

Elgin Transport Strategy

Post Adoption Statement

September 2017



MORAY
council

Cover note to Scottish Government Strategic Environmental Assessment Gateway Team

Good morning,

In accordance with section 18(3) of the Environmental Assessment (Scotland) Act 2005, Moray Council has published the Post-Adoption Statement for the Elgin Transport Strategy.

I have attached copies of the Elgin Transport Strategy Strategic Environmental Assessment Post-Adoption Statement and the Elgin Transport Strategy for your records.

Could I please ask that you acknowledge receipt of this email and if you have any questions please contact transport.develop@moray.gov.uk which is our team email address.

Kind Regards

Transport Development Team | Transportation

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1 Introduction

Moray Council has recently prepared the Elgin Transport Strategy (ETS) which sets out the Council's vision, objectives, and action plans to address transport issues based on projected growth associated with the Moray Local Development Plan 2015 (MLDP2015) with a 13 year horizon from 2017 through to 2030.

In order to prepare the ETS, and to ensure all transportation, sustainable travel and active travel issues, both actual and perceived, were captured, Moray Council undertook:

- [Consultation](#) meetings with key stakeholders
- Public drop-in sessions for members of the public and other interested parties
- 6 week online survey

1.1 Data Gathering – Initial Stakeholder and Public Consultation

Preliminary data gathering by Moray Council, which would be used to inform the initial draft Elgin Transport Strategy (draft ETS), was undertaken from 21st June 2016 to 31st July 2016. Throughout the 10 week consultation period members of the general public were encouraged to provide their views and experiences on transportation issues within Elgin via an electronic survey questionnaire which was made available on Moray Council's Transportation webpage. Paper copies of the questionnaire were also provided at the Elgin Access Point and Elgin Library. To supplement the online data gathering exercise, a series of public consultation drop-in sessions and stakeholder workshops were also held in order to further engage with the general public, Community Councils, Council services and transport stakeholders.

Following these events, all data was collated and shared with Moray Council Transportation's consultant Jacobs to inform the development of the draft ETS.

1.2 Further consultation on the Draft Elgin Transport Strategy

Following publication of the draft ETS a further second stage of consultation was undertaken from 8th December 2016 to 16th February 2017 in order to determine the public's and Stakeholder views to the draft ETS and the proposals contained therein.

In order to raise awareness of the draft ETS, and maximise engagement with the public, five drop-in sessions were held at three different locations in Elgin. Members of the public were provided copies of the draft ETS and given an opportunity to review information on display. Council officers were also available to clarify information and answer any questions. Throughout these events members of the public were encouraged to provide any comments online, by use of a hard copy questionnaire and/or through writing directly to Transportation. Copies of the questionnaire were available at all of the sessions to enable attendees to respond at the event or to take home and complete later.

An additional stakeholder consultation, which included Community Councils and Council services, was held in Elgin Library on 16 January 2017 to discuss the draft ETS and provide Stakeholders with

an opportunity to ask questions and provide comment on the individual proposals.

Further details of the consultation and information regarding the ETS and SEA can be found at http://www.moray.gov.uk/moray_standard/page_109352.html

1.3 Elgin Transport Strategy

The ETS sets out a clear vision, and strategic objective, for Elgin's transport network and will be used to inform the Council's transport investment in Elgin for the term of the strategy through to 2030.

The development of the ETS has considered key planning and policy changes that have arisen since the publication of the Moray Local Transport Strategy in 2011 (MLTS 2011).

The ETS comprises a number of components (Vision, objectives and proposed interventions) which have been assessed throughout the Strategic Environmental Assessment (SEA) process to ensure that environmental considerations have been taken into account and that any adverse impacts are avoided and / or mitigated, where required.

1.4 Strategic Environmental Assessment

The ETS has been subject to the SEA process, as required by the Environmental Assessment (Scotland) Act 2005.

The process has included the following activities:

- Taking into account the views of the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Environment Scotland (HES) regarding the scope and level of detail that was appropriate for the SEA Environmental Report
- Preparing an SEA Environmental Report (SEAE Report) on the likely significant effects on the environment of the ETS which included consideration of:
 - the environmental baseline data relating to the current state of the environment
 - links between the ETS and other relevant plans, programmes or strategies (PPS)
 - existing environmental problems affecting the ETS
 - the ETS's likely significant effects on the environment (positive and negative)
 - measures envisaged for the prevention, reduction and offsetting of any significant adverse effects
 - an outline of the reasons for selecting the ETS
 - monitoring measures to ensure that any unforeseen environmental effects will be identified, allowing for appropriate remedial action to be taken
- Consulting on the SEAE Report
- Taking into account the SEAE Report and the results of consultation in making final decisions regarding the ETS

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- Committing to monitoring the significant environmental effects of the implementation of the ETS. This will also identify any unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken.

Paragraph 1.7 below provides an overview of the activities undertaken.

1.5 Purpose of this Report

This document is the Strategic Environmental Assessment Post Adoption Statement for the Elgin Transport Strategy, which was adopted by Moray Council (the Responsible Authority) on 09 August 2017. The statement has been prepared in accordance with Section 18(1)b of the Environmental Assessment (Scotland) Act 2005 and sets out the following:

- How environmental considerations have been integrated into the plan
- How the environmental report has been taken into account
- How opinions expressed in response to statutory consultee and public consultation have been taken into account
- The reasons for choosing the plan as adopted, in light of the other reasonable alternatives considered
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme

1.6 Key Facts

Table 1 below sets out the key information of the Elgin Transport Strategy.

Table 1 Key Facts

Responsible Authority	Moray Council.
Title of PPS	Elgin Transport Strategy 2017 to 2030.
Purpose of PPS	To ensure that Elgin is a desirable, vibrant and healthy place to live and work.
What Prompted the PPS	The Elgin Transport Strategy provides a framework to keep Elgin moving for the future. It has been developed in response to the Moray Local Development Plan 2015, aiming to meet the growth needs with a 14 year horizon to 2030. In this period it is forecast that an additional 2,700 houses will be built around Elgin, and an additional 960 jobs created.
Subject	Transportation and sustainable travel.
Period covered by PPS	2017 to 2030.
Frequency of updates	A formal review of the ETS will take place 5 years after adoption or earlier if it is considered appropriate.
Area covered by PPS	The ETS will cover the settlement of Elgin.
Summary of nature/content of PPS	The ETS details the impacts associated with the projected housing and population growth within Elgin through to 2030 and the interventions to transportation and sustainable travel options required to support this growth.
Are there any proposed PPS objectives?	<p>The objectives of the ETS 2017 are to:</p> <ol style="list-style-type: none"> 1. Make it easier for people to get between home, work, social activities and services 2. Make how long it takes to get around Elgin more predictable and consistent 3. Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport 4. Make journeys feel and be safer 5. Get more people using public transport, bicycle and walking for all or some of their journey, rather than using cars 6. Enhance Elgin's appearance by sensitively integrating any physical changes
Contact	<p>Transport Development Environmental Services The Moray Council Council Offices, High Street, Elgin, IV30 1BX Email: Transport.Develop@moray.gov.uk</p>

1.7 SEA Activities to Date

Summaries and responses to the representations received to the SEAE Report were considered prior to production and publication of the Elgin Transport Strategy SEAE Report.

Table 2 below outlines the activities undertaken as part of the SEA process.

Table 2

SEA Activity	Date	Comments
Scoping Report Produced	24 March 2017	A Scoping Report was produced by Moray Council who are the Responsible Authority for the report.
Review of Responses to Scoping	8 May 2017 to 9 June 2017	Moray Council reviewed the comments from the statutory consultees which were then addressed in the draft ETS SEA Environmental Report.
Consultation with SEA Statutory Consultees and members of the public	9 June 2017 to 7 July 2017	The consultation authorities provided their responses to the ETS SEA Environmental Report and the Elgin Transport Strategy via the SEA Gateway within the agreed 4 week consultation period. The consultation also included public consultation.
Review and amendment	8 July 2017 to 21 July 2017	The Elgin Transport Strategy and this ETS SEA Environmental Report were finalised, taking into account the consultation responses. A summary of all changes is provided in this SEA Post-Adoption Statement Tables 5 to 6.
Adoption	09 August 2017	The ETS and supporting ETS SEA Environmental Report was submitted to Moray Council for consideration and adoption.
Post-Adoption SEA Statement	28 September 2017	The SEA Statement (this document) sets out how the consultation responses and the conclusions of the Strategic Environment Assessment Environmental Report have been taken into account during the development of the Elgin Transport Strategy, and any mitigation and / or monitoring required. The monitoring framework and mitigation for environmental impacts, associated with implementation of the Elgin Transport Strategy, is included in this Post-Adoption Statement.

1.8 Availability of SEA Documents

The ETS as adopted, supporting SEAE Report and Post Adoption Statement (this document) can be inspected at the locations below, or on the Moray Council's Transport Development webpage http://www.moray.gov.uk/moray_standard/page_75724.html (a paper copy can be made available on request for a reasonable charge).

Locations:

Aberlour Library: 94 High Street, Aberlour, Ab38 9QA

Buckie Access Point: 13 Cluny Square, Buckie, AB56 1AJ

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Buckie Library: Cluny Place, Buckie, AB56 1HB

Burghead Library: Burghead Primary School, Grant Street, Burghead, IV30 5UQ

Cullen Library: Seafield Road, Cullen AB56 4AF

Dufftown Library: Balvenie Street, Dufftown, AB55 4AB

Elgin Access Point: Council Offices, High Street Elgin, Moray, IV30 1BX

Elgin Library: Cooper Park, Elgin, IV30 1HS.

Fochabers Library: Milne's Learning Centre, Milne's High School, West Street, Fochabers, IV32 7DJ

Forres Access Point: Auchernack, High Street, Forres, IV36 1DX

Forres Library: Forres House, High Street, Forres, IV36 1BU

Keith Access Point: The Resource Centre, Mid Street, Keith, AB55 5AH

Keith Library: Union Street, Keith, AB55 5DP

Lossiemouth Library: Town Hall Lane, Lossiemouth, IV31 6AA

Tomintoul Library: Tomintoul Primary School, Cults Drive, Tomintoul, AB37 9HA

Scottish Government SEA Gateway letters in response to consultation submissions of draft ETS and SEA documents by Moray Council can be found at Appendix 1 of this document.

2 How environmental considerations have been integrated into the Elgin Transport Strategy

The ETS contains a range of objectives and interventions to address transport, sustainable travel and active travel issues, based on projected growth resulting from the development of the allocated sites within the MLDP2015 from 2017 through to 2030, whilst protecting the environmental assets in and around Elgin.

The ETS sits within a hierarchy of plans e.g. MLTS 2011 and the MLDP 2015 which seeks to minimise environmental impacts and safeguard environmental assets within the Moray region. A major component of the ETS is to safeguard the environment by encouraging modal shift to sustainable travel, walking and cycling as part of an individual's daily life and will also positively impact accessibility, road safety, health and wellbeing.

The ETS is also cognisant of issues such as standing traffic, and the increasing pressure on the limited crossings of the railway and effects of severance of the A96 on pedestrian/cycle movements. The ETS seeks to address these issues which affect the benefits to the local and wider community of Elgin and its economy.

The commitment to protect the environment through safeguarding and mitigation measures will ensure that any impacts identified at the project level are mitigated against, as required. ETS proposals which require a significant level of physical works / engineering or are in proximity to sensitive receptors such as protected sites or species, watercourses or residential areas will subject to further detailed assessment and consultation at the project level stage.

The SEAE Report concluded that:

- The net environmental impact of the ETS is considered to be positive, and
- Implementation of some proposals associated with the Elgin Transport Strategy may have a significantly negative environmental impact. However, once safeguarding / mitigation measures have been identified and proposed, the environmental impact associated with implementation of those proposals would reduce to a negative / neutral impact.
- Consideration should be given to the removal of the proposal to introduce park and change sites due to the possibility of negatively affecting Loch Spynie Natura 2000 site, and the severely negative environmental impact on the soil receptor, associated with construction on undeveloped land.

At meeting of the Full Moray Council on 9th August 2017, the Elgin Transport Strategy and SEAE Report was adopted in line with the recommendations made in the [report to councillors](#) by the Corporate Director (Economic Development, Planning and Infrastructure), which included the removal of the Park and Change site near Loch Spynie.

Table 3 below summarises the environmental findings of the SEA environmental assessment of the ETS.

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The assessment of the ETS was based on the following scoring system.

Symbol	Description of impact
++	Significantly Positive
+	Positive
0	Neutral / No Significant Effects
?	Unknown
x	Negative
xx	Significantly Negative

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Biodiversity, flora and fauna	To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.	To protect the natural environment with particular emphasis on protected sites and species (local, national and European) and to conserve the existing environment through enhancement schemes, mitigation and compensatory measures where necessary	x	<ul style="list-style-type: none"> The SEA Environmental Report has indicated potential conflicts between the ETS and the protection and enhancement of biodiversity, flora and fauna. Interventions in relation to Burn of Tyock and Linkwood Burn watercourses and possible underlying areas of peat/carbon rich soil in some areas is expected to have a minor adverse impact on biodiversity, flora and fauna. Further assessment of detailed proposals will be required. Mitigation of the negative effects of the ETS on this SEA receptor will be provided through the safeguarding policies and monitoring listed in the SEA Environmental Report.
		Continued on next page		Continued on next page

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Biodiversity, flora and fauna		To promote people's enjoyment, understanding and appreciation of the natural heritage and the need for its protection	<p style="text-align: center;">x</p>	<ul style="list-style-type: none"> • Overall it is considered that the introduction of a comprehensive and structured package of interventions will mitigate against the effects of increased vehicular traffic, minimise the likelihood for the fragmentation of habitats, disturbance of sensitive species and prevent irreversible loss/damage to biodiversity, flora and fauna. • The ETS will enhance active and sustainable travel options • An Appropriate Assessment of the ETS with respect to Natura 2000 sites has been undertaken and is included in Annex 2 of the SEA Environmental Report.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Air	To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.	To protect and enhance the local air quality in Moray and to ensure that emissions are below National Air Quality Standards and thus air quality objectives are met	+	<ul style="list-style-type: none"> • There are currently no Air Quality Management Areas declared in Moray. Diffusion tube monitoring for Nitrogen Oxide (NOx) is carried out throughout the district including the A96 through Elgin. • Vehicular traffic movements within Elgin are expected to increase as a result of the development of growth and car ownership, increasing pressure on the transport network and potentially adversely affecting air in terms of quality and noise. • Current information regarding air quality can be found in the Air Quality Progress Report via The Moray Council > Public Health > Air Quality. • The Scottish Government are the competent authority for the strategic road noise map through the A96 in Elgin and the implementation of associated Noise Action Plans that arise from the first series of noise mapping. The ETS should continue to take cognisance of this noise mapping and be reviewed and monitored appropriately as a further series of noise mapping exercises continue at the time of writing and may interface with the local authority road network within Elgin. Details of the current noise mapping can be found at Scotland's noise. • The ETS is likely to contribute to an overall reduction in emissions through the promotion of the use of sustainable transport options and have a positive impact on air quality, contributing to national emission reduction targets.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
<p>Cultural Heritage</p>	<p>To protect and enhance cultural heritage and diversity within Elgin.</p>	<p>To protect and where appropriate, enhance the historic environment</p>	<p>x</p>	<ul style="list-style-type: none"> • The SEA Environmental Report has indicated potential conflicts between the ETS and Cultural Heritage within Elgin. • Railway engine shed (Class B Listed Building) is within close proximity to the proposed Ashgrove Road - Maisondieu Road new north-south railway bridge. The detailed design stage will include a requirement to ensure that the site and setting of the railway engine shed is taken into account for the proposed link road and bridge. • Wall and garden ground of Linkwood House (Cat C Listed Building) is within close proximity to Linkwood Road. Historic Environment Scotland will be contacted for further advice at the detailed design phase to improve road alignment, replace the bridge over Linkwood Burn and provide cycle routes on both sides of the road. • The ETS consists of a wide ranging package of interventions which should protect the cultural heritage of Elgin from the requirement for future unplanned interventions. • Mitigation of the negative effects of the ETS on this SEA receptor will be provided through the safeguarding policies and monitoring listed in the SEA Environmental Report.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Climatic Factors	To reduce the causes and impacts of climate change.	To reduce pollution To promote sustainable use of resources To reduce risk of flooding	+	<ul style="list-style-type: none"> • The ETS is designed to encourage modal shift and travel choice in Elgin through the provision of sustainable transport options and information to support behavioural change. • The ETS is likely to contribute to an overall reduction in emissions through the use of sustainable transport options and would, therefore, have a positive impact on air quality, contributing to national emission reduction targets. • The ETS will enhance active and sustainable travel options, positively impacting air quality, human health, population and material assets.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Soil	To promote the sustainable management, improvement and protection of soils, including carbon rich soils, deep peat and priority peatland habitats.	<p>To protect and enhance the quality of the ground environment and promote the sustainable use of local materials and brownfield sites</p> <p>To protect areas of carbon rich soils, deep peat and priority peatland habitats</p>	x	<ul style="list-style-type: none"> • The SEA Environmental Report has indicated potential conflicts between the ETS and the soil receptor. • Mitigation of the negative effects of the ETS on this SEA receptor will be provided through the safeguarding policies and monitoring listed in the SEA Environmental Report. • A review of the Scottish Government website Soils Scotland and Scottish Natural Heritage websites show that Elgin is built on non-soil (i.e. built-up area, rock-scrree). However, British Geological Survey data does show possible peat deposits within Elgin. It is recognised that some ETS proposals may affect areas of peat rich soil, therefore, safeguarding policies and further guidance documents from statutory bodies will be sought to help control development impacts on soils and carbon rich soils. Consultation with SNH and SEPA will also provide details on the development potential of areas. • Strategic Environmental Assessments for the proposed Ashgrove Road - Maisondieu Road new north-south railway bridge and Park and Change interventions have identified that the soil SEA receptor may experience a significant negative effect. At this stage there are no detailed site investigations as the ETS is a high level strategic plan. It is therefore difficult to detail specific mitigation measures at this time. That said, it is anticipated that some, or all, of the following measures would be implemented in order to mitigate against any negative environmental effects on this receptor:

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Soil	To promote the sustainable management, improvement and protection of soils, including carbon rich soils, deep peat and priority peatland habitats.	<p>To protect and enhance the quality of the ground environment and promote the sustainable use of local materials and brownfield sites</p> <p>To protect areas of carbon rich soils, deep peat and priority peatland habitats</p>	x	<ul style="list-style-type: none"> ○ A project level EIA would be undertaken to confirm the existence of deep peat/best quality agricultural soil areas and to determine the specific mitigation measures required ○ The final detailed design layout would attempt to avoid areas of deep peat / best quality agricultural soil areas. ○ In the event that avoidance is not possible: <ul style="list-style-type: none"> ▪ SEPA and SNH will be contacted for further advice and guidance ▪ Moray Council will adhere to Article 4 of the Revised Waste Framework Directive of: <ul style="list-style-type: none"> ● Prevention ● Preparing for re-use ● Recycling ● Other recovery e.g. energy recovery ● Disposal ○ Detailed design will seek to minimise excavation and disturbance in order to prevent unnecessary waste ○ Develop a Site Waste Management Plan ○ Areas for re-use of deep peat/best quality agricultural soil will be identified prior to removal ○ If possible pilings will be utilised to support infrastructure ○ Removal and temporary storage of deep peat/best quality agricultural soil will be undertaken in a carefully controlled manner

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Water	To protect and enhance the district's water environment.	<p>To protect watercourses from pollution</p> <p>To protect and enhance the quality of the water environment within Elgin. Areas designed as floodplains should be maintained to ensure floodwater attenuation is not affected</p>	x	<ul style="list-style-type: none"> • The SEA Environmental report has indicated potential conflicts between the ETS and the water receptor. • The Burn of Tyock may be affected by the Ashgrove Road - Maisondieu Road new north-south railway bridge and Edgar Road / The Wards / Glen Moray Drive junction improvement. • Interventions in relation to Burn of Tyock and Linkwood Burn watercourses may adversely impact the water receptor. Further assessment of detailed proposals will be required. • The Ground Water Dependant Terrestrial Environment may be affected by ETS proposals due to the excavation of soil and bedrock during construction of roads, foundations and trenches. Dewatering of below ground activities may also cause local disruption to groundwater flow. ETS proposals may also impact on the natural flood management resources of the landscape and increase surface water run-off, which can impact the water environment. Any ETS interventions which have an effect on the water environment will be considered in consultation with Scottish Natural Heritage (SNH) and the Scottish Environment Protection Agency (SEPA). Consultation with SEPA will also provide further details on the impacts likely to occur as a result of development. <p>Continued on next page.</p>

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Water	To protect and enhance the district's water environment.	To protect watercourses from pollution To protect and enhance the quality of the water environment within Elgin. Areas designed as floodplains should be maintained to ensure floodwater attenuation is not affected	x	<ul style="list-style-type: none"> Mitigation of the negative effects of the ETS on this SEA receptor will be provided through the safeguarding policies and monitoring listed in the SEA Environmental Report.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Material Assets	To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	To protect and enhance the quality of life of Moray communities and visitors through employment and housing provision, good infrastructure, health and recreation opportunities	+	<ul style="list-style-type: none"> The ETS is designed to encourage modal shift and travel choice in Elgin through the provision of sustainable transport options and information to encourage behaviour change. Reduced reliance on motorised transport will help preserve natural resources i.e. petroleum based products. The majority of ETS interventions will not require the use of natural resources due to the limited scope of interventions. The proposed Ashgrove Road - Maisondieu Road new north-south railway bridge utilises an existing brownfield site.
Population	<p>To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.</p> <p>To promote the use of sustainable transport options.</p>	<p>To protect and enhance the quality of life of Moray communities and visitors through employment and housing provision, good infrastructure, health and recreation opportunities</p> <p>Promote use of off road cycling and walk routes, connecting to core paths and long distances routes, where possible</p>	+	<ul style="list-style-type: none"> The ETS is designed to encourage modal shift and travel choice in Elgin through the provision of sustainable transport options and information to encourage behaviour change. Increased travel choice options are anticipated to reduced reliance on motorised transport and positively impact air quality and human health The provision of an additional railway crossing is anticipated to provide a positive impact to the wider area of Elgin through improved traffic flow thereby reducing levels of standing traffic, air and noise pollution. The proposed Ashgrove Road - Maisondieu Road railway crossing provides an additional sustainable and active travel route.

Table 3 Environmental Assessment of the Elgin Transport Strategy

SEA Topic	SEA Objective	Aim of Objective	Anticipated Impact	Comment
Human Health	<p>To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.</p> <p>To promote the use of sustainable transport options.</p>	<p>To protect and enhance the quality of life of Moray communities and visitors through employment and housing provision, good infrastructure, health and recreation opportunities</p> <p>Promote use of off road cycling and walk routes, connecting to core paths and long distances routes, where possible</p>	++	<ul style="list-style-type: none"> The ETS makes provision for non-motorised users which will positively impact on the health and quality of life for residents of Elgin. Enhanced travel options for the elderly, young people and those who cannot drive or have no access to a car provides increased opportunities for social inclusion.
Inter-relationships	<p>To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.</p>	<p>To protect and enhance the quality of life of Moray communities and visitors through employment and housing provision, good infrastructure, health and recreation opportunities</p>	++	<ul style="list-style-type: none"> The ETS makes provision for non-motorised users which will positively impact on the health and quality of life for residents of Elgin.

3 How the Environmental Report has been taken into account

The SEA process and SEAE Report have identified both positive and negative effects associated with implementation of the ETS.

3.1 Identified positive impacts

The SEA has highlighted that implementation of the ETS is anticipated to positively impact:

- Climatic factors
- Air
- Material Assets
- Population
- Human Health
- Inter-relationships

A component of the ETS is to encourage a shift from using vehicles to walking and cycling as part of an individual's daily life through the delivery of enhancements to sustainable and active travel options. The delivery of ETS proposals will have a positive impact on accessibility, road safety, health and wellbeing.

ETS active travel and streetscape proposals could also provide opportunities to enhance biodiversity through the landscaping of greenspace. These areas not only provide opportunities for biodiversity enhancement, they also help to connect separated areas of greenspace and also provide a positive environment for people. Where possible, opportunities for landscaping will be investigated and incorporated as part of individual intervention packages.

3.2 Identified negative impacts

However, it is acknowledged that implementation of the ETS could negatively impact the following SEA receptors:

- Biodiversity, flora and fauna
- Cultural Heritage
- Soil
- Water

The ETS is also cognisant of issues such as standing traffic, and the lack of resilience of the transport network due to the limited crossings of the railway and effects of severance of the A96 on pedestrian/cycle movements. The ETS seeks to address these issues which impact on the benefits to the local and wider community of Elgin and its economy.

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It is acknowledged that at this stage there are uncertainties with regard to potential environmental impacts associated with some ETS proposals. However, protection will be provided through safeguarding policies within the MLDP 2015 and potential mitigation measures identified within the SEAE Report which will ensure that any impacts identified at the individual project level are anticipated and mitigated against as required.

4 How opinions expressed have been taken into account

The Environmental Assessment (Scotland) Act 2005 places a statutory requirement on Responsible Authorities to consider opinions expressed. Section 17 of the 2005 Act states '*in preparation of a qualifying plan or programme, the responsible authority shall take account of.....(b) every opinion expressed in response to invitations referred to in section 16(1) and (2)(a)(iii)*'.

4.1 Responsible Authority Response to Statutory Consultee Comments

The draft ETS, SEAE Report and supporting documents were submitted to the SEA Gateway on 9 June 2017 for review and comment by statutory consultees. The following comments were received at the end of the four week consultation period. Table 4 below summarises the responses and how these have been considered by the Moray Council. Copies of the full consultation responses are provided in Appendix 2 to this report.

Table 4 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Scottish Natural Heritage (SNH)– dated 04 July 2017			
1	ETS SEA Environmental Report	The Environmental Report has taken account of our scoping advice. As a result we consider that the key environmental issues have been correctly identified, and the assessment of likely significant effects on the environment has been carried out adequately.	No further action required
2	ETS SEA Appropriate Assessment	The Habitats Regulations Appraisal (HRA) is part of the Environmental Report, and has also taken account of our scoping advice. We take this opportunity to confirm that we are content that the assessment of potential impacts on Natura sites has been carried out adequately, and that the mitigation identified is appropriate.	No further action required

Table 4 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Scottish Environment Protect Agency (SEPA) – 04 July 2017			
3	ETS SEA Environmental Report	We welcome the clear setting out in Table 3 of how the comments we made on the draft ER have been taken into consideration when finalising the report. We welcome the helpful responses provided and related amendments made to the ER. Overall we are content that the ER provides a suitable assessment of the potential environmental effects of the Strategy.	No further action required
Historic Environment Scotland (HES) – 04 July 2017			
4	Draft Elgin Transport Strategy	<p>We welcome the preparation of this strategy and would only offer the following comment on one of the proposals contained within it.</p> <p>New north-south link - Ashgrove Road to Maisondieu Road with traffic signals</p> <p>This proposal has the potential to impact on the Category B listed Maisondieu Road, Railway Station, Engine Shed (HB no.30826). We note from the provided environmental assessment that this proposal will be subject to project level assessment and we would advise that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. We have supplied further information on this listed building in our response to the accompanying environmental assessment.</p>	<p>Comment noted.</p> <p>Mitigation hierarchy is:</p> <ul style="list-style-type: none"> • Avoid • Reduce / minimise • Offset / compensate <p>If the Ashgrove Road to Maisondieu Road new rail link will proposal is adopted the detailed design stage will need to ensure that the site and setting of the Listed Building is taken into account in the design of the proposed link road and bridge.</p> <p>In light of the comment assessment I1B at appendices 7 and 8 have been amended to incorporate this observation.</p> <p>Continued on next page</p>

Table 4 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Historic Environment Scotland (HES) – 04 July 2017			
4	Draft Elgin Transport Strategy	As above	Report to Full Council on 9 th August 2107 highlighted: <ul style="list-style-type: none"> • The listing was previously not known due to an error on HES' geographical database • Changes to setting of Category B Listed Building is a consideration • If the railway yard remains operational available mitigation may be limited e.g. screening and bunding of structures may not fully mitigate the impact on the setting of the Listed Building
Historic Environment Scotland (HES) – 04 July 2017			
4	ETS SEA Environmental Report	We welcome that the environmental report has clearly set out the assessment of the strategy and the proposals contained within it. We are generally content to agree with the findings presented within the assessment but would offer the further clarification to the issue raised in our response to the strategy itself Continued on next page	No further action required.

Table 4 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Historic Environment Scotland (HES) – 04 July 2017			
4	ETS SEA Environmental Report	<p>In terms of the detailed assessment provided in Appendix 6 relating to the proposed new north-south link (Ashgrove Road to Maisondieu Road with traffic signals) we note that uncertain effects have been predicted for the historic environment. The accompanying assessment discourse notes that “It is also acknowledged that there may be an impact on historic railway infrastructure.” It should be noted that the engine shed (Moray SMR site NJ26SW0041) to the immediate west of the proposed link road is a Category B listed building. Historic Environment Scotland’s geographical database places this listed building on a later engine shed some distance to the east of the actual listed building and we apologise for the confusion this has caused as this error has been taken through to the environmental baseline report that has been prepared to inform the assessment. We are currently updating our database to rectify this error.</p> <p>In light of this we would advise that the assessment and subsequent monitoring requirements be updated to reflect the status of the engine shed. As we have noted in our response to the strategy itself the location and design of this new road/bridge link should take into account both the site and setting of the listed building.</p>	<p>Mitigation hierarchy is:</p> <ul style="list-style-type: none"> • Avoid • Reduce / minimise • Offset / compensate <p>If the Ashgrove Road to Maisondieu Road new rail link proposal is adopted the detailed design stage will need to ensure that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge.</p> <p>In light of the comment:</p> <ol style="list-style-type: none"> 1. Environmental assessment I1B at appendices 7 and 8 have been amended to incorporate this observation 2. Table 22 amended to include an additional monitoring requirement 3. Annex A SEA Environmental Baseline Assessment - additional paragraph 3.3 has been inserted into section 3 to incorporate this observation

4.2 Public Comments and ETS Team Response

The draft ETS, SEAE Report and supporting documents were made available to the general public on 9 June 2017 for a four week consultation period. Tables 5 and 6 below summarises the responses and how these have been considered by the Moray Council. Copies of the full consultation responses received from the general public are provided in Appendix 2 to this report.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull	We note that the updated Environmental Report provides additional information on the scoping of the Environmental Report, the consideration of mitigation measures to address the identified likely significant effects of the Strategy, and the consideration of measures to monitor the significant environmental effects associated with the Strategy.	No further action required.
	THE UPDATED ENVIRONMENTAL REPORT	The lack of information regarding mitigation and monitoring measures in the original Environmental Report was noted in our client's response to the original consultation, and the updates made to the Environmental Report are welcomed.	No further action required.
	UPDATED ENVIRONMENTAL REPORT	However, a number of the concerns raised in the original consultation response dated 11 May 2017 (copy enclosed for your convenience) remain. In particular: Continued on next page	Comment noted. Response 11 May 2017 was reviewed and, where appropriate, the Environmental Report, Baseline Assessment or Appropriate Assessment was amended. Therefore, Moray Council response relates to the concerns raised in letter dated 7 July 2017.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull THE UPDATED ENVIRONMENTAL REPORT UPDATED ENVIRONMENTAL REPORT	<p><u>Consideration of the likely significant effects of the Strategy on the environment:</u></p> <p>No consultation has been carried out with Gleaner regarding the impact of the proposed north-south link road on their land or business. Our client is concerned that the proposal will have an adverse impact on road safety and employment. There is therefore a potential for significant impacts on human health and population. Insofar as the Council has failed to consider the impact of the Strategy on our client, and other affected landowners and business owners, these likely significant impacts have not been sufficiently assessed.</p> <p>Continued on next page</p>	<p>The concerns regarding road safety and employment are noted.</p> <ul style="list-style-type: none"> The potential for negative impacts associated with Option I1B (Ashgrove Road to Maisondieu Road new link road) on Human Health/Population/Air Quality at the local level are identified in the appraisal tables in Appendix 7 (pages 159-161) and Appendix 8 (pages 214-216) and in the main body text at 9.4.1 and 9.6.4 . The requirement for a detailed environmental assessment at the project level is also identified along with the safeguarding Local Development Plan policies. This applies to a number of proposed interventions and if it was found that there was unacceptable negative impact for any intervention, which could not be mitigated, then there would need to be a review of proposals (as indicated in Table 21 page 71). <p>Continued on next page</p>

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull THE UPDATED ENVIRONMENTAL REPORT UPDATED ENVIRONMENTAL REPORT	<p><u>Consideration of the likely significant effects of the Strategy on the environment:</u></p> <p>As above</p> <p>Continued on next page</p>	<ul style="list-style-type: none"> The detailed design of any intervention would be informed by design standards and in the case of the proposed new road link be subject to a Road Safety Audit (Stages 1-4 from preliminary design through the completed scheme) undertaken by an independent road safety expert. Any issues identified through the Road Safety Audit would be mitigated through a review of the design, including any issues associated with accesses to properties. Undertaking a Stage 1 Audit would identify any issues which could not be resolved at an early stage in the design process. Preliminary design would start following approval of the strategy and would be informed by whether the proposed road link would be at-grade or elevated. It is therefore at the detailed design stage where any road safety issues associated with Option I1B would be identified and addressed.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	<p>Burness Paull</p> <p>THE UPDATED ENVIRONMENTAL REPORT</p> <p>UPDATED ENVIRONMENTAL REPORT</p>	<p><u>Mitigation measures:</u></p> <p>The Council's inclusion of anticipated mitigation measures in the Environmental Report is welcomed. Insofar as the likely significant effects of the Strategy on population and human health have not been considered, mitigation measures to address these effects have likewise not been considered.</p> <p><u>Consideration of alternatives:</u></p> <p>The Council have attempted to include some consideration of alternatives to the Council's preferred option for the proposed north-south link road. However, this is inadequate (as set out in further detail below), and the concerns set out in the original consultation response therefore still apply.</p> <p>Continued on next page.</p>	<p>Comment noted.</p> <p>Suggested mitigation measures are for the Strategy. The likely significant effects of the Strategy are assessed as Long Term Positive for the wider Elgin area. For some interventions further assessment will be required at the project level, with mitigation measures developed in response to any negative effects. The requirement for further assessment has been identified in the table of interventions which can be found in Appendices 7 and 8 of this document.</p> <p>The SEA has considered alternative options to the Strategy not alternative options to individual interventions.</p> <p>Full consideration of an alternative rail crossing has now been included at section 9.6.4</p>

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull THE UPDATED ENVIRONMENTAL REPORT UPDATED ENVIRONMENTAL REPORT	<p><u>Consideration of alternatives:</u></p> <p>The Council is referred the original consultation response for further details of our client's concerns on these matters.</p> <p>In terms of the additional information contained in the updated Environmental Report, our client still has serious concerns with the consideration of alternative options for the proposed north-south link road. Our client also has concerns regarding the updated environmental assessment of the Ashgrove Road/Maisondieu Road option (11 B).</p>	<p>Comment noted.</p> <p>Comment Noted.</p>

Continued on next page.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull THE UPDATED ENVIRONMENTAL REPORT CONSIDERATION OF ALTERNATIVES	<p>Our client's concerns regarding consideration of alternatives were also raised by SEPA in their scoping response, set out in table 3 of the updated Environmental Report.</p> <p>SEPA's position is that the description of alternatives contained in Sections 9.1 to 9.3 of the original Environmental Report should be supported by an environmental assessment of those alternatives. The Council responded by stating that: "Additional assessment [has been] inserted at Appendix 5 which shows the expected environmental effects associated with two of the three alternative road link options." Section 9.0 of the Environmental Report has been updated to state that "An assessment of two alternative new north-south rail crossings can be found at Appendix 5."</p> <p>However, the Council's consideration of link road options in Section 9.4.1 remains unaltered from the original Environmental Report. It appears that the Council's inclusion of an environmental assessment of the Edgar Road/Wittet Drive link road option (I I H) is merely an attempt to pay lip service to the idea of consideration of alternatives.</p>	<p>The SEPA response relates directly to the consideration of alternative options to the Strategy as a whole and not the consideration of an alternative rail crossing. Therefore, changes were made to the SEA Report in line with our understanding of their response.</p> <p>It should also be noted that, following amendment, SEPA had no further comment to the SEA Report at the Public Consultation stage.</p> <p>Section 9.6.4 of the SEA Environmental Report has been updated to include a side-by-side comparison of the assessment interventions I1B and I1H (see Appendix 7 of this report) against each of SEA Receptor along with some additional text to clarify the environmental considerations associated with each of the two options.</p>

Continued on next page.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	<p>Burness Paull</p> <p>THE UPDATED ENVIRONMENTAL REPORT</p> <p>3. ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS</p>	<p>Our client welcomes the fact that the Council's environmental assessment of the proposed option I1B has recognised that the likely effect of the proposal on human health is currently unknown, rather than positive, as it was assessed in the original Environmental Report. It is our client's position that the likely effect of the proposal on population should also be assessed as unknown at the present time, given the lack of consultation with landowners and business owners, including our client, who would be affected by implementation of option I1B.</p> <p>However, the amended assessment of human health impacts is the only alteration to the Council's assessment of option I1B. It is therefore entirely unclear how this downward assessment allows the Council to revise their summary of the environmental effects of option I1B up from "negative - requires further detailed assessment at project level" to "negative (in localised area) - requires further detailed assessment at project level, overall - positive".</p> <p>It is noted that the Council's assessment of option I1H (Edgar Road/Wittet Drive) concludes that that proposal would have the same level of likely environmental impacts on all SEA receptors as option I1 B. The assessment reaches the same conclusion that the environmental effect of the proposal would be negative locally but overall positive. Continued on next page.</p>	<p>Direct consultation with landowners and business owners is not required as part of the Strategic Environmental Assessment. Moray Council's assessment is that the Strategy positively affects population as a whole with localised effects on Human Health requiring further assessment.</p> <p>It is Moray Council's assessment that amendment of the effects on Human Health did not affect the overall assessment of:</p> <ul style="list-style-type: none"> • Negative (<u>in localised area</u>) - requires further detailed assessment at project level. • Overall Positive. <p>In order to assist understanding the assessments of option I1B and I1H at Appendices 7 and 8 have been amended to clarify the assessments as follows:</p> <ul style="list-style-type: none"> • Negative (in localised area of Ashgrove Road – Maisondieu Road / Wittet Drive – Edgar Road) - requires further detailed assessment at project level. • Overall Positive- wider area of Elgin.

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	<p>Burness Paull</p> <p>THE UPDATED ENVIRONMENTAL REPORT</p> <p>3. ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS</p>	<p>It is also entirely unclear why the Council chose to include an environmental assessment of option I1H in the updated Environmental Report, but did not assess the third link road option (I1E/I1F - Wards Road to Edgar Road).</p> <p>Our original consultation response set out our client's position that the Council's position on the separate Western Link Road scheme is not a proper basis on which to discount option I1H. The fact that there is, in the Council's assessment, no difference between options I1B and I1H in terms of environmental effect, reinforces this point.</p>	<p>As stated in section 9.4.1 the third road link option was discounted at an early stage on grounds of feasibility. In line with this comment, additional text has been added to clarify that the option is not technically deliverable.</p> <p>Option I1H is identified as a technically feasible alternative. Option I1H was not included in the draft ETS on the basis of the Council's decision on 29 Mar 2016 not to pursue this scheme. Therefore in response to this comment:</p> <ul style="list-style-type: none"> • Section 9.4.1 has been revised to provide clarification of alternative rail crossing options. • In addition to the assessments of the railway crossings already provided in Appendix 7, the following additional information has been provided: <ul style="list-style-type: none"> a. New section 9.6.4 has been included to highlight the information previously presented in tabular form and discuss the environmental impacts of the railway crossing options. b. New Table 9 has been included in section 9.6.4 showing the anticipated environmental effects associated with the railway crossings (side by side comparison to aid understanding of information previously included).

Table 5 Responsible Authority Response to Statutory Consultee Comments

No.	Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment			
5	Burness Paull Closing comment	<p>At the time the Council made its political decision not to proceed with the Western Link Road, no consideration was given to what is now option 11B. Both options should therefore be considered, as the previous Council decision is not directly relevant to the current issue. The Council's attempts to address our client's concerns are appreciated. However, our client's position remains that the current SEA process, as carried out, is insufficient to meet the requirements of the Environmental Assessment (Scotland) Act 2005. As stated in the original consultation response, no plan or programme can be competently adopted in contravention of the 2005 Act, and so adoption by the Council of the Strategy will be open to judicial challenge.</p> <p>Our client welcomes the assurances made, in a separate letter to them dated 3 July 2017, that the Council intend to liaise with Gleaner through any further stages of development.</p>	<p>Note. See above response.</p> <p>The SEA Report has now been amended in line with these comments to the Public Consultation exercise.</p> <p>Comment noted.</p>

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The following five responses were received from the general public via the online Survey Monkey questionnaire.

Table 6 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

No.	Reference	Report Reference	Summary Comment	How the comment was taken into account when making the decision to adopt the ETS.
Comments received from members of the public on the Strategic Environmental Assessment				
6	None	Q2: Overall are you content with the Strategic Environmental Assessment	Don't know. No further comments were provided.	No action required.
7	Representative of an organisation	Q2: Overall are you content with the Strategic Environmental Assessment	No. No further comments were provided.	No action required.
8	Other	None	No comments were provided in questionnaire.	No action required.
9	Representative of an organisation	None	No comments were provided in questionnaire.	No action required.
10	Member of the public	None	No comments were provided in questionnaire.	No action required.

5. The reasons for choosing the Elgin Transport Strategy

The Environmental Assessment (Scotland) Act 2005 places a statutory requirement on Responsible Authorities to consider alternative options to achieve the aims and objectives of the ETS. Section 14(2) of the 2005 Act states *'the report shall identify, describe and evaluate the likely significant effects on the environment of implementing(b) reasonable alternatives to the plan or programme, taking into account the objectives and the geographical scope of the plan or programme'*.

5.1. Alternatives considered

Sections 5.1.1 to 5.1.2 below discuss how Moray Council has considered alternatives to the ETS and the alternative railway crossing options.

5.1.1 Elgin Transport Strategy

Three options were considered during preparation of the ETS which included a Maintain the Status Quo (Baseline) option. These options were developed during stakeholder events and public consultation sessions in 2016.

The options considered were:

- Maintain the Status Quo (Baseline)
- Mode Change
- Integrated Transport and Sustainable Travel

5.1.1.1 Maintain the Status Quo

Maintaining the status quo represents a 'business as usual' scenario and, therefore, provides a benchmark against which to gauge the effectiveness of the proposed transportation and sustainable travel interventions.

In this scenario, with no interventions, results of traffic modelling undertaken by Moray Council Transportation's consultant Jacobs showed that *'overall, without action there is likely to be a significant deterioration in network performance across much of Elgin as a result of traffic growth, leading to increased congestion and journey times. This will be the case whether or not an A96 bypass is constructed. Its construction will likely ease congestion on the existing alignment of the A96 through Elgin, however, it will put additional pressure on the limited number of existing rail crossings'*.

Maintaining the status quo would result in the private car remaining as the dominant mode of transport within Elgin. Initially, there would be little impact on SEA receptors. However, as Elgin continues to grow, SEA receptors will begin to suffer from the increasing negative environmental impacts associated with this growth.

This scenario was, therefore, rejected.

5.1.1.2 Mode Change

This approach represents focusing investment on sustainable travel interventions with limited investment on road-based infrastructure within Elgin.

In the Mode Change scenario there would be infrastructure improvements for pedestrians and cyclists, enhancement of the public transport network and improved publicity and provision of information on sustainable travel options throughout Elgin. The promotion of mode change would be supported by other management interventions such as higher parking charges, restricted parking areas and further pedestrianised zones. (Note: Higher parking charges and restricted parking were not considered by the ETS but were in the Parking Strategy).

Whilst this approach could be considered as a strategy, in isolation it does not deal with the anticipated 15,000 additional car journeys per day associated with the growth in the MLDP2015 and increase in car ownership, and corresponding rise in congestion and pollution levels caused by exhaust fumes.

Mode Change would result in more people choosing sustainable and active travel options which could, in isolation, have significantly positive impacts on SEA receptors. However, failing to address the negative environmental effects associated with the anticipated growth of Elgin through to 2030, associated with the development of the allocated sites within the MLDP 2015 (which includes long term housing allocations beyond the plan period) would result in increasingly negative environmental impacts.

It is anticipated that the negative environmental consequences of failing to take action would be the same as those outlined in section 5.1.1.1 above.

'Mode Change' was, therefore, rejected.

5.1.1.3 Integrated Transport and Sustainable Travel

It was considered that the Integrated Transport and Sustainable Travel option provided the best all-round strategy in response to the projected growth in Elgin through to 2030.

The Integrated Transport and Sustainable Travel option also complements the 2011 MLTS 2011, by providing a balanced package of interventions including schemes to support the use of sustainable travel and public transport modes, with targeted road infrastructure improvements to address congestion.

In addition, it is anticipated that the Integrated Transport and Sustainable Travel option would result in more people choosing sustainable and active travel options and is expected to have significantly positive impacts on SEA receptors. The approach also incorporates targeted improvements to the transport network, thereby mitigating against the most severe negative environmental

consequences on SEA receptors associated with the options to Maintain the Status Quo or undertake Mode Change.

5.1.2 Railway Crossing Option

Three main locations were identified as potential sites for a new railway crossing with modelling results indicating similar network operation benefits. The potential sites (options) were:

1. Wards Road to Edgar Road
2. Edgar Road to Wittet Drive, and
3. Ashgrove Road to Maisondieu Road

Option 1

The Wards Road to Edgar Road crossing was discounted due to the requirement to demolish several operational buildings and properties and cross two sections of railway line in close proximity to Elgin Railway Station. New bridges over the mainline railway in Elgin require additional headroom to allow for future electrification of the Aberdeen to Inverness railway. The extent of land required to enable a bridge to tie into existing ground levels would be significant bearing in mind the local topography. This option was deemed to be not technically deliverable at early stages of option assessment, therefore, no environmental assessment has been undertaken.

Options 2 and 3

Assessment of the two remaining options, Ashgrove Road to Maisondieu Road and the previously considered Edgar Road to Wittet Drive Western Link Road scheme, produced broadly comparable environmental impacts on individual SEA receptors resulting in the same overall environmental impact. From an environmental perspective, however, it was believed that the previously considered Edgar Road to Wittet Drive option resulted in a marginally worse impact due to the requirement to develop on greenfield land and its proximity to The Wards Wildlife Site, whereas the Ashgrove Road to Maisondieu Road option utilises an existing brownfield site.

It is anticipated that the provision of an additional railway crossing will:

- Provide the same positive environmental impacts associated with the Integrated Transport and Sustainable Travel strategy discussed in section 5.1.1.3 above; and
- Provide a positive environmental impact to the wider area of Elgin by reducing levels of standing traffic, air and noise pollution

It was considered that the following environmental benefits are afforded by the Ashgrove Road to Maisondieu Road option:

- Reduced negative impacts on biodiversity, flora and fauna as:
 - This option does not affect a Wildlife Site

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- This option does not affect European Protected Species
 - There would be reduced disturbance of sensitive species and habitats
 - This option will not cause a fragmentation of wildlife habitats
 - There would be reduced land take requirement
 - This option would use an existing brownfield site
- The opportunity to utilise a brownfield site reduces the requirement to construct on undeveloped greenfield sites, thereby reducing the impact on existing material assets
 - The option does not sever a core path
 - The option provides an additional active travel link in this area which is anticipated to:
 - Provide a safer travelling environment for cyclists and pedestrians
 - Increase numbers of people walking and cycling
 - Increase opportunities for social inclusion for vulnerable groups
 - Increase physical activity
 - The utilisation of an existing brownfield site protects current green space, thereby, enhancing the opportunities for, and the likelihood of, physical activity. However there would be a negative Cultural Heritage impact associated with this option as the intended site is in close proximity to a Category B Listed Building (railway station engine shed).

5.1.3 Assessment

For the purposes of assessment, short, medium, long term and development specific proposals were grouped into categories with similar options. These are listed in Table 7 below. Full details of individual Draft Elgin Transport Strategy Strategic Environmental Assessments and any environmental impacts can be found in Appendix 8 of the SEAE Report document.

Table 7 Assessment Categories

Category	Options considered by SEA assessment
Active Travel and Streetscape	Includes streetscape changes, cycle and pedestrian facility improvements and pedestrian crossing review
Junction Improvements	Includes junction rationalisation and signalised junctions
New Road Links	Includes north – south rail crossing
Public Transport	Includes demand responsive bus service, bus station re-design and park and change active travel corridors
Traffic management	Includes speed limit review
Travel Information	Includes travel planning
Development Specific Options*	Cycle, pedestrian and vehicular traffic improvements of sites funded directly by the relevant developments

*Note: An outcome of the consultation process identified the requirement for an additional category relating to interventions which support the development of sites allocated in the MLDP2015.

5.1.3 Environmental Considerations

Table 8 below provides a summary of the environmental considerations associated with individual ETS interventions.

Table 8 Environmental Considerations ETS Interventions – Active Travel and Streetscape

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Active Travel and Streetscape	I4B	New cycle / pedestrian north - south rail bridge on Ashgrove Road	May be in a peat area Close to a conservation area Promotes modal shift Reduction in emissions Impacts on quality of life and health	Active travel and streetscape enhancements are designed to encourage modal shift to sustainable transport options which should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Measures to introduce active travel and streetscape enhancements are unlikely to have any adverse environmental impact. However, one proposal may have a minor impact on biodiversity, flora and fauna due to its proximity to the Burn of Tyock watercourse, another due to its proximity to Linkwood Burn and another due to works on a former railway line which has now become naturalised.
	I4F	Provide cycle lanes along Station Road	Provision of safe travel routes Promotes modal shift Reduction in emissions Impacts on quality of life and health	
	I4H	Provide cycle lanes alongside Linkwood Road	Provision of safe travel routes Promotes modal shift Reduction in emissions Impacts on quality of life and health	
	I4I	Provide cycle parking in Elgin where cycle paths enter the town	Conservation area Promotes modal shift Reduction in emissions Impacts on quality of life and health	
	I4K	Active Travel Route between Pinefield and East End Primary School	On boundary of a conservation area Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	

Table 8 Environmental Considerations ETS Interventions – Active Travel and Streetscape

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Active Travel and Streetscape	I4M	Improve pedestrian and cycle provision at A941 / Lesmurdie Road junction	Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	As above.
	M1A	Improve pedestrian crossing points on Edgar Road	Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	M1B	Improve pedestrian crossings Station Road / Maisondieu Road	Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	M1C	Improve pedestrian crossings on the A96 in Elgin	On boundary of a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	M1D	Improve pedestrian crossings on Thornhill Road	Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	

Table 8 Environmental Considerations ETS Interventions – Active Travel and Streetscape

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Active Travel and Streetscape	I2A	Moss Street Convert to one-way (northbound) and widen footways / cycle lanes	Within a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	As above
	I2E	Pedestrianise South Street between Commerce Street and Batchen Street	Within a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	I2Fa	Remove barriers to pedestrian movements across A96 (Partial Streetscape Treatment) on A96 between Northfield Terrace and Pansport Roundabout	On boundary of a conservation area Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	I2J	Reduce vehicle movements around schools	On boundary of a conservation area Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	

Table 8 Environmental Considerations ETS Interventions – Junction Improvements

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Junction Improvements	I3A	Improve New Elgin Road and replace junctions north and south of railway with traffic signals	On boundary of a conservation area Land take Peat area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	<p>Junction improvement proposals include pedestrian crossings which are designed to improve pedestrian safety and improve road safety. In addition, vehicular traffic flow should be positively impacted due to an overall reduction in congestion and journey times. The junction improvement proposals could also contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin.</p> <p>Overall, ETS proposals for junction improvements are unlikely to have adverse environmental impacts. However, three proposals may have adverse environmental impacts. One proposal encroaches into the greenspace corridor ENV 3 (Edgar Road / Wards Road), one proposal encroaches into the greenspace corridor ENV6 (A96 / Morrision Road), whilst the final proposal (replace Edgar Road and Laichmoray roundabouts) requires land take. All of the proposals may have a minor negative impact on greenspace.</p> <p>Continued on next page</p>
	I3B	Junction improvements on A96 between Northfield Terrace and North Street (first phase and second phase)	On boundary of a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	I3C	Junction improvement at A96 / Maisondieu Road	On boundary of a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	
	I3D	Improve South Street / Hay Street junction	On boundary of a conservation area Surface water management Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	

Table 8 Environmental Considerations ETS Interventions – Junction Improvements

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Junction Improvements	I3H	Improve operation of Edgar Road / The Wards junction	Encroaches on green corridor ENV3 (Edgar Road / Wards Road) Damage to habitats Surface water management Peat area Promotes modal shift Road safety for pedestrians Reduction in emissions Impacts on quality of life and health	The proposal to replace Edgar Road and Laichmoray roundabouts with traffic signals will require surface water management due to the proximity of the Burn of Tyock watercourse. British Geological Survey data shows that some areas of Elgin are underlain by peat. However, as junction improvement locations are already developed, no adverse environmental impacts are anticipated. Some junction improvement proposals may require detailed environmental assessment at project level.

Table 8 Environmental Considerations ETS Interventions – New Road Links

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
New Road Links	I1B	New north-south link Ashgrove Road to Maisondieu Road with traffic signals	<ul style="list-style-type: none"> Utilises a brownfield site Disturbance / damage to habitats May be in a peat area Area developed Affects Cat B Listed Building Adjacent to a conservation area Reduction in emissions (wider area) Increased traffic flow (localised area) Impacts on local residents Proximity of Burn of Tyock Negative impacts on Landscape Impacts of noise and air pollution Impact on quality of life and health Impact on traffic flow Extreme weather events Promotes modal shift Provides additional active travel link 	<p>ETS proposal to introduce a new north-south rail bridge with a traffic signal junction is designed to improve vehicular traffic flow around the immediate area of the new road link and should reduce journey times over the wider area of Elgin.</p> <p>The Ashgrove Road – Maisondieu Road proposal utilises an existing brownfield site. However, there are adverse environmental impacts associated with this proposal due to its proximity to the Burn of Tyock watercourse and its proximity to a conservation area and a disused railway engine shed which is a Class B Listed Building. Whilst the overall environmental impact is expected to be positive for the wider area of Elgin it is anticipated that there will be a negative impact for the immediate area of Maisondieu Road and Ashgrove Road due to traffic using the new road link.</p>
New Road Links	I1H	New north - south link Edgar Road to Wittet Drive	<ul style="list-style-type: none"> Requires development of greenfield site Affects The Wards Wildlife Site Affects protected species Fragmentation / damage of habitats May be in a peat area Area not developed Affects Cat B Listed Building Unknown cultural heritage sites Reduction in emissions (wider area) Increased traffic flow (localised area) Impacts on local residents 	<p>The Wittet Drive – Edgar Road option requires development of a greenfield site.</p> <p>Continued on next page.</p>

Table 8 Environmental Considerations ETS Interventions – New Road Links

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
New Road Links	11H	New north - south link Edgar Road to Wittet Drive	Proximity of Burn of Tyock / other unnamed watercourses Requires demolition of residential properties Negative impact on landscape Impacts of noise and air pollution Impact on quality of life and health Impact on traffic flow Extreme weather events Promotes modal shift Provides additional active travel link Severs core path	<p>Again, there are adverse environmental impacts associated with this route due to the proximity of the Burn of Tyock watercourse, other un-named watercourses, and its proximity to The Wards Wildlife Site. Whilst the overall environmental impact is expected to be positive for the wider area of Elgin it is anticipated that there will be a negative impact for the immediate area of Wittet Drive, Fairfield Avenue and Edgar Road due to traffic using the new road link.</p> <p>British Geological Survey data shows that some areas of Elgin are underlain by peat. The location of the proposed Ashgrove Road – Maisondieu Road intervention utilises an existing brownfield site, therefore, no adverse environmental impacts are anticipated with this particular intervention. The Wittet Drive - Edgar Road option requires development of a greenfield site, therefore, adverse environmental impacts are anticipated with this particular option.</p> <p>Proposed changes relative to the new road link proposal will require a detailed environmental assessment at project level.</p>

Table 8 Environmental Considerations ETS Interventions – Public Transport

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Public Transport	M3A	Investigate use of technology to manage demand responsive bus services across Elgin	Promotes modal shift Reduction in emissions Social inclusion Impacts on quality of life and health	Public transport improvement proposals are designed to provide better facilities for passengers, increase patronage, and encourage modal shift and travel choice in Elgin via sustainable transport options. The proposals positively impact on those without access to a private car and are likely to contribute to a reduction in emissions and positively impact on air quality, accessibility, health and quality of life for residents of Elgin.
	M3B	Redesign / improve operation of Elgin bus station	Land take On boundary of a conservation area Surface water management Promotes modal shift Enhanced facilities Reduction in emissions Social inclusion Impacts on quality of life and health	
	M3D	Sites for park and change with direct access to active travel corridors into town via key destinations	Damage to habitats Close proximity to Natura 2000 site Land take Damage to Cultural Heritage Surface water management Promotes modal shift Reduction in emissions Impacts on quality of life and health	There may be adverse environmental impacts associated with some public transport proposals. The bus station is located on the boundary of a conservation area, therefore, any interventions relative to improvement / re-design of the bus station are likely to require a detailed environmental assessment at project level. Additionally, there may be a requirement to encroach into green / planted areas which may have a minor adverse environmental impact. Continued on next page

Table 8 Environmental Considerations ETS Interventions – Public Transport

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Public Transport	As above	As above	As above	<p>The land for park and change sites at main entry points to active travel corridors has not been identified but would be currently undeveloped. Indicative locations for these sites are in close proximity to Special Protection Areas, Sites of Special Scientific Interest or Ancient Woodland. Proposals for park and change sites may adversely impact biodiversity, flora, fauna and any water courses within these sites. Peat areas in Elgin are unlikely to be affected by the proposal. However, there is likely to be a significant negative effect on the soil environment.</p> <p>Proposed changes relative to park and change sites and bus station changes will require an appropriate assessment and / or detailed environmental assessment at project level.</p>

Table 8 Environmental Considerations ETS Interventions – Traffic Management

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Behaviour Change	M2B	Urban Traffic Control for congested areas	Reduction in emissions Promotes modal shift Impacts on quality of life and health	Proposals to introduce urban traffic control measures are designed to improve vehicular traffic flow which should positively impact on levels of congestion and reduce journey times. The proposal should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Measures to introduce urban traffic control proposals would have no adverse environmental impacts.
	M4A	Undertake robust Travel Plan for the Moray Council to reduce car use by staff and visitors	Reduction in emissions Promotes modal shift Social inclusion Impacts on quality of life and health	
	M4B	Expand Moray Council Travel Plan initiatives to other Elgin businesses to reduce car use	Reduction in emissions Promotes modal shift Social inclusion Impacts on quality of life and health	
	M4C	Introduce measures to encourage walking / cycling / public transport use with all new housing development	Reduction in emissions Promotes modal shift Social inclusion Impacts on quality of life and health	
	M4D	Robust Travel Planning for all Elgin schools	Reduction in emissions Promotes modal shift Social inclusion Impacts on quality of life and health	

Table 8 Environmental Considerations ETS Interventions – Travel Information

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Travel Information	IN1A	Provision of information to support use of all modes of travel	Reduction in emissions Promotes modal shift Social inclusion Impacts on quality of life and health	<p>Proposals to introduce urban traffic control measures are designed to encourage modal shift to sustainable transport options for private, work, business and recreational travel. This should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Proposals should also improve vehicular traffic flow which should, in turn, have a positive impact on levels of congestion and reduce journey times.</p> <p>Provision of transport infrastructure would have no adverse environmental impacts.</p>

Table 8 Environmental Considerations ETS Interventions – Developer Specific Options

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Development Specific Option	14C	New cycle / pedestrian north - south rail bridge on Bilbohall Road / Fleurs Road	Tree Preservation Order Promotes modal shift Reduction in emissions Impacts on quality of life and health	Refer to Active Travel Summary Outcome (pages 43 to 45).
	I3G	Road layout improvements at Bilbohall Road / Mayne Road / Wards Road	Surface water management	Refer to Junction Improvement Summary Outcome (pages 46 and 47).
	I3J	Junction improvement at Morrision Road / A96 to enable development	Encroaches on green corridor ENV 6 (A96 / Morrision Road) Damage to habitats Unknown Cultural Heritage sites Damage to soil environment Surface water management Pedestrian safety Reduced emissions Impacts on quality of life and health	Refer to Junction Improvement Summary Outcome (pages 46 and 47).
	I4E	Pave and light dismantled railway path to link Elgin South area to Reiket Lane path	Road safety (cyclists and pedestrian) Unknown Cultural Heritage sites Damage to soil environment Damage to habitats Linkwood Burn Surface water management Promotes modal shift Impacts on quality of life and health Reduced emissions	Refer to Active Travel Summary Outcome (pages 43 to 45).

Table 8 Environmental Considerations ETS Interventions – Developer Specific Option

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Development Specific Option	DSO1	Replace Linkwood bridge to enable 2-way operation and provide cycle paths on both sides of the road	Road safety Damage to habitats Affects Linkwood Burn Cultural Heritage (Linkwood House) Surface water management Impacts on quality of life and health Reduced emissions Promotes modal shift	<p>The Development Specific Option to replace Linkwood Bridge is designed to improve pedestrian, cyclist and road safety around the immediate area. The proposal is also expected to deliver improvements to vehicular traffic flow.</p> <p>Two-way vehicular traffic flow should positively impact on levels of congestion and reduce journey times. The proposal could contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin.</p> <p>The provision of pedestrian / cycle paths should encourage modal shift which is also expected to contribute to a reduction in emissions and positively impact on air quality, accessibility, health and quality of life for residents of Elgin.</p> <p>There are adverse environmental impacts associated with the intervention. Linkwood Burn watercourse will be affected, therefore, safeguarding / mitigation will be required during the construction phase. Surface water management will also be required post-construction.</p>

Table 8 Environmental Considerations ETS Interventions – Developer Specific Options

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Development Specific Option	DSO1	Replace Linkwood bridge to enable 2-way operation and provide cycle paths on both sides of the road	Road safety Damage to soil environment Damage to habitats Affects Linkwood Burn Cultural Heritage (Linkwood House) Surface water management Impacts on quality of life and health Reduced emissions Promotes modal shift	Continued from previous page. It is also anticipated that there will be a minor adverse environmental impact on biodiversity, flora and fauna. The adjacent wall and garden ground of Linkwood House (Cat C listed Building) would also be negatively affected. The replacement of Linkwood Bridge will require a detailed environmental assessment at project level. Additional consultation with SEPA, SNH and HES would be required due to the negative environmental effects associated with the intervention.

Table 8 Environmental Considerations ETS Interventions – Developer Specific Options

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Development Specific Option	DSO2	Improve road alignment and provide cycle paths on both sides of Linkwood Road.	Encroaches on ENV1 (Linkwood Road) Damage to habitats Tree Preservation Orders Damage to soil environment Surface water management Road safety Impacts on quality of life and health Reduced emissions Cultural Heritage (Linkwood House)	<p>The Development Specific Option to improve road alignment on Linkwood Road is designed to enhance pedestrian, cyclist and road safety around the immediate area. The proposal is also expected to deliver improvements to vehicular traffic flow.</p> <p>The proposal could contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin.</p> <p>The provision of pedestrian / cycle paths should encourage modal shift which is also expected to contribute to a reduction in emissions and positively impact on air quality, accessibility, health and quality of life for residents of Elgin.</p> <p>It is anticipated that there will be minor adverse environmental impact on biodiversity, flora and fauna, due to the requirement to encroach into the ENV1 (Linkwood Road) designated greenspace. In addition, two areas are covered by Tree Preservation Orders.</p>

Table 8 Environmental Considerations ETS Interventions – Developer Specific Options

ETS Category	Ref	Project Description	Environmental Considerations	Summary of Outcome
Development Specific Option	DSO2	Improve road alignment and provide cycle paths on both sides of Linkwood Road.	Encroaches on ENV1 (Linkwood Road) Damage to habitats Tree Preservation Orders Damage to soil environment Surface water management Road safety Impacts on quality of life and health Reduced emissions Cultural Heritage (Linkwood House)	Continued from previous page. The adjacent wall and garden ground of Linkwood House (Cat C listed Building) would be negatively affected. Peat areas are unlikely to be affected by the intervention. However, there is likely to be a negative effect on the soil environment. Surface water management will be required post-construction. Improving road alignment on Linkwood Road will require detailed environmental assessments at project level. Additional consultation with SEPA, SNH and HES would be also be required due to the negative environmental effects associated with these interventions.

6. Measures that are to be taken to monitor the significant environmental effects of the implementation of the Elgin Transport Strategy

Section 18(3)f of the Environmental Assessment (Scotland) Act 2005 requires Moray Council to monitor significant environmental effects associated with the implementation of the ETS. The purpose of monitoring the implementation of the ETS is to ensure that any unforeseen environmental effects are identified at an early stage and remedial action taken.

Monitoring implementation of the ETS will enable Moray Council to:

- Monitor how the ETS is affecting the environment by measuring indicators of identified issues
- Identify any environmental impacts due to unidentified issues

The ETS SEAE Report identifies the environmental issues which are most likely to be affected by intervention proposals.

The monitoring process will require detailed baseline data to be compiled and assessed for comparison during and after the implementation of ETS interventions.

Any changes to initial baseline conditions could then be used to determine whether changes can be attributed directly to ETS interventions. Future monitoring will also rely on the baseline being updated.

Table 9 below outlines a basic monitoring framework. Monitoring will be conducted by the Moray Council in their capacity as the Responsible Authority for the SEAE Report.

Table 9 SEA Receptor Monitoring Data

SEA Objective	Monitoring Proposed	Data Sources	Frequency	Target	Remedial Actions
Air (Air Quality and Noise)					
To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.	Air quality data (NO ₂ , PM ₁₀ , PM _{2.5} , oxides of nitrogen (Nox), Carbon Monoxide (CO), Black Carbon (BC) and ground level ozone.	Moray Council / DEFRA	Annually	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
	Number and condition of Noise Management Areas	Moray Council		Elgin has no Noise Management Areas, therefore, there should be no change from the current position.	
Climatic factors					
To reduce the causes and impacts of climate change.	Air quality data (NO ₂ , PM ₁₀ , PM _{2.5} , oxides of nitrogen (Nox), Carbon Monoxide (CO), Black Carbon (BC) and ground level ozone.	Moray Council / DEFRA	Annually	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
Biodiversity, flora and fauna					
To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.	Conservation status of protected species	SNH	Annually	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
	Condition of notified features of SSIs.				

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Table 9 SEA Receptor Monitoring Data

SEA Objective	Monitoring Proposed	Data Sources	Frequency	Target	Remedial Actions
Cultural Heritage					
To protect and enhance cultural heritage and diversity within Elgin.	Interventions taken forward under the ETS where there are potential impacts on a site designated for their historical importance	Listed Buildings	Annually	No change to base line data	HES and Aberdeenshire Archaeologist (includes Moray) will be consulted to ensure no impact on the cultural Heritage of Elgin If monitoring data shows a deterioration to Listed Building (LB 30826) as a result of vibration associated with traffic on the adjacent road Moray Council will implement measures to address the observed impact.
Water					
To protect and enhance the district's water environment.	Water Quality	SEPA	Annually	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
Soil					
To promote the sustainable management, improvement and protection of soils, including carbon rich soils, deep peat and priority peatland habitats.	Not applicable	Not applicable	Not applicable	Not applicable	Monitoring not required. Interventions affecting the soil SEA receptor are limited in scope. SEPA and SNH will be consulted to ensure minimal environmental impact

Elgin Transport Strategy – Strategic Environmental Assessment
 Post-Adoption Statement
Table 9 SEA Receptor Monitoring Data

SEA Objective	Monitoring Proposed	Data Sources	Frequency	Target	Remedial Actions
Human Health					
To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	Quality and availability of public open space	Moray Council	3 yearly	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
	Population and household projections	General Register Office for Scotland	5 yearly	No change or improvement to base line data	No targets are set by the ETS, therefore, no remedial action will be required. However, this data will be monitored to assess its impact on the ETS vision.
	Life expectancy at birth	National Record of Scotland			
	Established population				
Landscape					
Protect, enhance and create greenspaces and regenerate degraded environments.	Scoped out	Not applicable	Not applicable	Not applicable	Not applicable

Table 9 SEA Receptor Monitoring Data

SEA Objective	Monitoring Proposed	Data Sources	Frequency	Target	Remedial Actions
Material Assets					
To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	Quality and availability of public open space	Moray Council	3 yearly	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
	Population and household projections	General Register Office for Scotland	5 yearly	No change or improvement to base line data	No targets are set by the ETS, therefore, no remedial action will be required. However, this data will be monitored to assess its impact on the ETS vision.
	Life expectancy at birth	National Record of Scotland			
	Established population				
Inter-relationships					
To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	Quality and availability of public open space	Moray Council	3 yearly	No change or improvement to base line data	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
	Population and household projections	General Register Office for Scotland	5 yearly	No change or improvement to base line data	No targets are set by the ETS, therefore, no remedial action will be required. However, this data will be monitored to assess its impact on the ETS vision.

Table 9 SEA Receptor Monitoring Data

SEA Objective	Monitoring Proposed	Data Sources	Frequency	Target	Remedial Actions
Inter-relationships					
To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	Life expectancy at birth	National Record of Scotland	5 yearly	No change or improvement to base line data	No targets are set by the ETS, therefore, no remedial action will be required. However, this data will be monitored to assess its impact on the ETS vision.
	Established population				

7. Conclusion

The ETS contains a range of objectives and interventions to address transport, sustainable travel and active travel issues, based on projected growth resulting from the development of the allocated sites within the MLDP2015 from 2017 through to 2030, whilst protecting the environmental assets in and around Elgin.

A component of the ETS is to encourage a shift from using vehicles to walking and cycling as part of an individual's daily life through the delivery of enhancements to sustainable and active travel options. The delivery of ETS proposals will have a positive impact on accessibility, road safety, health and wellbeing.

The ETS is cognisant of issues such as standing traffic, and the increasing pressure on the limited crossings of the railway and effects of severance of the A96 on pedestrian/cycle movements. The ETS seeks to address these issues which affect the benefits to the local and wider community of Elgin and its economy.

It is acknowledged that at this stage there are uncertainties with regard to potential environmental impacts associated with some ETS proposals. However, protection will be provided through safeguarding policies in the MLDP 2015 and potential mitigation measures identified in the SEAE Report will ensure that any impacts identified at the individual project level are anticipated and mitigated against as required.

ETS active travel and streetscape proposals will provide opportunities to enhance biodiversity through the provision of landscaping and planting. These areas not only provide opportunities for biodiversity enhancement, they also help to connect separated areas of greenspace and also provide a positive environment for people. Where possible, opportunities for landscaping / street planting will be investigated and incorporated as part of individual intervention packages.

The development of the ETS has been informed by the SEA process and has taken into account comments provided by statutory consultees (SEPA, SNH and HES) in addition to public comments. It is concluded that:

- The net environmental impact of the ETS is considered to be positive, and
- Implementation of some proposals associated with the Elgin Transport Strategy may have a significantly negative environmental impact. However, once safeguarding / mitigation measures have been identified and proposed, the environmental impact associated with implementation of those proposals would reduce to a negative / neutral impact.
- The proposed intervention for a Park and Change site within close proximity to Loch Spynie be removed from the ETS due to the possibility of negatively affecting Loch Spynie Natura 2000 site, and the severely negative environmental impact on the soil receptor, associated with construction on undeveloped land.

At meeting of the Full Moray Council on 9th August 2017, the Elgin Transport Strategy and SEAE Report was adopted in line with the recommendations made in the [report to councillors](#) by the Corporate Director (Economic Development, Planning and Infrastructure), which included the removal of the Park and Change site near Loch Spynie.

Appendix 1

SAE Gateway Submission Correspondence

Appendix 1

SEA Gateway Submission Correspondence

Screening Report Response from The Scottish Government Gateway (part 1)

Local Government and Communities Directorate
 Planning and Architecture Division

T: 0131-244 7650 F: 0131-244 7555
 E: Johnathan.Whittlestone@gov.scot
 D: 08 July 2016

Gary Templeton
 Moray Council



01196 Screening - Moray Council - Transport Strategy 2017 - 2030

Dear Gary,

With reference to the Screening document you submitted on 13 June 2016.

The Consultation Authorities have now considered your screening request as per **Section 9(3)** of the **Environmental Assessment (Scotland) Act 2005**. For convenience I have set out, in the table below, their individual views on whether there is a likelihood of significant environmental effects.

Please note, these are the views and opinions of the Consultation Authorities on the likelihood of significant environmental effects arising from the plan or programme and not a judgement on whether an SEA is required. It is therefore for the Responsible Authority to determine whether an SEA is required in the circumstances. I have attached the individual letters from the Consultation Authorities, outlining their views and opinions. Where possible the Consultation Authorities may have offered supplementary information and/or advice for you to consider, which you should find helpful.

CONSULTATION AUTHORITY	LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS
Historic Environment Scotland	Yes
Scottish Environment Protection Agency	Yes
Scottish Natural Heritage	Yes
OVERALL VIEW ON LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS	Yes

As the Consultation Authorities have now notified you of their views, you should now refer to the 2005 Act to consider your next step. You should of course take into account the advice offered by the Consultation Authorities.

You should note, as per Section 10 of the 2005 Act, within 28 days of your determination about whether an SEA is required or not, a copy of the determination and any related

Victoria Quay, Edinburgh EH6 6QQ
www.gov.scot



Appendix 1

SEA Gateway Submission Correspondence

Screening Report Response from The Scottish Government Gateway (part 2)

statement of reasons must be passed to the Consultation Authorities. This may be done via the SEA Gateway.

If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Appendix 1

SEA Gateway Submission Correspondence

Scoping Report Response from The Scottish Government Gateway

Local Government and Communities Directorate
Planning and Architecture Division

T: 0131-244 7650 F: 0131-244 7555
E: Johnathan.Whittlestone@gov.scot
D:

Dave Pritchard
Moray Council
Transportation



01271 Scoping - Moray Council - Draft Elgin Transport Strategy

Dear Dave,

With reference to the Scoping report you submitted to the SEA Gateway on 3rd May 2017.

In accordance with Section 15(2) of the **Environmental Assessment (Scotland) Act 2005** the Consultation Authorities have now considered the Scoping report you submitted. The individual responses from the Consultation Authorities to your report are attached to this letter.

As the Consultation Authorities have now expressed their views on the proposed scope and level of detail of the report, you should refer to the Act to consider what your next step should be. You should of course take into account the opinions offered by the Consultation Authorities.

Note, in accordance with Section 15(3) of the 2005 Act (when agreed) you are required to formally write to advise the Scottish Ministers of the period of consultation you intend to specify, both for the public and the Consultation Authorities.

If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Appendix 1

SEA Gateway Submission Correspondence

Public Consultation Response from The Scottish Government Gateway

Local Government and Communities Directorate

Planning and Architecture Division

T: 0131-244 7650 F: 0131-244 7555

E: Johnathan.Whittlestone@gov.scot

D:

Transport Development Team
Moray Council



01271 Environmental report - Moray Council - Draft Elgin Transport Strategy □

Dear Transport Development Team,

With reference to the Environmental Report you submitted to the SEA Gateway on 8th June 2017.

In accordance with Section 16 of the Environmental Assessment (Scotland) Act 2005, the Consultation Authorities have now considered the Environmental report you submitted. The individual responses from the Consultation Authorities are attached to this letter.

As the Consultation Authorities have now expressed their opinions, you should refer to the 2005 Act to consider your next step, while taking into account the opinions of the Consultation Authorities.

If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Appendix 2

Responses to Public Consultation

Appendix 2

Responses to Public Consultation

SEA Environmental Report - Response from Scottish Environment Protection Agency



Our ref: PCS/153521
SG ref: SEA01271/ER

If telephoning ask for:
Susan Haslam

12 June 2017

Transport Development Team
Moray Council
Elgin

By email only to: SEA_Gateway@gov.scot

Dear Team

Environmental Assessment (Scotland) Act 2005 Draft Elgin Transport Strategy - Environmental Report

Thank you for your Environmental Report (ER) consultation submitted under the above Act in respect of the Draft Elgin Transport Strategy. This was received by SEPA via the Scottish Government SEA Gateway on 8 June 2017.

We welcome the clear setting out in Table 3 of how the comments we made on the draft ER have been taken into consideration when finalising the report. We welcome the helpful responses provided and related amendments made to the ER. Overall we are content that the ER provides a suitable assessment of the potential environmental effects of the Strategy.

As the Strategy is finalised, Moray Council as Responsible Authority, will be required to take account of the findings of the Environmental Report and of views expressed upon it during this consultation period. As soon as reasonably practical after the adoption of the plan, the Responsible Authority should publish a statement setting out how this has occurred. We normally expect this to be in the form of an "SEA Statement" similar to that advocated in the [Scottish Government SEA Guidance](#). A copy of the SEA statement should be sent to the Consultation Authorities via the Scottish Government SEA Gateway on publication.

Should you wish to discuss this letter please do not hesitate to contact me on 01349 860359 or via SEPA's SEA Gateway at sea_gateway@sepa.org.uk.

Yours sincerely

Susan Haslam
Senior Planning Officer (SEA)
Planning Service

Ecopy: sea_gateway@hes.scot; sea_gateway@snh.gov.uk

Appendix 2

Responses to Public Consultation

SEA Environmental Report - Response from Scottish Natural Heritage



Sent via Scottish Government SEA Gateway – sea.gateway@scotland.gsi.gov.uk

Dave Pritchard
Moray Council
Engineer Transport Development
Transportation
Elgin

16 June 2017

Our ref: CEA146263

Dear Mr Pritchard

01271 Environmental Report – draft Elgin Transport Strategy

Thank you for the opportunity to provide comments on the Environmental Report for the draft Elgin Transport Strategy.

The Environmental Report has taken account of our scoping advice. As a result we consider that the key environmental issues have been correctly identified, and the assessment of likely significant effects on the environment has been carried out adequately.

The Habitats Regulations Appraisal (HRA) is part of the Environmental Report, and has also taken account of our scoping advice. We take this opportunity to confirm that we are content that the assessment of potential impacts on Natura sites has been carried out adequately, and that the mitigation identified is appropriate.

If you have any queries about this letter please do not hesitate to contact **Nina Turner, Planning Advisor (north)** based in our Inverness office in the first instance.

Yours sincerely

Brendan Turvey
Operations Manager
Tayside and Grampian

Appendix 2

Responses to Public Consultation

SEA Environmental Report - Response from Historic Environment Scotland (Part 1)



By email to: sea.gateway@gov.scot

Transport Development Team
Moray Council

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
Switchboard: 0131 668 8600
HMCconsultations@hes.scot

Our ref: AMN/23/104
Our case ID: 300020386
Your ref: 01271

04 July 2017

Dear Sir/Madam

Environmental Assessment (Scotland) Act 2005
Moray Council - Draft Elgin Transport Strategy

Thank you for your consultation which we received on 08 June 2017 about the above and its Environmental Report (ER). We have reviewed these documents in relation to our main area of interest for the historic environment. The first part of this response relates to the Strategy with part two focusing upon its environmental assessment.

Part 1: Moray Council - Draft Elgin Transport Strategy

We welcome the preparation of this strategy and would only offer the following comment on one of the proposals contained within it.

New north-south link - Ashgrove Road to Maisondieu Road with traffic signals

This proposal has the potential to impact on the Category B listed Maisondieu Road, Railway Station, Engine Shed (HB no.30826). We note from the provided environmental assessment that this proposal will be subject to project level assessment and we would advise that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. We have supplied further information on this listed building in our response to the accompanying environmental assessment.

Part 2: Environmental Report

We welcome that the environmental report has clearly set out the assessment of the strategy and the proposals contained within it. We are generally content to agree with the findings presented within the assessment but would offer the further clarification to the issue raised in our response to the strategy itself.

Appendix 2

Responses to Public Consultation

SEA Environmental Report - Response from Historic Environment Scotland (Part 2)



In terms of the detailed assessment provided in Appendix 6 relating to the proposed new north-south link (Ashgrove Road to Maisondieu Road with traffic signals) we note that uncertain effects have been predicted for the historic environment. The accompanying assessment discourse notes that "It is also acknowledged that there may be an impact on historic railway infrastructure." It should be noted that the engine shed (Moray SMR site NJ26SW0041) to the immediate west of the proposed link road is a Category B listed building. Historic Environment Scotland's geographical database places this listed building on a later engine shed some distance to the east of the actual listed building and we apologise for the confusion this has caused as this error has been taken through to the environmental baseline report that has been prepared to inform the assessment. We are currently updating our database to rectify this error.

In light of this we would advise that the assessment and subsequent monitoring requirements be updated to reflect the status of the engine shed. As we have noted in our response to the strategy itself the location and design of this new road/bridge link should take into account both the site and setting of the listed building.

None of the comments contained in this letter constitute a legal interpretation of the requirements of the Environmental Assessment (Scotland) Act 2005. They are intended rather as helpful advice, as part of our commitment to capacity building in SEA.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Andrew Stevenson who can be contacted by phone on 0131 668 8960 or by email on andrew.stevenson2@hes.scot.

Yours faithfully

Historic Environment Scotland

Appendix 2

Responses to Public Consultation

SEA Environmental Report – Responses from General Public - Burness Paull (Part 1)

Our Ref

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7 July 2017

Dear Sirs

**GLEANER OILS LIMITED
DRAFT ELGIN TRANSPORT STRATEGY
STRATEGIC ENVIRONMENTAL ASSESSMENT - AMENDED ENVIRONMENTAL
REPORT**

It was brought to our attention by Moray Council on 3 July 2017 that the Strategic Environmental Assessment (“SEA”) documentation for the draft Elgin Transport Strategy had been updated, and that the closing date for consultation responses on the updated documentation is 7 July 2017. Having made inquiries of our client, they have no record of having been notified of the updated Environmental Report and the on-going consultation process prior to this week.

The updated Environmental Report is twice the size of the original Environmental Report. In the limited time available, we have attempted to consider the updated Environmental Report, so as to provide a timely consultation response. However, we reserve our client’s position on the Environmental Report to allow them to add to their response following further detailed consideration.

1 THE UPDATED ENVIRONMENTAL REPORT

1.1 We note that the updated Environmental Report provides additional information on the scoping of the Environmental Report, the consideration of mitigation measures to address the identified likely significant effects of the Strategy, and the consideration of measures to monitor the significant environmental effects associated with the Strategy.

Appendix 2

Responses to Public Consultation

SEA Environmental Report – Responses from General Public - Burness Paul (Part 2)

- 1.2 The lack of information regarding mitigation and monitoring measures in the original Environmental Report was noted in our client's response to the original consultation, and the updates made to the Environmental Report are welcomed.
- 1.3 However, a number of the concerns raised in the original consultation response dated 11 May 2017 (copy enclosed for your convenience) remain. In particular:
- 1.3.1 **Consideration of the likely significant effects of the Strategy on the environment:** No consultation has been carried out with Gleaner regarding the impact of the proposed north-south link road on their land or business. Our client is concerned that the proposal will have an adverse impact on road safety and employment. There is therefore a potential for significant impacts on human health and population. Insofar as the Council has failed to consider the impact of the Strategy on our client, and other affected landowners and business owners, these likely significant impacts have not been sufficiently assessed.
- 1.3.2 **Mitigation measures:** The Council's inclusion of anticipated mitigation measures in the Environmental Report is welcomed. Insofar as the likely significant effects of the Strategy on population and human health have not been considered, mitigation measures to address these effects have likewise not been considered.
- 1.3.3 **Consideration of alternatives:** The Council have attempted to include some consideration of alternatives to the Council's preferred option for the proposed north-south link road. However, this is inadequate (as set out in further detail below), and the concerns set out in the original consultation response therefore still apply.
- 1.4 The Council is referred the original consultation response for further details of our client's concerns on these matters.
- 1.5 In terms of the additional information contained in the updated Environmental Report, our client still has serious concerns with the consideration of alternative options for the proposed north-south link road. Our client also has concerns regarding the updated environmental assessment of the Ashgrove Road/Maisondieu Road option (IIB).
- 2 **CONSIDERATION OF ALTERNATIVES**
- 2.1 Our client's concerns regarding consideration of alternatives were also raised by SEPA in their scoping response, set out in table 3 of the updated Environmental Report.
- 2.2 SEPA's position is that the description of alternatives contained in Sections 9.1 to 9.3 of the original Environmental Report should be supported by an environmental assessment of those alternatives. The Council responded by stating that: *"Additional assessment [has been] inserted at Appendix 5 which shows the expected environmental effects associated with two of the three alternative road link options."* Section 9.0 of the Environmental Report

Appendix 2

Responses to Public Consultation

SEA Environmental Report – Responses from General Public - Burness Paul (Part 3)

has been updated to state that *“An assessment of two alternative new north-south rail crossings can be found at Appendix 5.”*

- 2.3 However, the Council’s consideration of link road options in Section 9.4.1 remains unaltered from the original Environmental Report. It appears that the Council’s inclusion of an environmental assessment of the Edgar Road/Wittet Drive link road option (I1H) is merely an attempt to pay lip service to the idea of consideration of alternatives.

3 ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS

- 3.1 Our client welcomes the fact that the Council’s environmental assessment of the proposed option I1B has recognised that the likely effect of the proposal on human health is currently unknown, rather than positive, as it was assessed in the original Environmental Report. It is our client’s position that the likely effect of the proposal on population should also be assessed as unknown at the present time, given the lack of consultation with landowners and business owners, including our client, who would be affected by implementation of option I1B.
- 3.2 However, the amended assessment of human health impacts is the only alteration to the Council’s assessment of option I1B. It is therefore entirely unclear how this downward assessment allows the Council to revise their summary of the environmental effects of option I1B up from *“negative – requires further detailed assessment at project level”* to *“negative (in localised area) – requires further detailed assessment at project level, overall – positive”*.
- 3.3 It is noted that the Council’s assessment of option I1H (Edgar Road/Wittet Drive) concludes that that proposal would have the same level of likely environmental impacts on all SEA receptors as option I1B. The assessment reaches the same conclusion that the environmental effect of the proposal would be negative locally but overall positive.
- 3.4 It is also entirely unclear why the Council chose to include an environmental assessment of option I1H in the updated Environmental Report, but did not assess the third link road option (I1E/I1F – Wards Road to Edgar Road).
- 3.5 Our original consultation response set out our client’s position that the Council’s position on the separate Western Link Road scheme is not a proper basis on which to discount option I1H. The fact that there is, in the Council’s assessment, no difference between options I1B and I1H in terms of environmental effect, reinforces this point.

At the time the Council made its political decision not to proceed with the Western Link Road, no consideration was given to what is now option I1B. Both options should therefore be considered, as the previous Council decision is not directly relevant to the current issue. The Council’s attempts to address our client’s concerns are appreciated. However, our client’s position remains that the current SEA process, as carried out, is insufficient to meet the requirements of the Environmental Assessment (Scotland) Act 2005. As stated in the original consultation response, no plan or programme can be

Appendix 2

Responses to Public Consultation

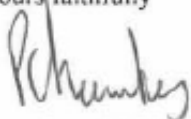
SEA Environmental Report – Responses from General Public - Burness Paull (Part 4)

competently adopted in contravention of the 2005 Act, and so adoption by the Council of the Strategy will be open to judicial challenge.

Our client welcomes the assurances made, in a separate letter to them dated 3 July 2017, that the Council intend to liaise with Gleaner through any further stages of development.

Kindly acknowledge receipt.

Yours faithfully



for and on behalf of Burness Paull LLP

Appendix 3

Abbreviations and Definitions

Appendix 3

Abbreviations and definitions

Abbreviations

ETS	Elgin Transport Strategy
HES	Historic Environment Scotland
MLDP 2015	Moray Local Development Plan 2015
MLTS 2011	Moray Local Transport Strategy 2011
PPS	Plans, Programmes and Strategies
SEA	Strategic Environmental Assessment
SEAE Report	Strategic Environmental Assessment Environmental Report
SEPA	Scottish Environment Protection Agency
SNH	Scottish Natural Heritage

Appendix 3
Abbreviations and Definitions

SEA Topic Definitions

Air	In terms of Strategic Environmental Assessment 'air' refers to its composition in terms of the volume of pollution i.e. air quality (particulates, harmful substances and noise).
Biodiversity, flora and fauna	The variety within and between all species of plants, animals and micro-organisms and the ecosystems within which they live and interact.
Climatic Factors	The composite or generally prevailing weather conditions of a region, as temperature, air pressure, humidity, precipitation, sunshine, cloudiness, and winds, throughout the year, averaged over a series of years.
Cultural Heritage	The legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations.
Human Health	The World Health Organization defined 'health' in its broader sense in its 1948 constitution as "a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity."
Inter-relationships	In terms of Strategic Environmental Assessment 'Inter-relationships' refer to environmental problems resulting from the accumulation of multiple, small, and sometimes, indirect effects, rather than a few large and obvious ones.
Landscape	The visible features of an area of land, often considered in terms of their aesthetic appeal.

Appendix 3
Abbreviations and Definitions

Material Assets	<p>Material assets in Strategic Environmental Assessment refers to a wide variety of assets and resources including some or all of the following:</p> <ul style="list-style-type: none">• Built assets e.g. infrastructure relating to energy / heat generation and distribution, flood protection, water supply and waste water management, transport, telecommunications, waste management and pipelines; land in relation to developed land / settlements, vacant, derelict and contaminated land; buildings and facilities such as housing, healthcare facilities, schools, greenspace, core paths, cycle paths; manufactured goods; and• Natural assets e.g. minerals (such as sand, gravel, rock, and slate), natural flood management processes, forestry and woodlands, agricultural land and associated elements such as field boundaries (e.g. hedges, stone walls).
Population	<p>The number of people who live in a particular geographical area.</p>
Soil	<p>The top layer of the earth's surface in which plants can grow, consisting of rock and mineral particles mixed with decayed organic matter and having the capability of retaining water.</p>
Water	<p>In terms of Strategic Environmental Assessment 'water' refers to its composition in terms of the volume of pollution and the quantity held in reservoirs, rivers, lochs and aquifers.</p>

Appendix 3
Abbreviations and Definitions

Definitions of Terminology

Active Travel	The use of non-motorised modes of transport.
Environmental Baseline	A description of the environment likely to be significantly affected by the proposal including air; biodiversity, flora and fauna, climatic factors, cultural heritage, human health , landscape, material assets, population, soil, water and the inter-relationships between them.
Post-Adoption Statement	A report, produced by the Responsible Authority, that outlines how the assessment and consultation process has been taken into account in the adopted plan.
Proposal(s)	Individual projects that form the basis of the Elgin Transport Strategy.
Public Transport	Bus, Rail and Taxi.
Reasonable Alternatives	The alternative approaches considered while developing the plan, which can be considered realistic
Responsible Authority	Any person, body or office holder exercising functions of a public character.
Safeguarding / Mitigation	Measures taken to prevent, reduce or offset, as fully as possible, adverse effects on the environment.
Scoping Report	A report, produced by the Responsible Authority, that sets out the proposed level of detail to be included within the Environmental report and the estimated consultation periods.
Screening Report	A report, produced by the Responsible Authority, that sets out the likely significant effects on the environment of a plan, and an opinion on whether or not an SEA is required.
SEA Environmental Report	The publication used to set out relevant information emerging from the assessment. This includes background environmental information and context, a description of the plan being assessed, and the significant environmental effects identified in the assessment.

Appendix 3
Abbreviations and Definitions

Definitions of Terminology

SEA Gateway	Dedicated team of officials in the Scottish Government that exists to aid the administration of Strategic Environmental Assessment in Scotland and to help ensure that information on Strategic Environmental Assessment activities is transparent and accessible.
SEA Receptor	SEA receptors are those topics defined by the SEA process e.g. Air, Soil, Water etc. See previous page for full list and an explanation of each SEA topic.
The Public	The term 'public' includes the general public, wider organisations, specialist groups, non-government organisations and other government bodies.