

17. Appendix F Meeting Notes



17F Meeting Notes

Note of Meeting A9 Dualling

19 December

Attendees:

SEPA: Alan Farquhar, Cerian Baldwin, Alistair Cargill, Bruce Meikle, Andrew Steel, Stephanie Sinclair

Transport Scotland: Jo Blewett, Drew Hill

Jacobs: Nick Perrin, Nigel Weller, Cameron McIntyre

Atkins: Colin Ritchie: Rory Gunn

1) Luncarty to Birnam

- Stage 2 & Stage 3
- Retain existing carriageway – which will either then form the north or south carriageway
- Drainage design is high level at the moment

2) A9 Kincaig

- Stage 3 – Dualling 7.5 km
- Inc outfalls & watercourse crossings
- Adv with design, less advanced with drainage design

3) Levels and types of treatment

- SEPA advised 2 levels of treatment, unless there is a specific reason to go to 3
- Types of treatment – open structures preferred, but closed structures are likely to be acceptable as there should not be an issue with cross connections
- Draft SUDS design to be sent to SEPA for comment at least two weeks prior to the next meeting - ACTION JACOBS AND ATKINS
- Siting on flood plain will also require compensatory storage, so a closed system may be required to take waste water to a treatment point outside of the floodplain
- End Jan & early Feb for work in progress drainage plans to inform further discussion

4) Requirements for works associated with new or existing water course crossings

- Luncarty – number of culverts along this section
 - Design to include check that existing culverts are of sufficient capacity
 - **ACTION JACOBS**
- Kinraig – CAR licence for 2+1 scheme culvert, but length of culvert and form of structure now changed for dual scheme
 - 2 Current culverts and underpasses being extended from WS2+1 scheme for dual scheme
 - 2 Additional combined underpass / watercourse crossings now affected by dual scheme. Structures to be replaced/upgraded.
- SEPA – preference is spanning before culverting and 3 sided before 4 sided culverts
 - Do existing culverts have a concrete base?
 - **ACTION FOR JACOBS TO CHECK**
- Draft crossings design to be sent to SEPA for comment at least two weeks prior to the next meeting - **ACTION JACOBS**

5) Requirements for works associated with temporary watercourse crossings

- Are temp piped solutions acceptable or would it have to be spanned?
 - SEPA – spanned unless it could be justified otherwise? Impacts would have to be considered morphology, ecology, timescales are all issues. Would prevent aggravation of potential flood risk issues. CAR licence may be considered as a GBR may well not apply.
 - **ACTION FOR ATKINS TO IDENTIFY ANTICIPATED CONSTRUCTION METHOD**

6) River Tay Special Area of Conservation (SAC)

- Discussions with SNH – freshwater mussels, salmonids & otters
- SEPA – For CAR licence we would consult with SNH but not for a registration

7) CAR Application process

- Start late Feb 2013, draft doc in March
- Query re number of CAR applications required
 - SEPA – technically it could be one application, but we cannot partially authorise, so best not to include all activities in one application. Best to make a number of applications based upon the issues.
 - May not be advisable to have too big a license as it will be then difficult to disaggregate the license to the operator.
- SEPA – may be that much of the work could be registrations rather than licenses.
- CAR licenses – agree in principle?
 - SEPA would flag up consentibility at the roads order stage
 - SEPA - could also authorise with agreement of detail at later stage.
 - TS – when Roads orders are issued, then we are in “lockdown” which makes it difficult to make further changes.
- Consultants to identify when they think CAR licenses will be required
 - **ACTION JACOBS AND ATKINS**

8) General approach to Environmental Statement

- DMRB guidance
 - Hydro
 - FR
 - Geomorphology
 - Etc
- Site visits for FR
 - ID hydrodynamic modelling
 - 1:200 yr and then Climate Change sensitivity
- Groundwater
 - Not cutting into groundwater
 - SSSI at end of LB scheme
 - One Private waster supply – no expected impact
- Materials use
 - Earthworks
 - Reuse of materials
- Scope of ES to be sent to SEPA – **ACTION JACOBS AND ATKINS**
 - Note - end of waste case on road planings available
- Consultations (formal / informal) to planning.dingwall@sepa.org.uk

9) Flooding

- Strategic FRA commissioned for corridor
- SEPA - DMRB – flood slightly out of date, so would expect more up to date methods to be used
- SEPA Kinraig – flooding in area, highly mobile river
- Box culverts to improve conveyance
 - If flood risk increases – flood defences may be required
 - Compensatory storage may be required on periphery on the flood plain
- SEPA FR technical guidance being utilised
- SEPA can highlight where we require modifications to DMRB

10) Common A9 route design approach for carriageway drainage, SUDs features etc

- Side road – one level of treatment likely but SEPA to provide further advice
 - Can be discussed when there is a greater level of detail
- Road connections – tie ins, 200 – 300 m extensions
- A9 Kinraig – no side roads, but does affect private accesses
 - SEPA – soakaways would be fine

11) Luncarty to Pass of Birnam

- Carnleith Moss SSSI
 - Outfall may be required at this location
 - SEPA extra level of SUDs may be required, but SNH likely to be the lead
 - SEPA ecology input to be required at this stage
- Existing Bankfoot SUDs and Ardonachie Burn
 - Utilise the SUDs basin – any concerns?
 - SEPA - Makes sense to use from pollution control POV
 - SEPA - Flooding is an issue however, so exceeding capacity is an issue – design would need to be appropriate
 - Culvert leading to Ardonachie Burn
 - May be an additional land purchase to provide another SUDs pond
- Ground investigation is currently being procured – tenders back at the end of January. SEPA Standard requirements in the GI Contract. A Farquhar as the SEPA contact. Works due to start Mid March

12) Inveralmond to Luncarty

- Principally the stopping up of right turns
- Very little existing treatment
 - SEPA do not expect retrospective SUDs, but would welcome any proposals for improvements

13) Kincaig to Dalraddy

- No discharges directly to Spey SAC, SSSI
- No discharges directly to Insh Marshes SAC, SPA, Ramsar, SSSI
- Loch Alvie SSSI (1.15km from scheme) – Allt an Fhearna Tributary will be discharged into and also crossed
- SEPA did not have any specific comments at this stage, prior to reviewing scheme proposals. It was acknowledged that main issues were likely to be with regards to ecology, to be discussed with SNH
- SEPA – main contact likely be Graeme Henderson.
 - **ACTION ATKINS TO SUBMIT PROPOSALS VIA PLANNING (DINGWALL) PORTAL, CONTACT GRAEME HENDERSON**
- Existing CAR Licence(s) for WS2+1 scheme (re-application)
 - Likely that these to be shelved. Query to Graeme Henderson
- 5 Outfalls & two levels of treatment.
- Private access (via underpass does not have a natural outfall to a watercourse and a soakaway had previously been provided in the WS2+1 scheme. SEPA confirmed that there were no particular issues regarding soakaways
- GI procurement in April – A Farquhar as the SEPA point of contact
 - **ACTION ATKINS TO PROVIDE PREVIOUSLY SUBMITTED CAR LICENCE FOR INFO**

14) AOCB**Outfalls**

- SEPA guidance on construction of outfalls should be followed Transport Scotland – Sharepoint site is now up and running

15) Date of Next Meeting – 10.30 on 21 Feb 2013. Commitment to get information submitted to SEPA on drainage proposals by the 7th. Venue will be Perth.