for Period A and B of the development, and the New B970 Substation Route for Period C and D.

5.8.15 Construction traffic routes within the site would be developed at a later stage. A travel plan would be developed to implement this construction and final access network and would ensure that, as the site is occupied, conflicts between construction and public traffic is reduced and controlled.

5.9 Roads, Traffic and Access

Road Layout and Use

5.9.1 The layout of roads for the new development is presented in the ILUP and Volume 1, Chapter 5. Table 5.1, which illustrates that the access for the Proposed Development would be provided by two routes; the existing B970 which would provide south-eastern access from Coylumbridge and the new B970 Substation Route which would provide south-western access from Aviemore and would include a newly constructed bridge over the River Druie.

5.9.2 The upgraded B970 from Coylumbridge would be shared by public and construction traffic during Periods A and B.

5.9.3 The new B970 would be developed for construction traffic use only in Period C, while public traffic would continue to use the B970 from Coylumbridge. During this phase the public and construction traffic would be separated by these routes.

5.9.4 During Period D, construction traffic would share the Substation Route with public traffic, while the B970 would be open to public traffic only.

River Crossings

5.9.5 The new B970 Substation Route illustrated on the ILUP Drawings (Figures 5.1-5.7) would also require construction of a vehicle crossing over the River Druie.

5.9.6 The foundations of this crossing would be constructed in Period A, and the bridge would be completed for use in Period C. The bridge would be constructed suitable for public and construction vehicles.

5.9.7 Adequate space each side of the river would be retained below the bridge structure to enable the passage of fauna.

5.9.8 The pedestrian and cycle route to/from the Proposed Development which runs parallel to the new B970 Substation Route, would cross the River Druie and would require a new purpose built pedestrian and cycle bridge crossing proposed for construction in Period A.

5.9.9 This bridge would also carry services across the River Druie and would be designed so as not to impede animal passage.

Road Suitability and Construction

5.9.10 The existing B970 from Coylumbridge would be upgraded and widened to 6 metres and made suitable for construction and public traffic use in Period A.

5.9.11 The new B970 Substation Route would be developed for use in Period C. As the initial use is by construction traffic only, it would be constructed to binder course level only. It would then be developed to adoptable standards for dual use in Period D.

5.9.12 Roads typology drawings illustrate the proposed width of roads, parking areas, road-side vegetation and other road features. Please refer to these drawings for more details.

Construction Traffic and Vehicles

5.9.13 Construction traffic would be accessing the Site throughout the period of development. Construction traffic flows would alter as would the routes and types of vehicles. A detailed Traffic Assessment has been undertaken and is presented in Supporting Documents, Transport Assessment. The Environmental Statement assesses traffic impacts in the respective relevant section, particularly Air Quality (Volume 2, Chapter 9, Section 6), Noise (volume 2, Chapter 9, Section 7) Hydrology and Water Quality (Volume 2, Chapter 9, Section 9).

5.9.14 In general, the types of construction traffic vehicles include:

- Heavy Good Vehicles (HGV), such as lorries, tankers, concrete;
- transportation trucks and specially adapted waste vehicles;
- Passenger vehicles used by site staff; and
- Plant and equipment such as bulldozers, cranes, augers, other site plant.

5.9.15 A Travel Plan would be developed following the Transport Assessment which would manage all aspects of transportation of the Proposed Development including construction traffic.

Pedestrian and Cycle Path Layout

5.9.16 The layout of the proposed pedestrian and cycle paths are presented in the ILUP Strategies Document and Figures 5.1-5.7.

5.9.17 The core path network would provide access around and throughout the Proposed Development for transport and recreational purposes and would extend with the development phases, respectively.

5.9.18 Two paths would provide access to the site and run parallel to the vehicle routes from Coylumbridge and Aviemore. The paths would be separate from the vehicle routes and a new footbridge would be constructed to cross the River Druie in Period A (Figures 5.1-5.7 for details on the river crossing and Table 5.3 for information on the development phases for cycle paths).