

5 Overview of Assessment Process

5.1 Introduction

5.1.1 This chapter outlines the general approach followed for the Environmental Impact Assessment (EIA) of the proposed scheme in accordance with the Design Manual for Roads and Bridges (DMRB) and other relevant guidance. More detailed methodologies are provided in the respective technical chapters.

5.1.2 The aims of the EIA are to:

- gather information about the environment of the study area;
- identify environmental constraints and opportunities associated with the area which may influence, or be affected by the proposed scheme;
- identify and assess potential environmental impacts; and
- identify and incorporate into the proposed scheme design and operation, features and measures to avoid, reduce or offset adverse impacts, or in some cases to enhance beneficial impacts.

5.1.3 This chapter is supported by the following figures and appendices:

- Figure 4.1: The Proposed Scheme;
- Figure 5.1 (Stratton: Phases of Development);
- Figure 15.4: Planning Applications and Development Land Allocations;
- Appendix A1.1 (Record of Determination (RoD)); and
- Appendix A6.1 (Summary of Consultation Responses).

5.2 Scope and Guidance

Strategic Environmental Assessment (SEA)

5.2.1 As described in Chapter 1 (Introduction), the Strategic Environmental Assessment (SEA) for the Strategic Transport Projects Review (STPR) (Jacobs, Faber Maunsell, Grant Thompson and Tribal Consulting 2008 and 2009) is relevant to the proposed scheme. The outputs of this SEA, particularly in relation to the mitigation strategies, have been taken into account during the EIA process for the proposed scheme.

Trunk Road Environmental Impact Assessment (EIA)

5.2.2 The term 'trunk road' in Scotland refers to the strategic system of major roads and associated structures (including bridges) for which the Scottish Ministers have responsibility. The proposed scheme would form part of the trunk road network.

5.2.3 As discussed in Chapter 1 (Introduction), the requirement for EIA stems from the European Commission Directive 85/337/EEC, as amended by Directive 97/11/EC, regarding the assessment of the environmental effects of certain public and private projects (hereafter referred to as the EIA Directive) and Directive 2003/35/EC regarding public participation. The EIA Directive has been updated and a new EU Directive (2014/52/EU) was adopted on 15 May 2014, which was transposed into UK legislation on 16 May 2017.

5.2.4 In Scotland there are several EIA regulations that implement the requirements of the EIA Directive. Those relevant in relation to the construction of trunk roads are The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the EIA Regulations).

Design Manual for Roads and Bridges (DMRB)

5.2.5 The DMRB sets out governmental guidance on the development of trunk road schemes and is applicable to the proposed scheme. Volume 11 of the DMRB specifically provides guidance on environmental

assessment, including the level of assessment at key stages of development and the reporting of environmental impacts.

5.2.6 DMRB considers three levels of assessment, comprising Stage 1, Stage 2 and Stage 3. The objectives of each stage are identified in Table 5.1.

Table 5.1: DMRB Stages of EIA

Stage	Objectives
Stage 1	Identification of environmental advantages, disadvantages and constraints associated with broadly defined improvement strategies.
Stage 2	Identification of the factors and effects to be taken into account in the selection of route corridor options and in the identification of the environmental advantages, disadvantages and constraints associated with these route corridor options.
Stage 3	Assessment to be undertaken in accordance with the relevant Environmental Impact Assessment Regulations 2017 which implement EC Directive 85/337 (as amended), with publication of an Environmental Statement or Environmental Impact Assessment Report (EIAR).

5.2.7 It should be noted that some updates to DMRB guidance no longer refer specifically to the assessment stages listed in Table 5.1, such as HA213/11: Noise and Vibration (Highways Agency, Scottish Government, Welsh Assembly Government and The Department for Regional Development Northern Ireland 2011) which refers to 'simple' and 'detailed' assessments. However, for the purposes of consistency and clarity this Environmental Impact Assessment Report (EIAR) refers to 'DMRB Stage 3 assessment' throughout.

Screening and Scoping Process

5.2.8 The screening and scoping assessments were undertaken as part of the DMRB Stage 3 assessment, following relevant DMRB guidance (DMRB 2008a, 2008b) and taking into account requirements of the EIA Regulations.

5.2.9 The screening exercise confirmed and recorded the requirement for an EIA for the proposed scheme. The Record of Determination (RoD) which formally records the screening process is provided in Appendix A1.1 (Record of Determination).

5.2.10 The Scoping Report (Jacobs 2018) was issued to statutory consultees in June 2018, with the main objectives to:

- review existing information and reports;
- identify environmental constraints relevant to both the construction or operation of the proposed scheme;
- identify where additional environmental surveys and data gathering were required; and
- determine the approach and method for the environmental assessment.

5.2.11 The Scoping Report was also used to request the feedback of statutory consultees on the proposed scheme and the approach to the assessment. Their comments were taken into consideration and incorporated into the design and assessment process where appropriate. The responses received are summarised in Appendix A6.1 (Summary of Consultation Responses).

Scope of Environmental Assessment

5.2.12 The amendments to the EIA Regulations introduced a wider scope of environmental topics to be considered, where relevant, as part of the EIA process. These along with how they are considered within this EIA and EIAR are detailed in Table 5.2.

Table 5.2: Wider Scope of Environmental Assessment - EIA Regulations 2017

Environmental Topic	Comments
Climate (e.g. greenhouse gas emissions and impacts relevant to adaption)	Impacts on climate change are considered within Chapter 7 (Air Quality) in relation to greenhouse gas emissions and within Chapter 13 (Road Drainage and the Water Environment) in relation to flood risk due to climate change.
Major Accidents and Disasters	No impacts are expected in relation to major accidents and disasters and as such this is not covered within this EIAR.
Population and Human Health	<p>Impacts on population and human health are considered with the following assessment chapters:</p> <ul style="list-style-type: none"> Chapter 7 (Air Quality) - impacts are considered in terms of vehicle emissions and dust levels generated by the proposed scheme. Chapter 8 (Noise and Vibration) - impacts are considered in terms of noise and vibration levels generated by the proposed scheme. Chapter 12 (Geology, Soils, Contaminated Land and Groundwater) – impacts are considered in relation to potential for human ingestion, inhalation and dermal contact with contaminated soils, soil dust, deep and shallow groundwater and surface water, and migration of ground gases into shallow pits, site buildings and confined spaces. Chapter 15 (People and Communities: Community and Private Assets) – impacts are considered in terms of local land use and sustainable development, including maintaining community facilities for human health and well-being. Chapter 16 (People and Communities: All Travellers) – impacts are considered in relation to journey amenity, changes in journey lengths and times, and changes in access for Non-Motorised Users (NMUs).

5.2.13 Taking into account the above and in accordance with DMRB Volume 11, the assessment has been undertaken of the environmental parameters presented in Table 5.3 and reported in Chapters 7 to 19 This environmental topic structure takes into account guidance provided in Appendix D of the Interim Advice Note (IAN) 125/15: Environmental Assessment Update¹ (Highways England 2015).

Table 5.3: Environmental Parameters in Chapters 7 to 19

Chapter	Environmental Parameter/Title	Comments
7	Air Quality	Inclusion of this topic takes cognisance of DMRB HA207/07 – Air Quality
8	Noise and Vibration	Inclusion of this topic takes cognisance of DMRB HD213/11 – Noise and Vibration.
9	Landscape	Inclusion of this topic takes cognisance of DMRB Volume 11 topic 'Landscape Effects' and DMRB IAN135/10 – Landscape and Visual Effects Assessment
10	Visual	Inclusion of this topic takes cognisance of IAN135/10
11	Ecology and Nature Conservation	Inclusion of this topic takes cognisance of DMRB Volume 11 topic 'Ecology and Nature Conservation' and IAN130/10 – Ecology and Nature Conservation: Criteria for Impact Assessment.
12	Geology, Soils, Contaminated Land and Groundwater	Inclusion of this topic takes cognisance of DMRB Volume 11 topic 'Geology and Soils' and HD45/09 - Road Drainage and the Water Environment (RDWE).
13	Road Drainage and the Water Environment	Inclusion of this topic takes cognisance of DMRB HD45/09
14	Cultural Heritage	Inclusion of this topic takes cognisance of DMRB HA208/07 – Cultural Heritage. The assessment also takes note of the 'Managing Change in the Historic Environment' guidance prepared by Historic Environment Scotland (HES).
15	People and Communities: Community and Private Assets	<p>IAN 125/09 sets out that the 'People and Communities' aspects of an assessment should consider land use, pedestrians, cyclists, equestrians and community effects and vehicles'.</p> <p>Due to the volume of data involved within this assessment across the various topic areas, the assessment is reported in two chapters (Chapter 15 and Chapter 16 (see below)).</p> <p>The 'Community and Private Assets' assessment combines DMRB Volume 11 topics 'land use' and 'community effects' as proposed in IAN125/09.</p>

¹ Note that, prior to publication, IAN 125/15 was superseded by a wider-ranging advice note, LA 104 'Environmental assessment and monitoring'. It is considered that the principles of aiming to achieve an effective and efficient environmental assessment outlined in IAN 125/15 are still valid and consistent with current guidance.

Chapter	Environmental Parameter/Title	Comments
16	People and Communities: All Travellers	IAN 125/09 sets out that the 'People and Communities' aspects of an assessment should consider land use, pedestrians, cyclists, equestrians and community effects and vehicles'. Due to the volume of data involved within this assessment across the various topic areas, the assessment is reported in two chapters (Chapter 15 and Chapter 16 (see above)). The 'All Travellers' assessment combines DMRB Volume 11 topics 'pedestrians, cyclists and equestrians' and 'vehicle travellers' as proposed by IAN125/09.
17	Materials	Inclusion of this topic takes cognisance of DMRB HD212/11 - Materials
18	Policies and Plans	Inclusion of this topic takes cognisance of DMRB Volume 11 'Impact of Road Schemes on Policies and Plans'. A separate 'Policies and Plans' chapter is provided. This approach was agreed in the environmental scoping report which sets out that the approach in IAN125/15 to consider relevant policies and plans within technical chapters was not considered appropriate for the proposed scheme.
19	Assessment of Cumulative Effects	Inclusion of this topic takes cognisance of DMRB HA205/08 – Assessment and Management of Environmental Effects' and DMRB HA218/08 – Glossary of terms Used in DMRB Volume 11, Sections 1 and 2'.

5.2.14 Concerning the structure of the assessment, IAN125/15 provides guidance on the approach to the environmental assessment in line with the requirements of the updated EIA Directive. Although the guidance provided in IAN 125/15 has been specifically developed for Highways England (previously Highways Agency), this EIAR has been produced with cognisance of IAN125/15, with particular attention to achieving an effective and efficient environmental assessment.

5.2.15 Details of the scope of assessment within these environmental parameters are provided within each EIAR chapter.

Study Area

5.2.16 The study area required or recommended by DMRB and best practice guidance varies depending on the environmental parameter being assessed. The study area is therefore defined separately within each assessment chapter according to topic guidance, the geographic scope of potential impacts or the geographic scope of the information required to assess those impacts and the associated likely significant impacts.

5.3 Consultation

5.3.1 Consultation has been undertaken in accordance with guidance provided in Revision 1 of PAN 1/2013: Environmental Impact Assessment (Scottish Government 2017). Cognisance has also been taken of PAN 3/2010: Community Engagement (Scottish Government 2010) and the National Standards for Community Engagement (Communities Scotland 2016). Further details on the consultation process are provided in Chapter 6 (Consultation and Scoping).

5.4 Environmental Reporting

Chapter Structure

5.4.1 Chapters 7 to 17, as listed in Table 5.3, provide the following:

- an introduction to the subject area;
- the approach and methods used in the assessment;
- baseline conditions (i.e. the existing situation or for certain assessments the anticipated future situation in the absence of the proposed scheme);
- potential impacts of the proposed scheme;
- mitigation for the proposed scheme;

- residual impacts of the proposed scheme (taking account of proposed mitigation); and
- references.

5.4.2 Chapter 18 (Policies and Plans) and Chapter 19 (Assessment of Cumulative Effects) have a slightly modified structure appropriate to the topic area. Chapter 20 (Schedule of Environmental Commitments) and Chapter 21 (Summary of Significant Residual Impacts) are presented in tabular format.

General Approach

Baseline Conditions

- 5.4.3 This EIAR considers likely impacts of the proposed scheme on each environmental parameter in comparison to baseline conditions, which were identified through field surveys, desk-based studies and consultation with relevant stakeholders.
- 5.4.4 The baseline describes the environmental conditions in the absence of the proposed scheme at both the time of the assessment (e.g. at point of desk study / site surveys / consultation) and, where appropriate, the future changes to this baseline where those changes are supported by sufficient information to inform an appropriate assessment and have a degree of certainty (e.g. the proposed scheme is entirely dependent on the future changes to the baseline, or the development has planning permission and is currently under construction). The combination of the current and future baseline, as defined here, establishes the relevant environmental receptors and existing land use in the study area for the assessment chapters. Where alternative approaches to the future baseline were considered more appropriate due to the requirements of the specific technical assessment, these are described and justified within each technical chapter.
- 5.4.5 The A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme is included within the future baseline for the proposed scheme; the proposed scheme is entirely dependent on the existence of the dualled A96 (in particular the proposed A96 Smithton Junction), and without it, the proposed scheme would not be progressed. The draft Orders for this scheme were published on 29 November 2016, and as such detailed information on the design and proposed mitigation is available and has been utilised to inform the future baseline.
- 5.4.6 The Inshes Junction Improvements - Phase 2 (Inshes and Raigmore Development Area) aims to address the existing congestion in the Inshes and Raigmore area of Inverness, predominantly at Culloden Road, the Inshes Roundabout, Old Perth Road and Sir Walter Scott Drive, to accommodate future development. The proposed scheme would not be delivered without the Inshes Junction Improvements - Phase 2; they are inter-dependent on one another. However, at the time of writing studies are ongoing regarding the optimum design solution for the Inshes Junction Improvements - Phase 2 project and as such there is insufficient information available on the design and mitigation to incorporate the project into the future baseline. Therefore, the Inshes Junction Improvements - Phase 2 project is considered along with other proposed developments within the cumulative assessment (Chapter 19: Assessment of Cumulative Effects). The draft proposals for the Inshes Junction Improvements - Phase 2 are shown on Figure 4.1 (accompanies Chapter 4: The Proposed Scheme).
- 5.4.7 A further consideration for determining the future baseline is the Local Development Plan. The Inshes and Raigmore and Inverness East Development Areas are allocated for future development in the Highland-wide Local Development Plan (The Highland Council 2012) and the Inner Moray Firth Local Development Plan (The Highland Council 2015a). These are key areas for business, mixed use and residential development, and to support their future growth the Inshes and Raigmore and Inverness East Development Briefs were adopted in February 2015 (The Highland Council 2015b) and June 2018 (The Highland Council 2018), respectively. The development land allocations within these areas are detailed in Chapter 15 (People and Communities: Community and Private Assets) and are shown on Figure 15.4.
- 5.4.8 The general principle of this EIAR is that those development land allocations with detailed planning permission and where construction has commenced were considered within the future baseline. This is due to the level of information and certainty that is required to be able to undertake an assessment of the potential impacts to inform mitigation for the proposed scheme. All other land allocations are

considered as future development land within Chapter 15 (People and Communities: Community and Private Assets) and Chapter 19 (Assessment of Cumulative Effects) as appropriate.

- 5.4.9 Consultation with The Highland Council as well as an online planning portal search was undertaken to identify consented planning applications submitted within the study area of the proposed scheme between 1 February 2016 and 22 March 2019. The three-year assessment period was chosen to reflect the standard duration for commencing development following the grant of planning permission. A site visit to check the construction status of planning permissions was undertaken on 4 April 2019. Where required, topics within this EIAR have assessed the future baseline taking into account this information. Any changes to the baseline after this date would be captured by the contractor as part of the pre-construction surveys for the proposed scheme.
- 5.4.10 The development land allocation for Land at Stratton (LA09: Mixed Use (IN84)) (Inverness East Development Area) has detailed planning permission for c.400 residential units with associated infrastructure and open space for Phase 1A of the development. The application was approved in August 2017 and construction has commenced on site. The area (Phase 1A) subject to detailed planning permission and now under construction as shown on Figure 5.1. As such, Phase 1A of the Stratton development has been included in the future baseline, with other phases of development considered as future development land within Chapter 15 (People and Communities: Community and Private Assets) and Chapter 19 (Assessment of Cumulative Effects) as appropriate.
- 5.4.11 The development land allocations for Inverness Campus, Beechwood (LA03 (IN81)) and South of Inverness Retail and Business Park (LA06 (IN91)) (Inverness East Development Area) have detailed planning permission for both the construction of a life sciences building (LA03) and a pedestrian bridge (LA03 and LA06). The applications were approved in March 2017 and September 2016 respectively, and as they are both currently under construction they are included within the future baseline.
- 5.4.12 Extant planning permissions outside of development land allocations and where construction has commenced were also considered as part of the future baseline. At the time of the assessment, PA07 (Demolition of Steading and Erection of Dwelling at Inshes), PA10 (Erection of Care Home at Cradlehall) and PA25 (Erection of Dwelling and Garage at Resaurie) were considered to be under construction and these are therefore included as part of the future baseline (refer to Figure 15.4 for location of these sites). Planning applications where construction has not commenced are considered as future development land within Chapter 15 (People and Communities: Community and Private Assets) and Chapter 19 (Assessment of Cumulative Effects) as appropriate.
- 5.4.13 For assessments of potential impacts based on traffic data (such as drainage, water quality, air quality and noise and vibration and driver stress), the assessment takes into account predicted changes in traffic flows in future years for the proposed scheme, and also considers the likely additional traffic generation as a result of the existing A96 being upgraded to dual carriageway and other proposed local developments. Details of the local developments included in the traffic data are provided in the A9/A96 Inshes to Smithton DMRB Stage 3 Scheme Assessment Report: Engineering, Traffic and Economic Assessment (Jacobs 2019).
- 5.4.14 It should be noted that local developments which are included in the traffic assessment do not form part of the baseline across all disciplines as most are dependent on other bodies to implement, or are not at a stage where definitive designs are available and construction has commenced (refer to paragraph 5.4.4).

Potential Impacts

- 5.4.15 Potential impacts arising from the proposed scheme during construction and operation have been identified and described, and an assessment of the level of significance for each impact determined as far as practical. Impacts during construction are considered to be those resulting from the construction of the new carriageways and associated junctions/infrastructure. Operational impacts are those following scheme opening, resulting from the presence of the proposed scheme.
- 5.4.16 The general approach to assessment is based on the determination of the significance of an impact from a combination of the sensitivity or importance of the baseline conditions (i.e. the current site and

its environs, including the sensitivity of receptors) and the magnitude of potential temporary and permanent impacts.

- 5.4.17 Sensitivity has generally been defined according to the relative value or importance of the feature/receptor, and the magnitude of impact has been determined by reference to any legislative or policy standards or guidelines, and the following factors:
- the degree to which the environment is affected;
 - the scale of the change, e.g. the size of land area or number of people affected and degree of change from the existing situation;
 - the scale of change resulting from impacts; and
 - whether the effect is temporary or permanent.
- 5.4.18 The process to determine significance for each technical assessment varies and is described in further detail in the respective environmental chapters; where alternative approaches were considered these are described and justified, such as consideration of ecological impacts taking account of Institute of Ecology and Environmental Management (IEEM) guidance in Chapter 11 (Ecology and Nature Conservation).
- 5.4.19 The magnitude and significance reported within the 'Potential Impacts' section of each chapter are on the basis of no mitigation. They do, where relevant, take into account any embedded mitigation which is proposed as part of the proposed scheme design.
- 5.4.20 The nature of impacts may vary and may be direct or indirect, secondary, short, medium or long-term, permanent or temporary and positive or adverse. These types of impacts have all been considered.

Mitigation

- 5.4.21 PAN 1/2013: Environmental Impact Assessment (Scottish Government 2013) presents mitigation as a hierarchy of measures ranging from prevention of environmental impacts by avoidance, to measures to offset any impacts that cannot be remedied. The mitigation hierarchy is summarised in Table 5.4.

Table 5.4: Mitigation Hierarchy

Level of Mitigation	Definition
Prevent	To prevent adverse environmental impacts at source (e.g. building design or specification of construction equipment).
Reduce	If adverse impacts cannot be prevented, steps taken to secure a reduction of impacts (e.g. minimisation of the cause of the impact at source, abatement on site and abatement at receptor).
Remedy/Offset	When impacts remain that cannot be prevented or reduced, they should be offset by remedial or compensatory action (e.g. provision of environmental improvements, opportunities for access and informal recreation, creation of alternative habitats and prior excavation of archaeological features).

- 5.4.22 Mitigation takes into account best practice, legislation, guidance and professional experience. The commitments and monitoring frameworks identified in the SEA for the STPR have also been considered. The SEA approach to mitigation adheres to the EIA hierarchy of avoidance, reduction and remedy, and is broken down by topic area in Section 5 of the Post-Adoption Statement of the SEA (Jacobs, Faber Maunsell, Grant Thompson and Tribal Consulting 2009), and indicators and key elements of monitoring are outlined in Section 6 of the same document.
- 5.4.23 Mitigation commitments have been developed for each environmental topic outlined in each environmental chapter (Chapter 7 to Chapter 17). Each environmental chapter contains tabulated measures and these are collated in Chapter 20 (Schedule of Environmental Commitments). Each measure is numbered with a 'Mitigation Item number', which also indicates the environmental discipline proposing the measure e.g. NV-01 is the first mitigation item in Noise and Vibration.
- 5.4.24 There are number of standard mitigation (reference SM) measures in relation to construction that would be applicable across a number of environmental topics. These are detailed in Table 5.5 and referenced in the environmental chapters where relevant.

Table 5.5: General Standard Construction Mitigation

Mitigation Item	Timing of Measure	Description
SM-01	Pre-Construction Construction	A Construction Environmental Management Plan (CEMP) will be prepared by the contractor. The CEMP will set out how the contractor intends to operate the construction site. The relevant section(s) of the CEMP will be in place prior to the start of construction work. The CEMP will include, but not be limited to, subsidiary plans relating to: land (including a specific Soil Management Plan), geology and land contamination; surface water and groundwater (including a Flood Response and Pollution Incident Response Plan); ecology (Ecological Management Plan which will include specific Species Protection Plans and Habitat Management Plans); landscape, cultural heritage, air quality (e.g. dust) and noise and vibration.
SM-02	Pre-Construction Construction	Prior to construction a team of suitably qualified Environmental Clerk of Works (EnvCoW) (i.e. professionally qualified in a relevant environmental discipline) will be appointed by the contractor. The EnvCoW(s) will be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.
SM-03	Pre-Construction Construction	Throughout the construction period the contractor will, as required, contribute towards the overall communications strategy for the A9/A96 Inshes to Smithton scheme (hereafter referred to as the proposed scheme). As part of this the contractor will appoint a Community Liaison Officer and liaison team who will: <ul style="list-style-type: none"> liaise with the following: relevant local authorities; other statutory bodies and regulatory authorities; community councils and relevant community groups; and businesses and residents in local communities affected by the construction works; notify occupiers of nearby properties a minimum of two weeks in advance of the nature and anticipated duration of planned construction works that may affect them; support the production of project communications such as the project website and newsletters; and establish a dedicated freephone telephone helpline together with a dedicated email address and postal address for enquiries and complaints during the construction phase. The relevant contact numbers, email and postal addresses will as a minimum be displayed on signs around the construction site and will be published on the project website. Enquiries and complaints will be logged in a register and appropriate action will be taken in response to any complaints.
SM-04	Construction	The contractor will ensure that all site workers receive adequate training relevant to their role prior to working on the construction site, including specific environmental project inductions and 'toolbox talks' as required.

- 5.4.25 Where possible and reasonably practicable, potential adverse environmental impacts of the proposed scheme have been prevented through an iterative approach to the design process, rather than relying on measures to mitigate the impacts (e.g. incorporation of access arrangements for vehicles or pedestrians into the design). These measures are reflected in the proposed scheme as described in Chapter 4 (The Proposed Scheme) and as such they are not proposed or reported in this EIAR as mitigation. However, these measures are referred to as 'embedded mitigation' within a number of the EIAR chapters.
- 5.4.26 Where complete prevention of potential impacts was not feasible, measures have been proposed to reduce potentially significant impacts through abatement measures either at source, at the site (e.g. visual screen planting and landscaping), or at the receptor (e.g. design of culverts). The level at which impacts are considered 'significant' depends on the environmental parameter assessed, but generally potential impacts defined with a 'Moderate' or greater level of significance would be identified as priorities for mitigation.
- 5.4.27 Where potential adverse impacts cannot be prevented or reduced, consideration has been given to the specification of measures to be included in the Contract Documents that offset or, in certain circumstances, provide compensation for any damage. Mitigation measures as stipulated in this EIAR would form contractual requirements on the contractor (or Transport Scotland where applicable).

- 5.4.28 The mitigation measures identified throughout this EIAR are summarised in Chapter 20 (Schedule of Environmental Commitments).

Residual Impacts

- 5.4.29 The residual impacts section within the chapters report the anticipated significance of impacts remaining following application of the proposed mitigation identified in the EIAR.

Cumulative Effects

- 5.4.30 Chapter 19 (Assessment of Cumulative Effects) considers the potential for cumulative impacts, which are the combined impacts of the proposed scheme on a particular resource or receptor, or the impacts that result from the incremental impact of the proposed scheme when added to other 'reasonably foreseeable' development. Reasonably foreseeable developments for inclusion in the cumulative assessment have been agreed with The Highland Council through the consultation process.

Summary of Impacts and Mitigation

- 5.4.31 Chapter 21 (Summary of Significant Residual Impacts) provides a summary of those impacts still considered significant after successful implementation of any proposed mitigation as described in Chapter 20 (Schedule of Environmental Commitments).

Changes to Scheme Design

- 5.4.32 The assessment of potential impacts and the identification of mitigation measures in the EIAR are based on the DMRB Stage 3 design of the proposed scheme as described in Chapter 4 (The Proposed Scheme). As noted in Chapter 1 (Introduction), the design of the proposed scheme may be further refined and this would still be deemed to comply with this EIAR provided that such refinements are subject to environmental review and that the residual effects would be no worse than those reported in this EIAR.

- 5.4.33 If environmental review found that any future changes to the design as described above does not comply with the findings of this EIAR, an addendum to the EIAR would be published for public consultation and comment and would undergo further consideration by Transport Scotland, in accordance with the EIA Regulations.

5.5 References

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