on the location, volume, type of waste and the period for which it can be stored. Detailed planning would be undertaken for the management and storage of waste which can be informed by the relevant guidance documents including the Pollution Prevention Guidelines.

5.8 Topsoil, Subsoil and Excavated Material - Storage and Reuse

5.81 Environmental Regulators, under the Waste Management Legislation, may consider topsoil, subsoil and excavated materials either as 'waste' or as 'material' suitable for reuse. Reuse can be undertaken either in accordance with an exemption from the Waste Management Regulations 1994 (as amended) or outwith the waste management regime after demonstration that the material is not waste. In order to manage topsoil, subsoil and excavated materials appropriately, planning and assessment would be undertaken to ensure accordance with all appropriate legislation.

Storage of Topsoil, Subsoil and Excavated Material

5.8.2 Common practice on construction sites is to store stripped or excavated materials in bunds or soil mounds for reuse and spreading post construction. These soil mounds should be illustrated on design drawings, and the CEMP site plan to demonstrate planning of the works, as opposed to unplanned waste storage.

5.8.3 Initial plans for the An Camas Mòr scheme are to store excavated materials in soils mounds in appropriate areas to a maximum height of two metres. Soil mounds which contain peat and sand these would be stored at a slope angle of 1:3.

5.8.4 Detailed guidance and best practice methodologies for the storage of topsoil and subsoil is provided in the DEFRA Consultation on a draft Code of Practice for Sustainable Use of Soils on Construction Sites (October 2008) and Guidance for Successful Reclamation of Mineral and Waste Sites (DEFRA, 2004) and would inform the planning of site works. The management of excavated materials would be adapted to site specific conditions and included in the CEMP.

Reuse of Topsoil, Subsoil and Excavated Materials

5.8.5 The An Camas Mòr scheme aims to reduce landfill waste by the reuse and recycling of topsoil, subsoil and excavated materials whenever practicable. Subject to site investigation, planning and appropriate legislative and licensing requirements, materials would be considered for, but not limited to, reuse in:

- garden beds and landscaping; and
- as construction materials such as in concrete, road base or hardcore.

5.8.6 Materials that would not be reused on site would be considered for, but not limited to:

- Sale for landscaping or construction purposes; and
- Recycling.

5.8.7 The reuse of materials would be undertaken in accordance with appropriate legislation including the Environmental Protection Act 1990 (as amended) and the Waste Management Licensing Regulations 1994 (as amended) and guidance as listed previously.

Waste Management

5.8.8 The management of waste in construction is required by a number of pieces of legislation with the aim of reducing the volume and hazardous impacts of waste. The legislation covers the storage, reuse, transport and disposal of waste. In addition, the Environmental Protection (Duty of Care) Regulations 1991 (as amended) place a Duty of Care upon all parties in a waste transfer chain, which includes the waste producer, those that transport and those that accept the waste, to ensure that waste is handled safely and within the law.

5.8.9 To ensure accordance with the relevant legislation and to manage waste appropriately the An Camas Mòr scheme would undertake a review of waste management legislation and requirements and plan the construction works accordingly; the outcome of which would be included in the CEMP, and a Site Waste Management Plan.

Sustainability, Energy Consumption and Carbon Emissions Reduction

5.8.10 The An Camas Mòr Proposed Development would be a sustainable development with carbon and energy consumption reduction initiatives implemented during the operations and construction phase where reasonably practicable.

5.8.11 Energy Consumption and Carbon Emission Reduction Initiatives during the construction phases therefore are a considerable aspect of this aim. Initiatives would require detailed consideration and planning in consultation with the contractor(s) and the initiatives would be recorded in the CEMP for implementation on site.

5.8.12 Initiatives may include construction phase good practices such as:

- Reducing vehicle mileage by:
  - combining deliveries and sending out full loads only, eg. full waste skips
  - car-pooling;
  - employment of local labour;
  - provision of staff facilities which support the use of sustainable transport, such as bicycle racks and changing/shower facilities;

- No idling of fuel powered equipment and planning works to minimise idling and the turning on and off of vehicles;
- Maintenance of construction vehicles, machinery and other fuel powered equipment;
- Use of local construction materials and reuse of waste, which would reduce the energy consumption and carbon emissions caused by production; transport of materials and waste; and waste disposal, recycling and incineration;
- Reuse of soils and excavated materials;
- Reuse of excess materials;
- Reduction of Lighting impacts by:
  - use of energy efficient bulbs;
  - switching off lights;
  - reduce use of security lighting;
- Reduce and control heating in staff facilities by:
  - avoid overheating;
  - keep doors and windows closed;
  - insulate the heated site facilities;
- Retention of trees and vegetation and reduction of construction footprint;
- Reuse of felled trees on site as timber within the development;
- Composting and reuse of vegetation which is removed for the development;
- Investigation of localised renewable energy sources such as solar or wind power; and
- Raise awareness amongst on-site staff/contractors to achieve the goals above.

5.8.13 Further guidance on the saving energy in construction and reduction of carbon emissions includes *The Small Environmental Guide for Construction Workers* (SEPA, Ciria)

Construction Access and Egress

5.8.14 Site establishment would include provision of access and egress routes for construction traffic, which would be the upgraded B970 from Coylumbridge

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.