

Appendix 4

Appropriate Assessment

MORAY COUNCIL LOCAL TRANSPORT STRATEGY
ENVIRONMENTAL REPORT
APPENDIX 4 – APPROPRIATE ASSESSMENT

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1.0 INTRODUCTION

This report considers the need for appropriate assessment of the Moray Draft Local Transport Strategy in accordance with Article 6(3) and 6(4) of the Habitats Directive (European Directive 92/43/EEC) and the Conservation (Natural Habitats &c) Regulations, 2007.

Under this legislation formal consideration must now be given as to whether land use plans require an appropriate assessment to assess implications for Natura 2000 sites.

Natura 2000 sites are sites designated for their international quality of habitats and/or species and provide a European network of protected sites:

Special Protection Area (SPA) - support rare, endangered or vulnerable natural habitats and species of plants or animals (other than birds)

Special Area of Conservation (SAC) - areas support significant numbers of wild birds and their habitats¹

The regulations require that where an authority concludes that a development proposal is likely to have a significant effect on a European site, even if the development is outwith the European site boundary, an appropriate assessment of the implications for the nature conservation interests of the site must be undertaken.

2.0 METHODOLOGY

SNH advised Moray Council that the Plan could have a significant effect on Natura sites, particularly the River Spey Special Area of Conservation (SAC).

SNH further advised that use should be made of the Appropriate Assessments of the Local and Structure Plans to inform the assessment of the Strategy. These assessments were undertaken by the council working closely with SNH using the Scottish Executive Interim Guidance on "Assessing Development Plans under Articles 6 (3) and 6 (4) of the Habitats Directive in terms of the Need for Appropriate Assessment".

Based on this guidance, the components of the Local Transport Strategy have been screened in order to determine whether or not there would be an impact on Natura sites (see Table.1 below).

'Likely significant effect is defined as any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the site was designated²

Those components of the plan not considered to have an impact on Natura sites have been identified and justification for this decision has been provided. These parts of the plan have not been assessed further.

Components of the plan which could give rise to impacts on a Natura site have been subject to full Appropriate Assessment (Tables 2-4).

After undertaking an appropriate assessment one of the following conclusions has to be reached:

¹ SNH <http://www.snh.org.uk/about/directives/ab-dir03.asp>

²The Moray Council, Natura Assessment of Moray Local Plan, 2007

- The Action Plan/Committed Scheme will adversely affect the integrity of the Natura site, or
- The Action Plan/Committed Scheme will not adversely affect the integrity of the Natura site

Mitigation and requirements for further assessment at individual intervention level has been specified in Section A4.6.

3.0 AA ASSESSMENT MATRICES

3.1 Table 1 - Appropriate Assessment Screening Matrix

LTS Component		Appropriate Assessment Required?	Reasoning
LTS Vision	Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.	No	Vision seeks to safeguard the environment.
LTS Key Objective 1	Support and enable economic development through a sustainable transport infrastructure	No	No specific requirements for physical infrastructure intervention and therefore unlikely to have an effect on Natura 2000 interests
LTS Key Objective 2	Promote safer, inclusive and affordable travel for all.	No	No specific requirements for physical infrastructure intervention and therefore unlikely to have an effect on Natura 2000 interests
LTS Key Objective 3	Maintain and improve the existing transport infrastructure to enable and effective and reliable transport network	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Key Objective 4	Improve accessibility to jobs, services and facilities within Moray	No	No specific requirements for physical infrastructure intervention and therefore unlikely to have an effect on Natura 2000 interests
LTS Key Objective 5	Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and improve health	No	Promotion of modal shift unlikely to have an effect on Natura 2000 interests
LTS Key Objective 6	Promote integration across different modes, policies and land use planning	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Sub Objective 1	Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.

LTS Component		Appropriate Assessment Required?	Reasoning
LTS Sub Objective 2	Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Executive, developers and others to minimise predicted problems	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Sub Objective 3	Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network	No	No physical interventions and therefore no impact on Natura Interests
LTS Sub Objective 4	Review the role of Moray harbours;	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
LTS Sub Objective 5	Ensure adequate car parking provision to meet the need of communities	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
LTS Sub Objective 6	Support improvements to passenger and freight rail services	No	Promotion of modal shift. No physical interventions and therefore no impact on Natura Interests.
LTS Sub Objective 7	Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe	No	No physical interventions and therefore no impact on Natura Interests
LTS Sub Objective 8	Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives;	No	Promotion of modal shift unlikely to have an effect on Natura 2000 interests
LTS Sub Objective 9	Work with others to improve transport infrastructure related to recreation and tourism	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
LTS Sub Objective 10	Support access to the countryside and well being initiatives	No	No physical interventions and therefore no impact on Natura Interests

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Active Travel	Promote the benefits of walking and cycling	No	Vision seeks to safeguard the environment.
	Continue to develop a comprehensive cycle/pedestrian network incorporating national, area wide and local routes in Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to develop a range of initiatives focusing on pedestrian and cyclist safety	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to develop and update safe routes to educational establishments	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to support schools in Moray to develop and maintain active School Travel Plans	No	No physical intervention and therefore no impacts on Natura interests.
	Continue to Support Grampian Police and Road Safety Officers to deliver cycle training schemes across Moray schools	No	No physical intervention and therefore no impacts on Natura interests.
	Continue to develop cycle parking facilities and safe segregated cycle routes and signage for pedestrians and cyclists across Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Identify areas of pedestrian conflict in Moray	No	No physical intervention and therefore no impacts on Natura interests.
	Improve pedestrian crossing facilities in key areas of conflict and need across Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Active Travel Committed Schemes	Cycleway spur from Hopeman to Duffus as part of the Burghead to Lossiemouth cycle route.	No	Proposed intervention not close to any Natura sites and therefore there are no impacts on Natura interests in Moray.
	Development of a core network of active travel routes in Elgin as part of the Urban Freedom project.	No	Proposed intervention within existing settlement and therefore no impacts on

LTS Component		Appropriate Assessment Required?	Reasoning
			Natura interests in Moray.
	Development of solutions for missing links in the active travel network in Elgin as part of the Urban Freedom project.	No	Proposed intervention within existing settlement and therefore unlikely to be any impacts on Natura interests in Moray.
	Install docking stations and bikes for a public transport 'loan' bike scheme in Elgin as part of the Urban Freedom project.	No	Proposed intervention within existing settlement and therefore unlikely to be any impacts on Natura interests in Moray.
	Improvements to underpass entrances on the A96 in Elgin	No	Proposed intervention within existing settlement and therefore no impacts on Natura interests in Moray.

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Public Transport	Continue to support bus services in rural areas, including alternative community services where appropriate	No	No physical intervention and therefore no impacts on Natura interests.
	Encourage Transport Scotland to develop the rail route between Aberdeen and Inverness as detailed in STPR	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to improve bus infrastructure across Moray subject to available funding and investigate means to improve Elgin bus station	No	Proposed intervention within existing settlement and therefore no impacts on Natura interests in Moray.
	Work with HITRANS, Police and Transport Operators to develop initiatives to increase personal security on PT services and facilities	No	No physical intervention and therefore no impacts on Natura interests.
	Encourage transport operators to upgrade train station facilities and staffing	No	Proposed intervention within existing station facilities and therefore no impacts on Natura interests in Moray.
	Encourage improved integration between rail and bus services across Moray	No	No physical intervention and therefore no impacts on Natura interests.
	Continue to lobby public transport operators and Transport Scotland to provide reasonable fare levels for services in Moray	No	No physical intervention and therefore no impacts on Natura interests.
	Continue to work with public transport operators, other local	No	No physical intervention and therefore no

LTS Component		Appropriate Assessment Required?	Reasoning
	authorities, airport authorities and HITRANS to improve links to Aberdeen and Inverness Airports		impacts on Natura interests.
	Support/promote the operation of Traveline	No	No physical intervention and therefore no impacts on Natura interests.
	Investigate additional potential locations for the provision of Real Time Information.	No	No physical intervention and therefore no impacts on Natura interests.
	Install Real Time Information at identified locations subject to available funding.	No	Proposed intervention within existing facilities and therefore no impacts on Natura interests in Moray.

LTS Component		Appropriate Assessment Required?	Reasoning
Public Transport Committed Schemes	Installation of real time information screens at eight locations throughout Moray as part of the Urban Freedom project.	No	Proposed intervention within existing facilities and therefore no impacts on Natura interests in Moray.
	STPR Intervention 19 – Rail service enhancements between Aberdeen and Inverness.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Ports and Harbours	Continue to maintain and develop harbours to support economic growth	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to address the backlog of maintenance works at Moray harbours	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Promote diversification of the commercial harbours at Buckie and	No	No physical intervention and therefore no

LTS Component		Appropriate Assessment Required?	Reasoning
	Burghead		impacts on Natura interests.
	Continue to develop commercial use of the dredger outwith Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Prioritise Dredger replacement	No	No physical intervention and therefore no impacts on Natura interests.

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Roads	Encourage the Scottish Government to upgrade the A96 and A95 Trunk Road.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Improve the priority roads A941, A98 and B9016 based on available action plans where applicable.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Support Transport Scotland in the development of the bypass of Fochabers/ Mosstodach and continue to pursue the case for bypasses of Elgin and Keith.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Provide improvements on other parts of the network within Moray where appropriate.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to provide upgrades to rural, single track roads where appropriate.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Complete development of the Asset Management Plan	No	No physical intervention and therefore no impacts on Natura interests.
	Implement the Asset Management Plan	No	No physical intervention and therefore no impacts on Natura interests.
	As part of the Asset Management Plan, introduce an area wide	No	No physical intervention and therefore no

LTS Component		Appropriate Assessment Required?	Reasoning
	database for ranking road, footway, cycleway and structure by condition		impacts on Natura interests.
	Maintain and extend the inventory database to include all appropriate roads related assets	No	No physical intervention and therefore no impacts on Natura interests.
	Where appropriate, provide measures to mitigate and adapt to climate change.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Carry out assessments on structures as required in the Asset Management Plan	No	No physical intervention and therefore no impacts on Natura interests.
	Carry out necessary actions including strengthening or replacement where necessary	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Provide an appropriate level of maintenance on roads, footways, street lighting, cycle ways and bridges carrying public roads.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue to develop and deliver the Elgin Traffic Management Programme.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Following consultation, publish the Roads Hierarchy Plan for Elgin.	No	No physical intervention and therefore no impacts on Natura interests.
	Implement the above Roads Hierarchy Plan.	No	No physical intervention and therefore no impacts on Natura interests.
	Apply "Designing Streets" policy to new road schemes and new developments.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Roads Committed Schemes	STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	A96 Fochabers/Mosstodloch Bypass.	No	Scheme is under construction and was the subject of EIA.
	A96 Threapland scheme.	No	Physical intervention is not close to and therefore does not impact on Natura site . Improvements are within 30m of Loch Oire Site of Special Scientific Interest (SSSI) but there are no direct impacts or indirect impacts after mitigation. Scheme has been assessed through EIA.
	Re-construction of Pansport Bridge as part of the Elgin Flood Alleviation Scheme.	No	Physical intervention is not close to any Natura interests and therefore there are no impacts on Natura sites

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Freight	Continue to work with the Timber Transport Group	No	No physical intervention and therefore no impacts on Natura interests.
	Continue to develop a programme of rural road strengthening on routes with high levels of HGV usage	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Promote increased capacity for rail freight on the Inverness to Aberdeen line.	No	No physical intervention and therefore no impacts on Natura interests.
	Encourage the use of rail freight facilities within Moray including Elgin Rail Freight Yard and rail freight facilities at Keith.	No	No physical intervention and therefore no impacts on Natura interests.

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Travel Behaviour	Develop land-use policies to reduce car-dependency	No	No physical intervention and therefore no impacts on Natura interests.
	Incorporate land-use policies developed in the Local Plan	No	The Local Plan includes policy to safeguard the environment.
	Implement land-use policies developed above	No	No physical intervention and therefore no impacts on Natura interests.
	Monitor and adjust land-use/transport policies	No	The Local Plan includes policy to safeguard the environment.
	Maintain and monitor the Council's own Travel Plan	No	No physical intervention and therefore no impacts on Natura interests.
	Review and adjust the Council's own Travel Plan	No	No physical intervention and therefore no impacts on Natura interests.
	Consult with large local organisations to encourage and assist them in developing their own Travel Plan	No	No physical intervention and therefore no impacts on Natura interests.
	Work with Development Control to implement Travel Plan measures in new developments	No	No physical intervention and therefore no impacts on Natura interests.

LTS Component		Appropriate Assessment Required?	Reasoning
Action Plan Travel Management	Work with NHS Grampian to improve staff and patient transport and also car parking facilities at hospitals and other health facilities in Moray	No	Proposed intervention within existing facilities and therefore no impacts on Natura interests in Moray.
	Continue to address backlog of maintenance works for Moray Council car parks	No	Proposed intervention within existing facilities and therefore no impacts on Natura interests in Moray.
	Work with the Scottish Government to improve safety on trunk roads.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	Continue programme of road safety education in schools and for young drivers.	No	No physical intervention and therefore no

LTS Component		Appropriate Assessment Required?	Reasoning
			impacts on Natura interests.
	Continue to monitor, review and update the Road Safety Plan	No	The Road Safety Plan was subject to Appropriate Assessment and potential impacts identified and mitigated.
	Provide improvements on roads in Moray to address road safety issues identified in the road safety plan and through annual road accident analysis.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Travel Management Committed Schemes	STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
	A96 Fochabers/Mosstodloch Bypass.	No	Scheme is under construction and was the subject of EIA.
	A96 Threapland scheme.	No	Physical intervention is not close to and therefore does not impact on Natura site . Improvements are within 30m of Loch Oire Site of Special Scientific Interest (SSSI) but there are no direct impacts or indirect impacts after mitigation. Scheme has been assessed through EIA.

4.0 NATURA 2000 SITES - MORAY

4.1 Table 2 - Natura sites and their qualifying features.

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
8217	Cairngorms	<ul style="list-style-type: none"> • Alpine and Boreal heaths • Alpine pioneer formations of the Caricion bicoloris-atrofuscae* • Blanket bogs* • Bog woodland* • Buxbaumia viridis • Calcareous rocky slopes with chasmophytic vegetation • Caledonian forest* • European dry heaths • Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels • Juniperus communis formations on heaths or calcareous grasslands • Lutra lutra • Natural dystrophic lakes and ponds • Northern Atlantic wet heaths with Erica tetralix 	<p>To avoid deterioration of the qualifying habitats (listed below) thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitats that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat
8236	Creag Nan Gamhainn	<ul style="list-style-type: none"> • Petrifying springs with tufa formation (Cratoneurion)* 	<p>To avoid deterioration of the qualifying habitat (listed below) thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitat that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
			<ul style="list-style-type: none"> • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat
8238	Culbin Bar	<ul style="list-style-type: none"> • Atlantic salt meadows • Coastal shingle vegetation outside the reach of waves • Shifting dunes 	<p>To avoid deterioration of the qualifying habitats thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitats that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat
8271	Hill Of Towanreef	<ul style="list-style-type: none"> • Alpine and Boreal heaths • Blanket bogs* • Calaminarian grasslands of the <i>Violetalia calaminariae</i> • European dry heaths • <i>Juniperus communis</i> formations on heaths or calcareous grasslands • <i>Saxifraga hirculus</i> 	<p>To avoid deterioration of the qualifying habitats thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitats that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
8286	Ladder Hills	<ul style="list-style-type: none"> Alpine and Boreal heaths Blanket bogs* European dry heaths 	<p>To avoid deterioration of the qualifying habitats thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitats that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Extent of the habitat on site Distribution of the habitat within site Structure and function of the habitat Processes supporting the habitat Distribution of typical species of the habitat Viability of typical species as components of the habitat No significant disturbance of typical species of the habitat
8310	Lower Findhorn Woods	<ul style="list-style-type: none"> Tilio-Acerion forests of slopes, screes and ravines* 	<p>To avoid deterioration of the qualifying habitat (listed below) thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitat that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Extent of the habitat on site Distribution of the habitat within site Structure and function of the habitat Processes supporting the habitat Distribution of typical species of the habitat Viability of typical species as components of the habitat No significant disturbance of typical species of the habitat
8311	Lower River Spey - Spey Bay	<ul style="list-style-type: none"> Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion alvae</i>)* Perennial vegetation of stony banks 	<p>To avoid deterioration of the qualifying habitats thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p>

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
			<p>To ensure for the qualifying habitats that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat
8318	Moidach More	<ul style="list-style-type: none"> • Blanket bogs* 	<p>To avoid deterioration of the qualifying habitat thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitat that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat
8327	Moray Firth	<ul style="list-style-type: none"> • Sandbanks which are slightly covered by sea water all the time • Bottlenose Dolphin (<i>Tursiops truncatus</i>) 	<p>Sandbanks</p> <p>To avoid deterioration of the qualifying habitat (listed below) thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitat that the following are maintained in</p>

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
			<p>the long term:</p> <ul style="list-style-type: none"> • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat • No significant disturbance of typical species of the habitat <p>Bottlenose Dolphin</p> <p>To avoid deterioration of the habitats of the qualifying species (listed below) or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying species that the following are established then maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species
8365	River Spey	<ul style="list-style-type: none"> • Atlantic salmon (<i>Salmo salar</i>) • Freshwater pearl mussel (<i>Margaritifera margaritifera</i>) • Otter (<i>Lutra lutra</i>) • Sea lamprey (<i>Petromyzon marinus</i>) 	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species, including range of genetic types for salmon, as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species

Special Areas of Conservation (SAC)			
Ref.	Site	Qualifying Interest	Conservation Objectives
			<ul style="list-style-type: none"> No significant disturbance of the species Distribution and viability of freshwater pearl mussel host species Structure, function and supporting processes of habitats supporting freshwater pearl mussel host species

Special Protection Areas (SPA)			
Ref.	Site	Qualifying Interest	Conservation Objectives
8475	Cairngorms	<p>Internationally important populations of:</p> <ul style="list-style-type: none"> Scottish crossbill <i>Loxia scotica</i> (an estimated 60 individuals, representing in the order of 10% of the total world population of this species); <p>Nationally important populations of:</p> <ul style="list-style-type: none"> golden eagle <i>Aquila chrysaetos</i> (12 pairs, 3% of GB), peregrine <i>Falco peregrinus</i> (12 pairs, 1% of GB), merlin <i>F. columbarius</i> (14 pairs, 1% of GB), osprey <i>Pandion haliaetus</i> (2 pairs, 2% of GB), capercaillie <i>Tetrao urogallus</i> (at least 130 individuals, 12% of GB), dotterel <i>Charadrius morinellus</i> (240 pairs, 28% GB). The SPA is also important for dotterel as a gathering ground during the spring and autumn passage periods for individuals that breed elsewhere in Scotland and Europe. 	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and</p> <p>To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Population of the species as a viable component of the site Distribution of the species within site Distribution and extent of habitats supporting the species Structure, function and supporting processes of habitats supporting the species No significant disturbance of the species
8672	Darnaway	<ul style="list-style-type: none"> Capercaillie - Breeding 	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site</p>

Special Protection Areas (SPA)			
Ref.	Site	Qualifying Interest	Conservation Objectives
	And Lethen Forest		<p>is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species
8540	Loch Spynie	<ul style="list-style-type: none"> • Greylag goose (<i>Anser anser</i>), non-breeding 	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species
8550	Moray And Nairn Coast	<ul style="list-style-type: none"> • Bar-tailed godwit (<i>Limosa lapponica</i>), non-breeding • Common scoter (<i>Melanitta nigra</i>), non-breeding • Dunlin (<i>Calidris alpina alpina</i>), non-breeding • Greylag goose (<i>Anser anser</i>), non-breeding • Long-tailed duck (<i>Clangula hyemalis</i>), non-breeding • Osprey (<i>Pandion haliaetus</i>), breeding • Oystercatcher (<i>Haematopus ostralegus</i>), 	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species

Special Protection Areas (SPA)			
Ref.	Site	Qualifying Interest	Conservation Objectives
		non-breeding <ul style="list-style-type: none"> • Pink-footed goose (<i>Anser brachyrhynchus</i>), non-breeding • Red-breasted merganser (<i>Mergus serrator</i>), non-breeding • Redshank (<i>Tringa totanus</i>), non-breeding 	
8584	Tips Of Corsemaul And Tom Mor	<ul style="list-style-type: none"> • breeding population of European importance of the regularly occurring migratory species common gull <i>Larus canus</i> (an estimated 15, 870 pairs in 1998, 23 % of GB, 3 % of Western and Central Europe and 3% of World) 	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species

5.0 POTENTIAL FOR SIGNIFICANT IMPACTS TO THE INTEGRITY OF NATURA SITES – FURTHER ASSESSMENT REQUIRED

The screening process has highlighted the following plan components as those which could have potential significant impacts on the Natura sites that require further assessment:

5.1 Table 3 -Summary of Objectives, Actions and Committed Schemes requiring Appropriate Assessment

LTS Component		Appropriate Assessment Required?	Reasoning
LTS Key Objective 3	Maintain and improve the existing transport infrastructure to enable and effective and reliable transport network	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Key Objective 6	Promote integration across different modes, policies and land use planning	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Sub Objective 1	Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Sub Objective 2	Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Executive, developers and others to minimise predicted problems	Yes	Potential for significant adverse impacts resulting from engineering interventions close to Natura sites. Further Assessment Required.
LTS Sub Objective 4	Review the role of Moray harbours;	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
LTS Sub Objective 5	Ensure adequate car parking provision to meet the need of communities	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
LTS Sub Objective 9	Work with others to improve transport infrastructure related to recreation and tourism	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Active Travel Action	Continue to develop a comprehensive cycle/pedestrian network incorporating national, area wide and local routes in Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Active Travel Action	Continue to develop a range of initiatives focusing on pedestrian and cyclist safety	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Active Travel Action	Continue to develop and update safe routes to educational establishments	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Active Travel Action	Continue to develop cycle parking facilities and safe segregated cycle routes and signage for pedestrians and cyclists across Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Active Travel Action	Improve pedestrian crossing facilities in key areas of conflict and need across Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Public Transport Action	Encourage Transport Scotland to develop the rail route between Aberdeen and Inverness as detailed in STPR	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Committed Scheme Public Transport	STPR Intervention 19 – Rail service enhancements between Aberdeen and Inverness.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Ports and Harbours Action	Continue to maintain and develop harbours to support economic growth	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Ports and Harbours Action	Continue to address the backlog of maintenance works at Moray harbours	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Committed Scheme Ports and Harbour	Continue to develop commercial use of the dredger outwith Moray	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Encourage the Scottish Government to upgrade the A96 and A95 Trunk Road.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Improve the priority roads A941, A98 and B9016 based on available action plans where applicable.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Roads Action	Support Transport Scotland in the development of the bypass of Fochabers/ Mosstodach and continue to pursue the case for bypasses of Elgin and Keith.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Provide improvements on other parts of the network within Moray where appropriate.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Continue to provide upgrades to rural, single track roads where appropriate.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Where appropriate, provide measures to mitigate and adapt to climate change.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Apply "Designing Streets" policy to new road schemes and new developments.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Carry out necessary actions including strengthening or replacement where necessary	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Provide an appropriate level of maintenance on roads, footways, street lighting, cycle ways and bridges carrying public roads.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Roads Action	Continue to develop and deliver the Elgin Traffic Management Programme.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Committed Scheme Roads	STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Freight Action	Continue to develop a programme of rural road strengthening on routes with high levels of HGV usage	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Travel Management Action	Work with the Scottish Government to improve safety on trunk roads.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

LTS Component		Appropriate Assessment Required?	Reasoning
Travel Management Action	Provide improvements on roads in Moray to address road safety issues identified in the road safety plan and through annual road accident analysis.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.
Committed Scheme Travel Management	STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	Yes	Any proposed physical intervention works could have an impact on Natura interests and therefore further assessment is required.

6.0 APPROPRIATE ASSESSMENT

As the Strategy includes actions that are not fixed by location, it is not possible to assess in detail potential impacts on each of the European designated sites within the Moray Region. Further detailed assessment of individual schemes will be required at the detailed stage should there be a potential impact on a Natura site or interests.

Potential impacts arising from implementation of the components of the Local Transport Strategy shown in Table 3 above could include the following:

- Land take arising from physical interventions to the transport network could impact on designated sites
- Direct and indirect hydrological changes e.g. flooding, runoff, pollution etc
- Increased recreational access to designated sites arising from improved accessibility
- Maintenance can have impacts on protected sites and species and therefore measures need to be considered and implemented to offset any effects

7.0 MITIGATION

Mitigation through Plan Modification

There is no requirement for modifications to the wording of the Local Transport Strategy. The main Vision seeks to safeguard the environment and the Local Transport Strategy sits within a hierarchy of Structure Plan and Local Plan which also seek to minimise environmental impacts and safeguard environmental assets within the Moray region.

Mitigation Required during Implementation of Plan

- The location of any proposed intervention should be checked against the location of Natura 2000 sites in Moray and also the locations of Sites of Special Scientific Interest. This information is available on SNH's website: <http://www.snh.org.uk/snhi> and will give an indication as to whether there is potential for an impact on a protected site as a result of physical works.
- SNH will be consulted by the Moray Council Roads Department in relation to any proposed engineering works that could have a potential impact on a designated site no matter what scale the interventions are. Method statements and design specifications may have to be submitted to SNH for approval prior to work being undertaken.
- Interventions with potential to significantly impact upon a Natura 2000 site will only be progressed after further Appropriate Assessment is undertaken in consultation with SNH. Project level EIA may also be required.
- Mitigation resulting from further Appropriate Assessment will be implemented.
- Engineering proposals with the potential to impact on the water environment should be mindful of the additional requirements in relation to ecological sensitivity e.g. protection species and sites.
- The Nature Conservation (Scotland) Act 2004 under which all public bodies have a duty to further the conservation of biodiversity will be a fundamental consideration of all work undertaken under the plan.

8.0 CONCLUSIONS

The assessment concludes that the Plan (with mitigation) will not adversely affect the integrity of the Natura 2000 sites in the plan area. SNH should be consulted on any proposals connected to the site. Further detailed assessment or code of construction practice/method statement for construction may be required.