

59 Conclusions

This chapter provides a short summary of the cumulative impact assessment findings, including whole scheme cumulative impacts, cumulation of impacts from future developments, site-specific cumulative impacts and the sustainability appraisal.

- 59.1.1 Owing to the size of the proposed scheme, the ES reports separately on the impacts relating to the Northern Leg, Southern Leg and Fastlink. In order to illustrate the combined impacts of the entire scheme, the cumulative impact assessment provides an overview of possible cumulative impacts from the scheme's three component parts. It also addresses the potential for cumulation of impacts from the proposed scheme with those from other proposed major developments in the area.
- 59.1.2 The assessment indicated that significant adverse cumulative effects are possible on agriculture and commercial forestry, geomorphology, landscape and access. Cumulative visual impacts may be significant for outdoor receptors, but likely to be beneficial for users of the proposed scheme.
- 59.1.3 Disruption due to construction may have an adverse cumulative effect over the whole scheme, depending on the detailed phasing and programming of the works.
- 59.1.4 Successful implementation of mitigation will be required to reduce the risk of significant cumulative impacts on ecology.
- 59.1.5 There will be more beneficial than adverse noise impacts over the wider area. This is also true for air quality, and although the scheme will cause an overall increase in greenhouse gases and other wider-scale pollutants, these increases will be very small in a national context.
- 59.1.6 Future development has the potential to create significant cumulative impacts on agricultural land use, ecology, landscape, noise and access.
- 59.1.7 Recommendations for measures to mitigate for cumulative impacts include extensive habitat creation and woodland planting, along with support for existing species and habitat management schemes.
- 59.1.8 There are a number of key areas within the proposed scheme which may experience cumulative impacts from the interaction of impacts from several disciplines. Post-mitigation cumulative impacts are possible at Kingcausie Wood, the River Dee crossing, Milltimber, Craibstone, Kirkhill Forest and the River Don crossing.
- 59.1.9 In terms of sustainability, issues pertinent to the proposed scheme have been identified and discussed. By implementation of appropriate environmental strategies including an environmental management system, and the re-use of materials where practicable, the construction of the AWPR would assist in meeting sustainability targets of UK and local government policy and guidance. The potential reuse of 18 million tonnes of earthworks material and 1.4 million tonnes of aggregate will reduce potential pressure on landfill sites during the construction of the proposed scheme and assist in meeting WRAPs targets for waste minimisation and recycling. The Contractor will ultimately decide where and how material will be sourced, although he should be encouraged to follow sustainable practices.