continuation of policy from previous LTS.
	Provision for cyclists and pedestrians		Cycle lanes and priorities	✓	Again, this is a continuation of policy from previous LTS. Further promotion of more cycle lanes proposed.
			Cycle parking	✓	Continuation of policy from previous LTS. Will look to increase number of storage facilities.
			Pedestrian crossing facilities	✓	Included as part of continuation of roads management and maintenance

	Provision for freight	Lorry routes	✓	Could suggest development of routes i.e. timber routes established – work with haulers and other industries to establish best routes for them to use?
		Bans for bigger vehicles on certain roads	✓	Only if due to weight restrictions and lorry routes.
Information provision	Measures to restrain car use (Obviation)	Public awareness campaigns	✓	Continuation of previous LTS – but greater resources into marketing will be proposed in strategy.
		Improved provision for car	Conventional direct signing	✓
	Variable message signs		✓	This is something that is most likely to be done on the trunk roads – which are the responsibility of the Scottish Executive. However, may also be covered under strategy of continued management and maintenance of the road network.
	Real-time driver information systems and route guidance		✓	i.e. sat nav? Support in that it could help reduce congestion and promote efficiency for freight.
	Parking guidance and information systems	✗	Not currently an issue for Aberdeenshire. Regional issue.	
Provision for public transport	Timetable and other service information	✓	Council are already doing. There are certain ways of improving info that could be looked at.	

		Real time passenger information	✓	AC are introducing real-time text messaging service at bus stops across Aberdeenshire.
		Operation information systems	✓	Encouraged in Quality Bus Partnership
	Provision for cyclists and pedestrians	Static direction signs	✓	
	Provision for freight	Static direction signs	✓	
		Fleet management systems	✓	Encouraged
Pricing Measures	Measures to restrain the car (Obviation)	Parking charges	✓	Comes under continuation of roads management and maintenance
		Levy on workplace parking	✗	No legislative context in Scotland.
		Urban and inter-urban charging	✗	For RTS to consider/ national proposals
	Provision for public transport	Fare levels	✓	Fares are set to become the responsibility of the newly formed Scottish Transport Agency from April 06, and the Council will implement these changes in policy – i.e. free fares for pensioners.
		Fares structure	✓	
		Concessionary fares	✓	
	Provision for cyclists and pedestrians	Secure cycle parking	✓	This is currently promoted by the Council and will look to increase the provision of secure cycle facilities.
		Amenities for showers	✓	As above – this is currently promoted and the Council will continue to promote showers and changing facilities in the upcoming LTS.
	Provision for freight	Fiscal measures	✗	National/Regional Issue.

		Parking charges	✓	Vans can already be charged. There are no proposals for charging at lorry parks, which are typically located out of towns.
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# Appendix C Assessment of New LTS Actions

New LTS Actions		SEA Objectives													Importance of Receptor		Comments	
		Environmental Objectives										Social Objectives						
		1. Biodiversity	2. Access to Natural & Built Environment	3. Landscape	4. Historic Environment	5. Water Quality	6. Water Resource	7. Land & Soil	8. Waste	9. Air Quality	10. Climate Change	11. Social Exclusion and accessibility	12. Human Health	13. Road Safety				14. Crime
Support the development of the rail station reopening at Laurence kirk	Magnitude	Min -ve	Mod +ve	Mod +ve/-ve	Min +ve/-ve	Min -ve	-	-	Min +ve/-ve	Min +ve	Min +ve	Mod +ve	-	-	-	M	M	<p>1. No Natura 2000 sites are in the vicinity therefore no impacts on these sites are predicted. No impacts on other designated sites are predicted as the closest sites are at a distance where the likely scale of development is highly unlikely to affect them – pockets of Ancient and Semi-Natural Woodland are 600m to 1km from the proposed development and the nearest SSSI is approximately 2.5km. There is the potential for construction to result in negative localised effects on biodiversity but this is not likely to be significant</p> <p>2. The reopened station will have a positive effect on access to the natural and built environment</p> <p>3. Effect on landscape character and visual amenity are dependent on the design of the station. There is the potential for effects to be either positive or negative, depending on the final design</p> <p>4. No direct effects on listed buildings or scheduled monuments are predicted. No significant effects are predicted on the setting of the historic environment as the nearest listed building is approximated 750m from the proposed development. Depending on scheme design, there is the potential for effects to be positive or negative.</p> <p>5. There is the potential for negative effects on water quality</p>

New LTS Actions		SEA Objectives													Importance of Receptor		Comments
		Environmental Objectives										Social Objectives					
		1. Biodiversity	2. Access to Natural & Built Environment	3. Landscape	4. Historic Environment	5. Water Quality	6. Water Resource	7. Land & Soil	8. Waste	9. Air Quality	10. Climate Change	11. Social Exclusion and accessibility	12. Human Health	13. Road Safety			
	Significance	-	✓	✓/x	-	-	-	-	-	-	✓	-	-	-			although it is expected that such effects would be mitigated through statutory requirements 6. No effects predicted 7. Assuming that the new station is not expanded, no effects are predicted 8. There is the potential for construction to result in generation of and recycling of waste materials 9. The new station reduces the need for some people to travel by car 10. The new station reduces the need for some people to travel by car 11. This should significantly improve accessibility for local residents 12. No effects predicted 13. No effects predicted 14. No effects predicted

New LTS Actions		SEA Objectives													Importance of Receptor		Comments	
		Environmental Objectives									Social Objectives							
		1. Biodiversity	2. Access to Natural & Built Environment	3. Landscape	4. Historic Environment	5. Water Quality	6. Water Resource	7. Land & Soil	8. Waste	9. Air Quality	10. Climate Change	11. Social Exclusion and accessibility	12. Human Health	13. Road Safety				14. Crime
Support the development of new rail stations at Kintore and Newton hill	Magnitude	Min -ve	Mod +ve	Mod +ve/-ve	Min/Mod -ve	Min -ve	-	Min/Mod -ve	Min +ve/-ve	Min +ve	Min +ve	Mod +ve	-	Min +ve	-	M	M	<p>1. No Natura 2000 sites are in the vicinity therefore no impacts on these sites are predicted. No impacts on other designated sites are predicted as the closest sites are at a distance where the likely scale of development is highly unlikely to affect them – Newtonhall is 2km from Ancient and Semi-Natural Woodland and 4.5km from the nearest SSSI. Kintore is approximately 2km from Ancient and Semi-Natural Woodland. There is the potential for construction to result in negative localised effects on biodiversity but this is not predicted to be significant</p> <p>2. The reopened station will have a positive effect on access to the natural and built environment</p> <p>3. Effect on landscape character and visual amenity are dependent on the design of the station. There is the potential for effects to be either positive or negative, depending on the final design</p> <p>4. 3 Listed Buildings are approximately 250m from the Newtonhall proposal and there are a number of SAMs within 700m of the Kintore proposal. There is therefore the potential for negative effects on the setting of the historic environment at Newtonhall, although at this level of assessment it is difficult to ascertain if this would be significant.</p>

New LTS Actions		SEA Objectives												Importance of Receptor		Comments	
		Environmental Objectives									Social Objectives						
		1. Biodiversity	2. Access to Natural & Built Environment	3. Landscape	4. Historic Environment	5. Water Quality	6. Water Resource	7. Land & Soil	8. Waste	9. Air Quality	10. Climate Change	11. Social Exclusion and accessibility	12. Human Health				13. Road Safety
														Environmental	Social		
	Significance	-	✓	✓ /x	- /x	-	-	- /x	-	-	-	✓	-	-	-		<p>With the construction of new buildings, there is the potential for disturbance of unknown archaeology</p> <p>5. There is the potential for negative effects on water quality although it is expected that such effects would be mitigated through statutory requirements</p> <p>6. No effects predicted</p> <p>7. Land-take will occur due to the construction of new sites although without design details, it is not possible to determine the significance of this</p> <p>8. There is the potential for construction to result in generation of and recycling of waste materials</p> <p>9. The new stations reduce the need for some people to travel by car</p> <p>10. The new stations reduce the need for some people to travel by car</p> <p>11. This should significantly improve accessibility for local residents</p> <p>12. No effects predicted</p> <p>13. No effects predicted</p> <p>14. No effects predicted</p>