



# **A9 Dualling Kincaig to Dalraddy**

## **Environmental Statement**

### Non Technical Summary

**ATKINS**







# Environmental Statement

## Non Technical Summary

November 2013



**ATKINS**



# 1. Introduction

## 1.1. Background to the proposed Scheme

The A9 Trunk Road provides a 177 kilometre long strategic link between Perth and Inverness, of which 129 kilometres is currently single carriageway. The present combination of agricultural, Heavy Goods Vehicles (HGV) and tourist vehicles on the single carriageway sections leads to congestion and driver frustration, particularly during the summer months and holiday periods. Traffic levels are much higher in the summer months demonstrating the importance of the route to tourism. Driver frustration due to a lack of safe overtaking opportunities has led to a higher than average rate of serious and fatal accidents.

Studies into the potential for improving the A9 date back to 1995-97, when a Route Action Plan was developed, culminating in a Route Strategy for the corridor which considered schemes to improve safety and relieve driver stress. In 2007 an Environmental Statement was published for a widening scheme to provide alternating overtaking provision in the vicinity of Kincaig.

A Strategic Transport Projects Review (STPR) in 2009 examined the strategic transport corridor from Perth to Inverness and established a number of objectives with respect to the network performance of the corridor. One of the recommended interventions was the A9 upgrading from Dunblane to Inverness.

The Infrastructure Investment Plan (IIP) in December 2011 delivered a commitment to dual the A9 Trunk Road between Perth and Inverness by 2025. This Non Technical Summary (NTS) and associated Environmental Statement refer to a section of proposed dualling between Kincaig and Dalraddy (the proposed Scheme) which supersedes the overtaking scheme noted above.

## 1.2. Purpose of the NTS

An Environmental Impact Assessment (EIA) of the proposed Scheme has been undertaken and an Environmental Statement (ES) has been published under Sections 20A and 55A of the Roads (Scotland) Act 1984 as amended by Part III of the Environmental Impact Assessment (Scotland) Regulations 1999 and the Environmental Impact Assessment (Scotland) Amendment Regulations 2011.

This report constitutes the NTS of the ES, which summarises the environmental impacts of the proposed Scheme and presents the main findings in non-technical language. The remaining information is divided into three chapters made up of the following:

- **Chapter 2:** Overview of the proposed Scheme;
- **Chapter 3:** Summary of the key issues arising from the ES, including significance of effects associated with the proposed Scheme; and
- **Chapter 4:** Summary of each environmental Chapter, including main mitigation proposals.

Copies of the ES, together with copies of the Draft Statutory Orders are made available for inspection during normal office hours at the following address:

Transport Scotland  
58 Port Dundas Road  
Glasgow  
G4 0HF

Copies of the ES may be purchased (at a charge of £150.00 for a hard copy) and are also available in CD format (at a charge of £10.00) on application in writing to the above address.

The NTS is available free of charge from the same address.

The ES, NTS and Draft Statutory Orders may also be viewed online at the following Transport Scotland web address <http://www.transportscotland.gov.uk/>



## 2. Scheme Description

### 2.1. Scheme Overview

The proposed Scheme is located along 7.45 kilometres of the existing single carriageway between Kincaig and Dalraddy, approximately 11 kilometres south west of Aviemore (see Figure 1 below). The proposed Scheme is situated within the Cairngorms National Park and is located within close proximity to a number of environmental designations including:

- The River Spey Special Area of Conservation (SAC);
- Insh Marshes Site of Specific Scientific Importance (SSSI) which is also a SAC, a Special Protection Area (SPA) and a Ramsar Site. Additionally Loch Insh is designated as a National Nature Reserve; and
- Loch Alvie SSSI.

The proposed Scheme will provide guaranteed overtaking opportunities, with the additional benefit of the introduction of an increase in speed limit to match that of the national speed limit for a rural dual carriageway.

An existing road junction (which provides access to Leault Farm) will be upgraded in order to allow appropriate access to Dunachton Estate. In addition a new access to Easter Delfour will be provided in order to ensure appropriate access to Alvie and Dalraddy estates. All other direct accesses to the existing A9 will be stopped with alternative access provided via the provision of upgraded underpasses to the B9152 local road.

The proposed Scheme will also provide a 2 metre wide Non-Motorised User facility adjacent to the proposed northbound carriageway, with an associated 1.5 metre verge between this facility and the proposed Scheme earthworks.

There are eight existing lay-bys, which will be removed as part of the proposed Scheme. In recognition of the loss of some existing stopping provision, two new lay-bys will be provided on the southbound carriageway, approximately 200 metres north of the Leault access and approximately 700 metres north of Lower Milehead.

Figure 1. Scheme Location Plan



The proposed Scheme is predominantly in-cutting, however at underpass locations, where the existing carriageway emerges onto areas of embankment, these embankments will be extended to accommodate the dual carriageway widening. Furthermore, a number of existing structures will be replaced with upgraded versions as a requirement of the proposed Scheme. These are:

- Dunachton Underpass/Watercourse;
- Leault Burn Watercourse;
- Baldow Smiddy Underpass/Watercourse;
- Lower Milehead Underpass; and
- Allt an Fhearna Underpass/Watercourse

## 2.2. Selection of the Scheme

As part of a previous assessment (known as a 'Stage 2 Assessment' which outlines assessment of the best options), a dual carriageway proposal was considered alongside a number of Wide Single (WS) and WS2+1 options.

In 2006, a WS2+1 option was selected as the preferred option. However, following the Scottish Government's commitment to dual the A9 trunk road between Perth and Inverness, this option has been subsumed by the dual carriageway option presented in this NTS.

## 2.3. Construction Requirements

The construction of the proposed Scheme is currently programmed to commence in early 2016, with the period of construction expected to be approximately 18 months in duration. In general, conventional construction methods will be employed for the proposed Scheme.

There may be a requirement for the construction of sections of temporary carriageway in order to maintain traffic flows during construction. The Contractors' site offices, compounds and storage areas will be established at appropriate locations in the vicinity of the main works site. The Contractor will be required to reinstate all compound areas to the satisfaction of the affected landowner and within any restrictions imposed by the ES.

Prior to any work starting on site, existing environmental features to be retained will be identified on site and will be protected. Any relevant environmental mitigation work required will be carried out under supervision prior to site clearance. Furthermore there may be an opportunity to undertake advance works to divert existing services in consultation with the relevant Statutory Undertakers.

The proposed Scheme has been developed in order to minimise the impacts of temporary traffic management on the A9 trunk road and surrounding area. During construction there will be a requirement for temporary traffic management in order to provide safe working areas for construction plant and operatives while maintaining traffic flows on the A9 trunk road. Reduced speed limits and temporary barriers (where appropriate) will be implemented during construction for the protection of the workforce and travelling public. The Contractor will be required to consult and comply with the requirements of the Scottish Environment Protection Agency (SEPA) when planning and implementing construction and provide storage and attenuation to avoid impacts on watercourses during construction. The Contract will require that this is detailed in the Contractors Environmental Management Plan (CEMP).



The construction of earthworks will involve the creation of embankments and cuttings along the route using a variety of heavy plant and machinery. All acceptable excavated material is likely to be re-used. However, at this stage an overall surplus of excavated material has been identified. The Contractor will be required to make use of surplus material locally wherever practical to do so.

Construction of structures will require careful planning with respect to traffic management as existing structures need first to be removed before construction of the new structures can commence.

As some planting along the road will be lost through construction work, new planting as mitigation will be undertaken as part of the proposed Scheme.

Typical standard working hours will be from 7.00am to 7.00pm Monday to Friday and 7.00am to 1.00pm on Saturday. The Contractor will not be permitted to work on a Sunday or public holiday without prior agreement from the Engineer for the works and The Highland Council.

For works immediately adjacent to Alvie Primary School, the appointed Contractor will be required to liaise with The Highland Council.



## 3. Environmental Impact Assessment

### 3.1. Introduction

The development of the proposed Scheme has gone through three stages. The three stages and process followed are outlined below:

- **Stage 1-** Identified the environmental advantages, disadvantages and constraints associated with broadly defined route corridors. This was completed as part of the A9 Route Action Plan Study (RAP) (1995-1997) and further supplemented by recent Strategic Environmental Assessment (SEA) and Preliminary Engineering Services (PES);
- **Stage 2-** Identified the factors and effects to be taken into account in the selection of route options and identified the environmental advantages, disadvantages and constraints associated with these routes. This was undertaken by Atkins in 2006; and
- **Stage 3-** This involved the production of a detailed assessment and in the case of the proposed Scheme, the publication of the Environmental Statement. This assessment was undertaken by Atkins between June 2012 and October 2013.

The EIA considers the impacts for different assessment scenarios, comparing the existing situation (baseline) with the predicted impacts at road opening (Year 1) and 15 years after opening (the Design Year). For the Scheme, Year 1 is set as 2017.

The assessment identifies the potential impacts that might occur due to the dualling and continued operation of the road. The differing parts of the environment affected by a scheme are known as receptors i.e. those locations that receive an impact from a scheme. The nature of predicted impacts arising from the proposed Scheme has been described and an assessment of the level of significance (negligible, slight, moderate or substantial) for each effect determined as far as practical and unless stated otherwise within individual Chapters of the ES. The approach to the mitigation of adverse environmental impacts has been to avoid them wherever possible. This has been achieved by consideration of ways in which to prevent adverse effects at source, rather than relying on measures to mitigate the effects.

### 3.2. Likely Significant Effects

The completion of the three stage process outlined above and the production of the ES have identified the following features of the environment most likely to be affected by the development of the proposed Scheme. These include:

- Cultural Heritage;
- Disruption due to Construction;
- Ecology and Nature Conservation;
- Landscape and Visual Impacts; and
- Materials and Waste.

In total thirteen individual environmental Chapters have been produced. These present the results of the EIA for each environmental issue. A brief description of these along with the outcome of the assessment is provided below. All assessments have been undertaken in accordance with Design Manual for Roads and Bridges (DMRB) Volume 11 (Environmental Assessment).



## 4. Summary of Environmental Chapters

### 4.1. Air Quality

The assessment was undertaken in accordance with the guidance provided in the DMRB Volume 11, Section 3, Part 1: Air Quality (HA207/07).

The study area for air quality is defined as the area within 200 metres of the road centreline, as per guidance in the DMRB. There are 27 residential properties and Alvie School within 200 metres of the proposed Scheme. There is potential for short term increases in concentrations of air-borne dust during the construction phase which could affect the receptors described above. The Contractor will be required to ensure that Best Practicable Means are applied to control dust emissions to avoid any adverse effects.

The assessment of operation effects on local air quality indicates that changes in annual average pollutant concentrations due to the proposed Scheme would be 'imperceptible'. As concentrations are likely to remain well below Government objectives both with and without the proposed Scheme, the overall effect on air quality at the residential properties and the school is considered to be negligible. Similarly, the assessment has determined that the proposed Scheme will not have an adverse effect on the habitats within the identified ecological sites as a result of changes in air quality.

### 4.2. Cultural Heritage

The study has been completed following the guidance contained within the DMRB, Volume 11, Section 3, Part 2: Cultural Heritage and following the principles outlined in the SEA.

Ten designated heritage assets are recorded in the immediate area (two Scheduled Monuments and eight Listed Buildings). An additional fifty four undesignated heritage assets are also recorded within the study area.

Based on this assessment, the proposed Scheme has the potential to affect archaeological remains. However, a review of the design for the proposed Scheme indicates that work would primarily take place within previously disturbed ground and within the existing A9 corridor. Mitigation in the form of limited land-take within the vicinity of sensitive locations and avoidance of those areas as compound storage or lay-down would limit the direct impact of the proposed Scheme on known heritage assets. The proposed Scheme will have a direct impact on a limited number of known heritage assets and potentially on unknown archaeological remains. Following appropriate mitigation the overall effect on some assets will be slight adverse and some will be neutral.

There will be a limited number of significant archaeological sites that will be physically impacted by the proposed Scheme. This is due to the proposed scheme being primarily within the existing A9 corridor and its existing cuttings. Where impacts are unavoidable, these will be mitigated through limitation on locations of temporary compounds and lay-down areas, screen planting and the implementation of an archaeological watching brief during intrusive works associated with new land-take. The overall effect of the proposed Scheme on the historic environment is considered to be Slight Adverse.

### 4.3. Disruption due to Construction

This Disruption Due to Construction assessment has been undertaken in accordance with guidance given in DMRB Volume 11, Section 3, Part 3: Disruption Due To Construction. The identification of twelve properties within 100 metres of the proposed Scheme (of which ten are residential dwellings) and the approximate amount of earth moving associated with the proposed Scheme is assessed. The assessment comments on the effect and potential mitigation where disruption and/or disturbance are likely to occur. For the purposes of assessment, typical construction methods have been assumed.

The proposed Scheme requires on-line, asymmetrical widening to the existing A9 single carriageway with one crossover from widening to the west to the east. The proposed Scheme does not deviate from the existing alignment. It requires the formation of embankments and the cuttings including reconstruction and widening of the existing road pavement. Due to the constraints associated with following the existing alignment closely, there is a surplus of excavated material. The construction contract will include penalties for prolonged occupation of the A9 in order to minimise disruption to the local and trunk road networks. The type of work involved is likely to generate some temporary traffic management and some nuisance created by construction in the form of noise, dust and vibration will require to be controlled. There will also be the potential for some temporary visual impacts.

### 4.4. Ecology and Nature Conservation

The assessment was undertaken in accordance with DMRB Volume 10, Section 3, Part 4 Ecology & Nature Conservation, and has followed the assessment methodology of the Scottish Transport Appraisal Guidance (STAG) further advised by the Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines on EIA.

With adherence to best standards during construction in relation to minimising the risk of water pollution, no significant impacts are anticipated upon the River Spey SAC. With the Insh Marshes situated close to the southern section of the A9 alignment there is the potential for disturbance to breeding birds from construction noise, in particular any percussive noise arising from rock excavation. Dualling may increase the severance effect on animal transmission routes across the alignment and increase the risk of road kill to animals attempting to negotiate the surfaces of the carriageways. Land take for temporary diversions and for the construction of the new carriageway will result in the loss of areas of riverbank woodland along the Dunachton Burn and Allt an Fhearna. Land-take at the latter site may result in a minor incursion into the Alvie SSSI. A number of nests of the hairy wood ant will be disturbed in the area of the Alvie Lodge woods from construction of the cycle-path along the western verge of the road.

With identified mitigation put in place and supervised by a suitably qualified ecological or environmental clerk of works, there is unlikely to be any significant adverse ecological effects arising from the construction of the additional carriageway and subsequent operation of the proposed Scheme. There is the opportunity, through the mitigation described within the ES and appropriate management adopted by the route operating company, for biodiversity gains at local levels.

## 4.5. Landscape and Visual Effects

The assessment of landscape and visual effects has been based on advice given in DMRB Volume 11, Section 3, Part 5: Landscape Effects. General landscape and visual assessment guidance was also obtained from the Guidelines for Landscape and Visual Impact Assessment (GLVIA). The Countryside Agency and Scottish Natural Heritage (SNH), Landscape Character Assessment Review No.75 and The Cairngorms National Park Landscape Character Assessment were also studied for the description of existing landscape character at a regional and local scale.

A number of landscape relevant policies and designations were identified within the study area. The study area falls within the 'Straths' landscape type - one of the three broad landscape types that describe the Cairngorms. At a local level it is within a 'lowland' area in the 'Badenoch and Strathspey' region, which includes some of the most inhabited straths and glens of the National Park.

The local landscape character along the A9 corridor changes from woodland with a strong sense of enclosure to more open pastoral fields and 'parkland' near Kinraig. Woodland at the Moor of Alive restricts views beyond the road opening up again at Dalraddy where views are more open and expansive to the hills and mountains beyond. The Cairngorm Mountains National Scenic Area lies to the east of the study area.

The proposed Scheme does not deviate significantly from the existing alignment and therefore impacts are generally contained and restricted within the immediate vicinity of the road corridor. The improvement works will result in the permanent removal of some existing woodland and Ancient Woodland. At the southern end of the proposed Scheme, the new earthworks and the extended rock face will be higher than existing and more intrusive. Initially the road will form a very visible, prominent linear feature in the landscape, however, as new planting and seeding become established this will soften the earthworks and integrate the proposed Scheme into the wider landscape.

The proposed Scheme has been developed to avoid, retain and protect existing landscape features and elements where possible. The proposed mitigation measures will complement the character of the overall area and reduce the wider direct and indirect landscape effects of the proposed Scheme. It is expected that by Design Year 15, adverse visual amenity impacts will be reduced to neutral for all of the visual amenity receptors.

## 4.6. Land Use

This assessment follows the DMRB guidelines contained in Volume 11, Section 3, Part 6: Land Use and considers the impacts of the proposed Scheme both for the construction and operational phases. The study area for this assessment is a rectangle of approximately 1 kilometre by 8 kilometres, bisected by the A9. The study area extends 500 metres on either side of the A9, to the east and west but also considers the wider land use associated with Dunachton Estate and Alvie and Dalraddy Estates.

3.1 hectares of land were purchased by Scottish Ministers in 2009 for the previous WS2+1 scheme. The proposed Scheme will require a further 13.4 hectares of land to be acquired. However, as the land purchased by the Scottish Ministers in 2009 is still in use by the original landowners, for the purposes of this assessment the total land (16.5 hectares) out with the existing road boundary is considered to be affected by the proposed Scheme.

The proposed Scheme does not involve the loss of any prime land and total land take, including that acquired in 2009, is very small in relation to the overall size of the two affected estates. Construction impacts of the proposed Scheme have the potential to be negative major without appropriate mitigation in terms of provision of access and boundary fencing. With mitigation the impacts will be neutral both in opening year and in Design Year 15.

## 4.7. Traffic Noise and Vibration

The assessment has been carried out in accordance with the detailed assessment methodology set out within the DMRB Volume 11, Section 3, Part 7: Noise and Vibration (HD213/11).

The study area is rural in nature with some small settlements and some isolated dwellings. In this case the impacts of potential noise changes are likely to be felt at larger distances than would be the case for an urban setting. This is due to there being less screening of distant properties from the road and fewer extraneous noise sources (i.e. other roads/industrial operations etc.) masking the noise from the main road.

Only one non-residential location, Alvie School, has been identified as being particularly sensitive to noise or vibration. Parts of the River Spey and Insh Marshes SSSI, SAC and SPA are within 600 metres of the proposed Scheme.

The construction of a new carriageway next to the existing carriageway will move a proportion of the noise source closer to sensitive receptors by approximately 12 metres. In the south of the proposed Scheme, for the first 1.8 kilometres, this movement is to the west of the existing carriageway; changing over to the east just south of Kincaig. As a result of these changes, a minor adverse noise impact is predicted in the opening year at the six closest receptors, situated to the east of the A9. Over the longer term, as assessed for the Design Year 15, noise impacts from the proposed Scheme are predicted to be negligible at all receptors.

No specific mitigation has been recommended, however, a low noise surface will be implemented as part of the proposed Scheme.

## 4.8. Pedestrians, Cyclists, Equestrians and Community Effects

For ease of reference, the term Non-Motorised Users (NMUs) is used to describe this group. In accordance with DMRB Volume 11, Section 3, Part 8: Pedestrians, Cyclists, Equestrians and Community Effects, the assessment of impacts on NMUs focuses on three key aspects of peoples' journeys.

Baseline conditions for NMUs were reviewed through consultations with the Kincaig and Vicinity Community Council, Landowners and The Cairngorms National Park Authority (CNPA) including reference to the Cairngorms National Park Plan 2012 and the consultative draft of the Cairngorms National Park Plan 2012-2017.

Local tourist attractions including Alvie Estate, Loch Insh Watersports, Leault Farm Sheepdog Demonstrations, Inshriach Nursery Cakeshop and Highland Wildlife Park are all signed from the B9152 side road and the formal junctions at Kingussie to the South and Aviemore to the North.

With the exception of National Cycle Route 7 (part of the National Cycle Network) located approximately 2 kilometres east of the proposed Scheme, there are no formal public rights of way within the study area.



Through upgrading existing underpasses to rationalise the wider network of estate access to safe grade separated crossings of the A9 and to include a segregated, kerbed NMU route, existing travel patterns for pedestrians, cyclists and equestrians will be unaffected by the proposed Scheme. In addition the provision of a NMU route parallel to the northbound carriageway to link up with a wider route network between the nearby settlements of Kingussie, Kincaig and Aviemore as part of the wider A9 dualling programme, will provide improved connectivity between the settlements. Safe access to Alvie Primary School from the B9152 will remain unchanged.

## 4.9. Vehicle Travellers

In accordance with the DMRB Volume 11, Section 3, Part 9: Vehicle Travellers, this section addresses impacts on vehicle travellers in terms of views gained of the surrounding landscape from the road and driver stress levels.

Following completion of the proposed Scheme the view from the road is expected to range from neutral - slightly adverse. By the design year, implementation of the proposed mitigation measures will have reduced the impacts to neutral.

With regards to driver stress, there are no major junctions located on the section of the A9 being upgraded by the proposed Scheme. The road alignment is generally straight with standard geometry and overall good visibility. There are a total of sixteen direct private accesses onto the existing A9. These accesses form direct crossings of the A9 and while there are no formal pedestrian crossings on this section of the A9, consultation with landowners has confirmed use by pedestrians and equestrians. This leads to an increase in driver stress due to the unpredictability of driver and non-motorised user manoeuvres both on and off the trunk road.

After the introduction of the proposed Scheme, driver stress is expected to be low, however during the period of construction, journey times for through traffic may be affected, particularly as a result of reduced speed limits in force to protect the workforce.

By the design year, 2032, applying traffic growth factors and following guidance in Volume 11 of the Design Manual for Roads and Bridges, driver stress will remain low.

The traffic data gathered on this section of the A9 shows that the average speed is 84 kilometres per hour with average journey times of approximately 5 minutes and 24 seconds for the length of the section of A9 being considered. Following completion of the proposed Scheme the average journey time is expected to decrease as overtaking opportunities and speed limits increase.

## 4.10. Road Drainage and the Water Environment

The environmentally sensitive and ecologically important River Spey, Loch Insh and Loch Alvie lie within close proximity to the proposed Scheme. Any impact to these receptors would occur indirectly through the 6 watercrossings affected by the proposed Scheme; the unnamed watercourse at Meadowside, Dunachton Burn, Baldow Smiddy, Leault Burn, unnamed watercourse at Dalraddy and the Allt an Fhearna.

The River Spey and its tributaries are an important and sensitive fishery and wildlife habitat with SAC and SSSI status, with the water quality classification of the River Spey rated as A1 (excellent).

The outcome of this assessment predicted a low risk of pollution from surface water runoff, a low impact to groundwater and a low risk of pollution from spillages. The increase of flood risk is negligible for all watercourses. The proposed crossing at Dunachton Burn has a minor beneficial effect on flood risk and the Allt an Fhearna crossing has a moderate beneficial effect on flooding.

With implementation of mitigation measures during construction and operation, the potential impacts to the River Spey and its tributaries for the 15 year assessment remains low. Good drainage design, runoff attenuation and pollution control measures incorporated into the design, construction and operation phases will minimise the risk of adverse impact from the proposed Scheme. The proposed Scheme will have a minor beneficial impact on the water features assessed. This will have a moderate / large significance as the water features in this area are of very high importance.

## 4.11. Geology and Soils

The assessment has been carried out in accordance with the detailed assessment methodology set out within the DMRB Volume 11, Section 3, Part 11: Geology and Soils. Given that the DMRB does not have a defined scale of impacts for Geology and Soils, STAG has been adopted. The assessment is based upon information available at the time of writing. Published information has been supplemented by Ground Investigations in previous years and a site inspection undertaken by Atkins' Geotechnical Engineers.

The geological maps indicate that the site is principally underlain by sands and gravels of Glaciofluvial origin with local occurrences of peat, clay and silt of alluvial origin and Glacial Till. No sites of special geological interest (Sites of Special Scientific Interest or Geological Conservation Review Sites) are present within the 250 metre-wide study area.

A number of potential sources of contamination have been identified during the historical and current review of the site. A search was conducted of the Coal Authority website gazetteer for Aviemore, Kincaig and Kingussie which confirmed that a coal mining search is not required. Three surface quarries and a disused pit are noted on historical maps in the vicinity of the site and these were identified during the site walkover undertaken in November 2012.

With the exception of the surplus of fill material generated, the impacts on the underlying soils and geology identified as a consequence of the proposed Scheme are likely to be negligible to low and therefore do not require detailed consideration when assessing the acceptability of the proposed Scheme.

Further assessment of the potential impact of the route to the underlying geology and soils will be undertaken upon completion of the proposed Scheme specific ground investigation. Similarly, a detailed contaminated land assessment combined with a materials classification and re-use assessment will also be undertaken.

## 4.12. **Materials and Waste**

Transport Scotland is committed to efficiently using resources and minimising waste, and, as such, a review of the raw material requirement and the production and management of waste likely to occur with the proposed Scheme, taking account of authoritative guidance, has been completed. Material resources and the generation of wastes are required for the demolition of existing features and the construction of the new road pavement, earthworks, foundations, underpasses and drainage.

The proposed Scheme will generate a quantity of waste associated with the activities above. A significant quantity of soil will be generated from the works, some of which shall be re-used in the proposed Scheme. However, some will need to be removed off site and disposed of locally. At this stage, it is envisaged that there will be minimal contamination associated with the excavated soil.

A simple assessment of the type and potential quantities of raw materials required and waste materials to be generated has been completed, with volumes provided where known. This assessment has considered the four phases of works required, namely, site preparation, demolition, construction, and maintenance.

## 4.13. **Plans and Policies**

With reference to STAG, the approach taken follows DMRB guidance and applies a desk study approach to the analysis of the policies and plans of relevance to the development of the proposed Scheme.

This Assessment considers the significance of the impacts arising from the development of the proposed Scheme on the objectives and aims of national, regional, and local planning policies and provides the following:

- A schedule of the relevant national, regional, county and local policies;
- A commentary setting out the significance of the impact of the preferred route on each policy objective; and
- A note of the views of the relevant planning authorities, on the impact of the proposed Scheme on planning policy objectives.

The proposed Scheme has subsequently been assessed to ensure that it can be sufficiently demonstrated whether the policy objectives would be facilitated or hindered by the proposed Scheme and consequently the significance of the effects.



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## 5. Summary

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The ES has assessed and reported on the key environmental impacts resulting from the proposed Scheme. Impacts before and after mitigation are reported. The ES contains a series of commitments that have been made to ensure that those impacts are minimised or eliminated where possible.

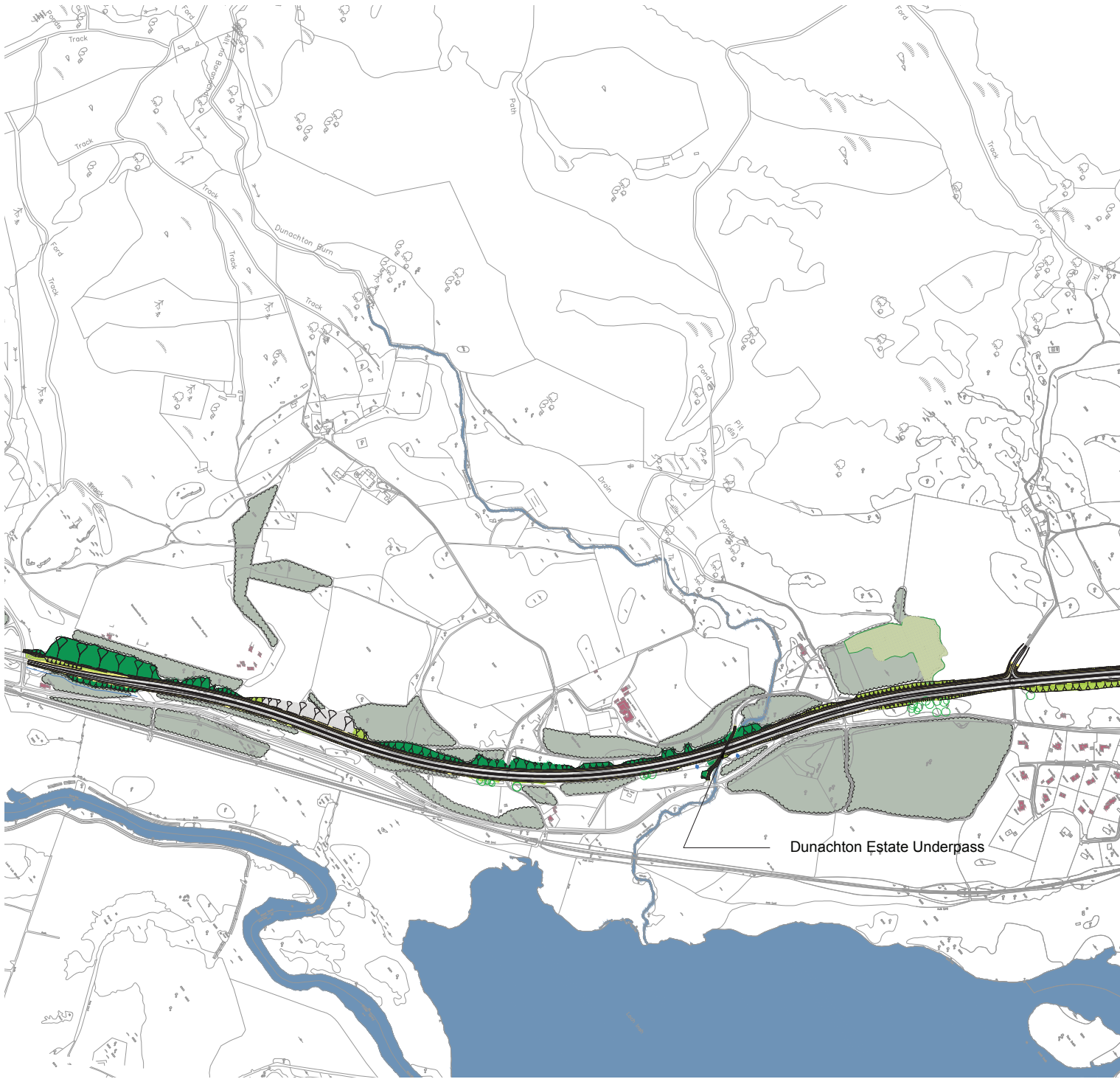
### Scheme data

<b>Scheme Length;</b>	7.45 Km
<b>Carriageway:</b>	Rural All Purpose Dual Carriageway (2x3.65m lanes in each direction)
<b>Paved Area:</b>	155,000m <sup>2</sup>
<b>Bulk Cut Volume:</b>	327,000m <sup>3</sup>
<b>Bulk Fill Volume:</b>	203,000m <sup>3</sup>
<b>Principal Structures:</b>	Dunachton Underpass/Watercourse Leault Burn Watercourse Baldow Smiddy Underpass / Watercourse Lower Milehead Underpass Allt an Fhearna Underpass/Watercourse

### Comments/ Representations

If you wish to support, comment on or object to the Draft Stautory Order, or comment on the ES, you should write, no later than 13th December 2013, to Transport Scotland at the address below:

The Chief Road Engineer  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF



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### Key

	Buildings		Proposed Verge Mix		Proposed Woodland Mix A		Non motorised user provision
	Existing Retained Woodland /Ancient Woodland		Proposed Acid Grassland Mix (Scotia Seeds 'Highland Grassland Mix' or similar)		Proposed Woodland Mix B		Existing dry stone wall
	Existing Trees Retained (Indicative location)		Indicative area of rock face		Proposed Woodland Mix C		Indicative location of drainage pond
							Indicative location of swales



0.5km



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