

Appendix A7.2: Summary of Consultation Responses

1 Introduction

- 1.1.2 This appendix contains a summary of the key environmental input provided by both statutory and non-statutory consultees through the consultation process described in Chapter 7 (Consultation and Scoping). This includes input from the A9 Environmental Steering Group (ESG) which was established by Transport Scotland to provide a mechanism for cross-party discussions on environmental issues throughout the A9 dualling programme. The ESG generally meets on a monthly basis, consisting of the following environmental bodies:
- Cairngorms National Park Authority (CNPA)
 - Historic Environment Scotland (HES)
 - Perth & Kinross Council (PKC)
 - Scottish Environment Protection Agency (SEPA)
 - Scottish Natural Heritage (SNH)
 - The Highland Council (THC)
- 1.1.3 Further consultation has also been undertaken through the Environmental Forum and non-motorised user (NMU) Forum.
- 1.1.4 Table 1 below provides a summary of both statutory and non-statutory consultee comments in relation to the proposed scheme and the response to this consultation. Table 2 provides a breakdown of the environmental issues that were discussed at ESG meetings held between April 2016 and March 2017 inclusive that are relevant to the proposed scheme; and Table 3 provides a summary of the issues raised at a NMU Workshop in April 2016 and a NMU Forum held in May 2016.
- 1.1.5 A number of consultees were contacted and asked to provide comments on the DMRB Stage 3 design development but raised no specific comments or concerns. These are listed below:
- Visit Scotland;
 - Cycle Touring Club Scotland;
 - Deer Commission Scotland (part of SNH);
 - First Group;
 - National Trust for Scotland;
 - Perth Museum Biological Records Centre;
 - Scottish Government, Rural payments and Inspections Directorate;
 - Scottish Mink Initiative;
 - ByCycle – the Perth and Kinross cycle campaign; and
 - National Farmers Union of Scotland.

2 Summary of Consultation

Table 1: Summary/Response to Consultee Comments

Consultee	Summary of Consultee Comments	Response
Statutory Consultees		
Historic Environment Scotland (HES)	Following a consultation request to confirm assets to be considered in the assessment, HES noted that there are a number of scheduled monuments within the 200m study area which should be included. HES also offered to advise on and agree viewpoints within the Killiecrankie battlefield and the Blair Atholl and Bruar Garden and Designed Landscapes (GDLs). HES further noted the substantial number of Category B and Category C Listed Buildings and conservation areas in the study area, however acknowledged that comment is being sought from Perth and Kinross Heritage Trust in this regard.	Archaeological remains, historical buildings and historical landscapes identified within the study area for the cultural heritage assessment (200m from the proposed scheme), including those highlighted by HES, have been considered. Designated cultural heritage assets up to 1km from the proposed scheme have also been included as part of the baseline due to the potential for impacts on their setting. Viewpoints and mitigation proposals in connection with the Killiecrankie battlefield and GDLs were discussed at the September 2016 ESG meeting (refer to Table 2). The consultation has been used to inform the assessment presented in Chapter 15 (Cultural Heritage).
	Following data requests, HES provided data on heritage paths that are used regularly by NMUs or are actively promoted by Historic Scotland.	These data have been used to inform Chapter 9 (People and Communities - Effects on All Travellers) and Chapter 15 (Cultural Heritage).
	A meeting was held on the 5 September 2017 to discuss the assessment of the Killiecrankie Battlefield within the Environmental Statement. Jacobs outlined the assessment process that has been undertaken to assess the Killiecrankie Battlefield and any updates that have been made as a result of the comments received from HES following their review of the draft Environmental Statement.	HES agreed with these changes to the assessment and outlined that the assessment should clearly show how it followed Historic Environment Scotland's guidance on Managing Change in the Historic Environment – Historic Battlefields.
Perth & Kinross Heritage Trust (PKHT) (on behalf of Perth & Kinross Council)	Following a consultation request to confirm assets to be considered in the assessment, PKHT identified a number of Listed Buildings to be included within the 200m study area and recommended changes to colour coding on draft cultural heritage figures.	Archaeological remains, historic buildings and historic landscapes within 200m of the proposed scheme have been considered in the cultural heritage assessment. In addition, as confirmed with PKHT, a number of assets outside the proposed 200m study area were also included in the assessment on setting. Changes to figure colour coding were taken into consideration. Reference is made to Chapter 15 (Cultural Heritage).
Marine Scotland (MS) (at Pitlochry)	MS was contacted to request fish data and any other relevant environmental data. MS responded that it did not hold any such information.	n/a
Perth and Kinross Council (PKC) Structures and Flooding, PKHT, Cairngorms National Park Authority (CNPA) and HES	Following a request for further information regarding the Category B Listed Dalnamein New Bridge, PKC confirmed that the bridge is owned and maintained by PKC. It is currently closed to vehicular traffic and is used by pedestrians and cyclists only, and is considered to be in a poor condition. The bridge is currently under a special bi-annual inspection regime. At a subsequent meeting with PKC, Perth and Kinross Heritage Trust, CNPA and HES was held on 3 February 2017 to discuss various design options for the proposed scheme adjacent to the bridge. The design options included a separate bridge adjacent to the Dalnamein New Bridge (included as part of the	The consultation responses have informed the design of the proposed scheme in the vicinity to avoid demolition of the existing structure and include a separate structure between the existing A9 and the bridge which also removes the requirement for anti-dazzle paddles within the Cairngorms National Park. Given the limited available information on the condition of the Dalnamein New Bridge it is not currently possible to determine if it is repairable to

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	<p>DMRB Stage 3 design) or demolition of the Dalnamein New Bridge and reconstruction in the same location.</p> <p>HES stated that DMRB Stage 3 Design is the more preferable of the two options put forward at the meeting in that it does not involve the demolition of the Category B-Listed bridge. HES would normally expect to see an application for the demolition of the bridge being supported by a detailed examination of its structure which demonstrates that its repair is not feasible. The drawback of DMRB Stage 3 Design is that it would be likely to result in the listed bridge being left to decay, possibly at an accelerated rate due to lack of maintenance. It is also likely that the setting of the bridge would be compromised to some degree by the new U521 bridge and its link roads. HES' preference would be for the existing bridge to be thoroughly assessed for repair so this can be pursued or ruled out as being unviable.</p> <p>HES commented that is likely that any discussions about the principle of demolition would need to be informed by an examination of this sort to confirm that the bridge is beyond economic repair. The DMRB Stage 3 option is clearly preferable in preserving the bridge, although HES are concerned about the fact that this option means that it is likely there will be little incentive to carry out much maintenance on the bridge in the future.</p> <p>CNPA did not provide a preference but agreed with HES stating that an existing structure may lose its function completely if a new separate bridge replaces it leading to the decline in condition and eventual loss of the Dalnamein New Bridge. CNPA explained that that two further options could be explored which are to repair the Dalnamein New Bridge or replace the dilapidated structure with a replica rather than a simple structure.</p> <p>PKC view is that in its current condition the structure will eventually collapse under its own weight and the timescale for this collapse is unknown. PKC have no plans to carry out any repair/strengthening works to the structure, or any intrusive investigations to gain an insight on repair/strengthening works. Of the two options presented "Current DMRB Stage 3 Design" is certainly preferred.</p> <p>PKHT confirmed that of the two options presented the DMRB Stage 3 Design is preferred.</p> <p>In relation to a consultation to confirm noise monitoring methodology, PKC's Environmental Health Officer (EHO) was in agreement with proposed noise monitoring locations, but suggested that the one proposed at 17 Garryside be changed to a different location (at the Bothy) as it is in a similar area but closer to the A9.</p> <p>A subsequent update of the noise monitoring undertaken was sent to PKC explaining that four of the proposed noise monitoring locations were unoccupied or derelict and, as such, noise monitoring was not undertaken at these locations. In addition, when the monitoring locations were considered in conjunction with those proposed for the other A9 dualling projects between the Pass of Birnam and Killiecrankie, five additional locations were deemed to be adequately represented by adjacent measurement locations. PKC responded in agreement with the approach.</p>	<p>the required standards for vehicle movements.</p> <p>Comments regarding the impacts on the setting of the Category B-Listed Building have been considered in Chapter 15 (Cultural Heritage).</p> <p>Noise monitoring was undertaken at the agreed locations and at the Bothy (ID R5.05). The list of noise monitoring locations is provided in Chapter 17 (Noise and Vibration).</p>
<p>Scottish Environment Protection Agency (SEPA)</p>	<p>Following a request for, SEPA provided the following data/information:</p> <ul style="list-style-type: none"> • water quality monitoring data for watercourses within 1km radius of the existing A9; • flood extents (surface water and fluvial) with associated depths and velocity; • ecological and cultural heritage flood receptor datasets; and • groundwater abstraction and discharge license locations. <p>SEPA also provided information on any known contaminated land and Pollution Prevention Control (PPC) licenses to cover past and current waste activities located within 500m of the existing A9.</p>	<p>Information/data provided by SEPA was incorporated into the EIA in relation to Chapter 10 (Geology, Soils and Groundwater) and Chapter 11 (Road Drainage and Water Environment).</p>
<p>SEPA</p>	<p>A meeting was held on the 28 July 2016 to discuss the proposed approach to the assessment of minor watercourses and the completion of the associated Watercourse Crossing Report (WCR), included as</p>	<p>Jacobs agreed that the approach to FRA will include a clear decision process to justify choice of mitigation where potential</p>

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<p>Minor Watercourses and Flood Risk meeting – 28 July 2016</p>	<p>Appendix 11.8 of the ES. In this respect, SEPA had no specific issues on the proposed approach outlined. In addition to this, the approach to Flood-Risk Assessment was discussed.</p> <p>SEPA explained that based on previous discussions, they envisage accepting a situation where culverts are enlarged (where necessary) with increased flow as long as there was no increase in flood risk to properties. This position was specifically on the River Garry because of its alignment and relationship in terms of time to peak with the minor watercourses. Application to other watercourses would be dependent on similar conditions.</p> <p>SEPA also explained that where there were no receptors upstream then they would prefer to see the following hierarchy applied for any loss of floodplain:</p> <ol style="list-style-type: none"> 1. Compensatory storage; then 2. Risk-based assessment based on consequences. <p>However, SEPA acknowledged that it was undesirable and potentially a constraint to the proposed scheme where there was floodwater impounded by the road and that minor watercourse proposals may be influenced by this in some places.</p> <p>SEPA indicated that where compensatory flood storage is to be provided, like-for-like compensatory storage locally would be preferred, particularly where there are sensitive receptors, although it was acknowledged that, where this was not possible, then a modelling approach to show the effectiveness of compensatory storage provided more remotely would, if necessary, be acceptable. Such an approach would need to look at potential receptors. To secure areas as floodplain SEPA's preference would be to include the land affected within the CPO boundary as was used in Project 1 (Luncarty to Pass of Birnam).</p> <p>SEPA noted that culvert screens are not favourable because of the risk of blockage and clarified that blockage would need to be assessed as a residual risk.</p> <p>SEPA also noted that Network Rail had plans for culvert/structure improvements/changes and that these should be incorporated into the proposed scheme design.</p>	<p>significant impacts were identified.</p> <p>It was further suggested that a cost-benefit approach would be undertaken to include consideration of the relative costs of culvert extension/enlargement, impacts from flooding and land purchase costs.</p> <p>Jacobs noted that it would be the responsibility of the road maintenance provider to maintain culverts and that, in key locations, an increased frequency of inspection may be necessary. This has been set out in the A9 wide operation and maintenance plan.</p> <p>Jacobs noted that Network Rail had been consulted and that Transport Scotland will continue to engage with them on Network Rail's culvert/structure improvements and changes.</p>
<p>SEPA</p> <p>Carriageway Drainage Meeting -</p>	<p>SEPA identified a risk that agreement on acceptable culverts could potentially be changed at detailed design stage without recognition of the CAR licence process or requirements of the FRA and ES.</p> <p>SEPA agreed to the recommended approach of assessing construction impacts using the probability of an event occurring within the construction period linked to the risk considered by SEPA over the lifetime of the development i.e. 200-year flood is considered high risk over the lifetime (100yrs). This has a similar (but not exactly the same) probability of a 20-year event occurring in a 10-year construction period and as such both could be considered High Risk.</p> <p>In addition to the above, SEPA stated that SuDS should be considered for the construction site.</p> <p>SEPA also noted that the risk of failure of SuDS on flood risk to people would need to be incorporated.</p> <p>A meeting was held on 28th September 2016 to discuss the potential carriageway drainage design to include treatment and attenuation options for the dualling of Pitlochry to Killiecrankie and Killiecrankie to Glen Garry Projects. Meeting included discussion of constrained catchments and the proposed drainage</p>	<p>In response to flood risk assessment concerns, Jacobs agreed to issue the draft Watercourse Crossing Report to SEPA for review in advance of publishing the ES/FRA.</p> <p>Agreement noted. Jacobs also considered other non-structural mitigation measures in response to construction risks e.g. warning and flood risk management plans.</p> <p>Reference is made to Chapter 11 (Road Drainage and the Water Environment). Specifically, it outlines the recommendations made by the Strategic Environmental Assessment in regards to SuDS. In addition to this, a residual risk of flooding is also acknowledged throughout the operational life of the proposed scheme and so a range of standard and specific mitigation measures are also provided.</p> <p>N/A</p>

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28 September 2016	design options.	
SEPA Flood Risk Assessment update meeting - 28 November 2016	A progress meeting with SEPA was held on the 28 November 2016 to discuss progress made to date on the assessment of flood risk, with particular focus on the baseline and do-something (with the proposed scheme) hydraulic modelling results of the River Garry at high flood impact locations, including the Essangal Underbridge, Allt Bhaic Underbridge and the River Garry Underbridge. Where the do-something modelling shows potential impacts, compensatory flood storage is to be assessed and modelled. Other options will be considered, including a scenario. SEPA confirmed that they are content with this approach and would expect to see the mitigation approach justified on a case-by-case basis with inclusion of impact on receptors.	Jacobs confirmed that discussions would be undertaken with SNH and PKC through the ESG to confirm the mitigation approach. At the March ESG (Table 2) PKC had confirmed that if SEPA are content with the FRA then it would also be acceptable to PKC. Chapter 11 (Road Drainage and the Water Environment) and Appendix 11.3 (Flood Risk Assessment) detail the assessment and mitigation measures proposed.
SEPA Watercourse Crossing Meeting – 19 October 2017	A meeting was held on 19 October 2017 to discuss the updated watercourse crossings report included within the ES and the CAR process. A revised approach to the watercourse crossing of the A9 for WF92 was introduced and details of the Essangal Underbridge were discussed. SEPA noted that, at this stage, there appeared to be no “showstoppers in reaching a consentable design for watercourse crossings. SEPA asked for more information to be provided for WF92 ahead of ES publication.	Further details, in line with, Appendix A11.3 (Flood Risk Assessment) and Appendix A11.8 (Watercourse Crossings Report) were provided to SEPA on 8th November. It is currently intended that Transport Scotland will provide the contractor(s) with draft CAR licence applications based on the DMRB Stage 3 design. The appointed Contractor(s) will have responsibility for submitting finalised applications and securing CAR authorisation based on their detailed design.
Scottish Natural Heritage (SNH)	Consultation with SNH included a request for confirmation of viewpoints to be considered at various locations surrounding the proposed scheme.	Comments on viewpoints have been taken into consideration in the visual impact assessment as discussed in Chapter 14 (Visual).
	Following a request for consultation, SNH provided information that included data on mammal and aquatic receptors, designated sites and deer vehicle collisions.	Information/data provided by SNH was incorporated into the EIA, specifically in relation to the assessment detailed in Chapter 12 (Ecology and Nature Conservation).
	In response to a request for information on the access and maintenance requirements for the Aldclune and Invervack Meadows SSSI, SNH confirmed that access is taken directly from the existing A9 and that visits to the SSSI for monitoring purposes occur every 6 months (or a couple of times each year). SNH noted that it is important that this site is accessible for the farmer to take stock and potentially mowing equipment to, as the favourable condition of the site is dependent on the site being grazed.	Direct access to the Aldclune and Invervack Meadows SSSI from the A9 is being closed as part of the proposed scheme. Alternative access is being provided via the access track under the widened crossing of the Allt Bhaic watercourse which will allow for continued monitoring by SNH, stock access for grazing as well as vehicular access.
	During a meeting on 15 February 2017 Jacobs introduced the planting proposed to mitigate landscape and visual impacts and compensate for ecological impacts resulting from the proposed scheme. An initial draft of the plans was provided before the general principles for the planting proposals were discussed as well as some specific examples of planting areas and what they have been design to achieve. SNH asked that an analysis on what species are being removed and what is being planting would be useful.	Details species removal and a general description of the species mixes of replanting is included in Chapter 12 (Ecology and Nature Conservation) and Chapter 13 (Landscape) of the ES.
	An Assessment of Salt Impacts on Biodiversity with specific respect to the River Tay and River Spey (both considered areas of Special Areas of Conservation (SAC)) was undertaken by Jacobs and sent to SNH for response/consultation. This assessment stems from the fact that Salt is applied as a precautionary method to prevent ice and snow build up on much of the UK’s road network. As snow and ice melt occurs the salt and associated de-icer components are dissolved and carried into the road drainage system or enter the adjacent terrestrial environments.	No specific response or material received from SNH in regard to this consultation.

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	<p>As part of the road drainage outfalls that are required as part of the SuDS for the proposed scheme, the potential impact of these outfalls on Freshwater Pearl Mussel (FWPM) within the Rivers Tay and Spey, both SACs, as the FWPM are known to be sensitive to changes in water quality (e.g. suspended solids or dissolved oxygen) and may be affected by physical physical changes in the environment (e.g. flow, turbulence, habitat loss). Such assessment was undertaken by Jacobs and sent to SNH for consultation.</p> <p>Consultation with SNH regarding the approach to restoration at the Aldclune & Invervack Meadows SSSI. SNH agreed with the intention for enhancement of the existing habitat affected by the proposed scheme near Essangal.</p>	<p>No specific response or material received from SNH in regard to this consultation request at the time of writing/document collation.</p> <p>Mitigation Item P05-18 sets out the approach to mitigate temporary loss of terrestrial Aldclune & Invervack Meadows SSSI areas to accommodate construction. This requires continued consultation with SNH to develop an appropriate habitat restoration plan at areas affected by the proposed scheme.</p>
<p>SNH/British Geological Society (BGS)</p>	<p>As part of the consultation undertaken at DMRB Stage 2 Jacobs met with SNH and BGS to discuss the proposed scheme in relation to the Glen Garry SSSI and Geological Conservation Review (GCR) sites. An update was provided during a meeting in August 2016 and a summary is provided below:</p> <p>The proposed scheme interacts with the Glen Garry SSSI/GCR at three locations: Clunes Lodge, Black Tank and Allt Crom Bhruithaich.</p> <p>BGS advised that there would be general opportunities for enhancement of existing rock cuttings and fresh exposures should be clear to view. SNH requested that there be no meshing and that exposures be kept clear of vegetation and unobscured. SNH queried whether a commitment could be made to clearing vegetation that has grown over exposures that are not proposed to be cut.</p> <p><u>Clunes Lodge</u> – BGS explained the value of the exposure opposite layby 59 (ch15650) adjacent to the southbound carriageway and whether this could be cleared of vegetation. BGS noted that, to their knowledge, no-one has expressed an interest in the northbound side.</p> <p><u>Black Tank</u> – SNH and BGS explained that this area of designation is also scientifically valuable; however, BGS noted that it is of lesser value educationally. SNH and BGS described the fold at ch17100 which is of interest. Vegetation in this area of the SSSI has grown to the point where the site is becoming unfavourable. There is an aspiration that the exposure on the southbound side be cleaned to restore it to a more favourable condition and that cleaning of vegetation throughout the SSSI areas is maintained regularly.</p> <p><u>Allt Crom Bhruithaich</u> - BGS described the rock fold at ch18250-ch18400 and Jacobs confirmed that there would be proposed online widening at this location. BGS confirmed that this would provide an opportunity to clean the exposure and, more generally, that any interaction of the dualling with exposures will clean them up for viewing.</p> <p><u>Post Construction Rock Mapping</u> BGS noted that an orthi-photographic record of the newly exposed rock face would be taken and the best timing of this would be immediately post construction or perhaps after a winter which would clean the exposure. BGS requested that if there are any large pieces of rock still in-tact and which reveal folds that they be kept</p>	<p>As discussed in Chapter 10 (Geology, Soils, Contaminated Land and Groundwater) the proposed scheme will affect Glen Garry SSSI and GCR sites and proposed mitigation measures are included in Section 10.6.</p> <p>Measure to mitigate the impacts on Glen Garry SSSI have been identified as: clearing vegetation to refresh Glen Garry SSSI areas that are not directly affected by the dualling; 'signature' blocks of material to be taken off site or at potential enhanced lay-bys and used for educational purposes; and the opportunity for SNH/BGS to survey and document the rock exposures during and immediately following construction using photographs of the newly exposed and reworked areas of rocks once completed for geological mapping update purposes.</p> <p><u>Rock Mapping</u> Jacobs explained that, once completed, a package of the rock mapping undertaken would be sent to BGS. This would be separate to the Environmental Statement and would help provide a record of current exposures.</p> <p>Jacobs explained that specimen design at DMRB Stage 3 cannot detail the exact rock cuts in specific locations and that detailed design may result in changes to aspects such as vertical or horizontal mainline alignment, which could in turn affect the rock cut requirements.</p>

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	and potentially used for education purposes.	
Transport Scotland – Standards Branch	<p>Initial consultation with Standards Branch was undertaken during DMRB Stage 2 for the Killiecrankie to Pitagowan and Pitagowan to Glen Garry projects where the overall design principals for the two projects were discussed.</p> <p>During DMRB Stage 3, an initial set of three departures from standards submissions were submitted to Standards Branch for comment in May 2016 concerning departures considered fundamental to the scheme design.</p> <p>As the Stage 3 design progressed, a total of 24 departures from standards submissions were made to Standards Branch in October 2016 concerning the entire scheme design. A meeting was subsequently held with Standards Branch in November 2016 to discuss the submissions and inform the developing Stage 3 design.</p>	Another departure from standard submission will be made following development of the Stage 3 specimen design. This will include 29 separate departures to be approved by Standards Branch. These departures are summarised in Chapter 4 (Iterative Design) of the Stage 3 Report.
Scottish Water	<p>Scottish Water were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the scheme and a budget estimate of diversionary costs. Scottish Water responded to the request in August 2016.</p> <p>Scottish Water identified three separate locations where their apparatus could be affected by the proposed scheme:</p> <ul style="list-style-type: none"> • the existing A9 at Killiecrankie below the Killiecrankie Water Treatment Works; • the tie-in locations of the proposed Aldclune Junction northbound and southbound connector roads to the B8079 local road; and • underneath the Pitagowan Underbridge, where the existing A9 crosses over the B847 local road near Pitagowan. <p>Further consultation will take place as part of the C4 process once the Stage 3 specimen design has been produced.</p>	A meeting was held with Scottish Water in August 2016 to discuss the C2/C3 response. Feedback from the C2/C3 process will inform the Constructability Review.
CNPA	Following data request, CNPA (and PKC) provided data on NMU routes within and around Cairngorms National Park.	These data have been used to inform the EIA, reference is made within Chapter 9 (People and Communities - Effects on All Travellers).
Non-Statutory Consultees		
Arqiva	Arqiva were consulted in April 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. Arqiva admitted to owning the telecommunications mast at Clunes as intimated by Cluttons. They stated that their principle concern about the proposed scheme would be access to the site during and after construction.	Consultation is ongoing as the stage 3 design develops. Access to the mast site has been proposed at Clunes using a new underpass to cross the proposed scheme from the U521 local road.
BGS	Refer to comments on Glen Garry SSSI (under SNH above).	n/a
British Horse Society (BHS)	Following a request, BHS provided details on important paths being used by equestrians, bridleways in use or nearby equestrian facilities such as stables, as well as information relating to how equestrians cross the existing A9.	This information has been used to inform the assessment reported in Chapter 9 (People and Communities – All Travellers).
British Trust for Ornithology (BTO)	Following data requests, BTO provided data on the Bird Atlas 2007-2011.	These data have been used to inform the assessment reported in Chapter 12 (Ecology & Nature Conservation).

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BT (Openreach)	<p>BT were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. BT responded to the request in May 2016 identifying 19 locations where apparatus would be affected by the proposed scheme. This included approximately 9km of cable running along the verge of the existing A9 carriageway.</p> <p>Further consultation will take place as part of the C4 process once the Stage 3 specimen design has been produced.</p>	A meeting has been arranged with BT to discuss the response in April 2017. Feedback from the C2/C3 process will inform the Constructability Review.
Cairngorms Nature	Information regarding wildcat and non-priority species received.	n/a
Cycling Scotland	Cycling Scotland was satisfied with the scope of the potential impacts on NMUs outlined to them in consultation and considered that most NMU concerns had been given serious consideration and that the proposed solutions appeared to be in line with current good practice. General comments include adequate lighting for underpasses, the need for access ramps and Equality Acts compliance in all NMU provisions made.	As part of the ES, Chapter 9 (People and Communities – Effects on All Travellers’) includes mitigation measures that provide for the requirements of the Equality Act 2010 to be incorporated into the proposed scheme wherever practicable e.g. any bridges, ramps or footpaths shall take into account potential barriers (such as the gradient or surfacing) to people with disabilities.
EE 3	MBNL were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the scheme and a budget estimate of diversionary costs. MBNL responded to the request immediately stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
Forestry Commission Scotland (Perth and Argyll)	Following a request, the Forestry Commission Scotland provided data on the Native Woodland Survey of Scotland.	These data have been used to inform the DMRB Stage 3EIA discussed in Chapter 12 (Ecology & Nature Conservation).
National Grid	National Grid were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. National Grid responded to the request in April 2016 stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
Network Rail	Meetings were held fortnightly from June 2017 to update Network Rail in relation to interfaces with Network Rail infrastructure as well as review any further queries that Network Rail may have about the design and construction of the proposed scheme. This included Pitagowan Rail Underbridge, Network Rail access near Bruar and the level crossing at Aldclune, south of Blair Atholl.	<p>These meetings with Network Rail have highlighted any queries/concerns Network Rail may have that Transport Scotland/Jacobs should fully consider.</p> <p>Design details regarding construction of specific structure relevant to Network Rail will be updated at the ongoing fortnightly meetings to ensure any issues and/or queries are addressed.</p>
Police Scotland	<p>A meeting was held with the Police Scotland in April 2016 in order to gain input from the emergency services providers in relation to the proposed route options currently under development for the Southern Section of the A9 Dualling Programme from Pass of Birnam to Glen Garry.</p> <p>Transport Scotland and Jacobs were keen to gain feedback with respect to potential property access issues and how the construction process will affect the Police operations. Police Scotland raised the potential for impact on the existing national cycle route and what facilities will be provided as some cyclists currently cycle on the existing A9 even though there is a parallel cycle route in many locations.</p>	Police Scotland highlighted that Transport Scotland/Jacobs should fully consider the potential impacts of the A9 dualling programme on the official diversion routes which are implemented during road traffic accidents. Jacobs indicated that this would be considered as the design develops and that there may be provision to open the central reserve in certain areas once the dualling has been completed to allow contra flow operations to take place should road traffic accidents close one of the carriageways. However, it should be noted that given the route will be of a dual carriageway standard it is anticipated that the accident rates will fall in the future resulting in a reduced need to close the carriageways.

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Ramblers Association	Requested that NMU access be included in the EIA.	The impact assessment of the proposed scheme on NMU access is provided in Chapter 9 (People and Communities – Effects on All Travellers).
Royal Society for the Protection of Birds (RSPB) – Tayside and Firth (Scotland)	Following requests, RSPB provided data on breeding bird records within 2km in either direction of the existing A9.	This data has been used to inform the DMRB Stage 3 EIA, Reference is made to Chapter 12 (Ecology and Nature Conservation).
	<p>Protected areas</p> <p>The RSPB raised concerns that the proposed scheme is adjacent to designated areas and therefore there is a potential that the proposed scheme could affect these; and therefore encroachment should be avoided, or minimised if unavoidable.</p>	The assessment of the proposed scheme on designated sites of nature conservation interest is provided in Chapter 12 (Ecology and Nature Conservation).
	<p>Ancient and native woodland</p> <p>The RSPB raised concerns of a potential loss of ancient woodland as a result of the proposed scheme and identified areas where any removal of native woodland could be detrimental.</p> <p>Minimising the loss of trees from within the development site was advocated along with offsetting any unavoidable loss. Added that there should be firm proposals to plant alternative areas with native woodland in accordance with the Cairngorms National Park woodland expansion scheme, and away from wader breeding habitat and that biodiversity should be maximised.</p>	Potential impacts on ancient woodland and habitats and recommended mitigation measures, such as compensatory woodland and planting are discussed in Chapter 12 (Ecology & Nature Conservation) and Chapter 13 (Landscape).
	<p>Capercaillie</p> <p>The RSPB confirmed signs of Capercaillie breeding and habitat occupation have been found in the area surrounding the proposed scheme. The RSPB were also of the view that the proposed scheme would not have an adverse impact on Capercaillie in this area, however, suggested that there is an opportunity for compensatory woodland planting to increase habitat availability for this species. The RSPB further welcomed the opportunity to offer advice on suitable areas for, and the design and management of, compensatory woodland provision.</p>	Planting proposals were developed with consideration of species records including black grouse, Capercaillie and waders. Reference is made to Chapter 12 (Ecology & Nature Conservation) and Chapter 13 (Landscape).
	<p>Black grouse</p> <p>RSPB Scotland raised concerns of black grouse leks (mainly through the Perthshire Black Grouse Study Group) in close proximity to the proposed scheme at several locations. Although the proposed scheme would not affect these sites directly in terms of land take, the RSPB have concerns about disturbance of these lekking sites during the construction phase.</p> <p>The RSPB indicated that work should not take place between March and May, particularly at dawn and dusk, and no compensatory tree planting should be located in the areas where there are records of leks, as grouse usually display in open habitats so would be adversely affected by such tree planting.</p>	RSPB concerns regarding the disturbance of lekking sites during construction has been taken into consideration during the EIA as part of the ecology and nature conservation assessment presented in Chapter 12 (Ecology and Nature Conservation). Mitigation measures to address potential impacts on black grouse include black grouse-specific surveys to confirm locations and monitor activity at known lek sites, which will inform a species management plan, including specification on timing of construction work and establishing protection zones. Comments on compensatory tree planting have been incorporated into planting proposals, shown on Figure 13.5. Further information is provided in Chapter 12 (Ecology and Nature Conservation).
<p>Waders</p> <p>RSPB provided important wader records for the area, especially within the Tulach Hills SSSI and the Tulach Hill and Glen Fender Meadows SAC in addition to wader hotspots at Dalnaspidal and at Loch Moraig, close to the proposed scheme. RSPB requested that tree planting in these areas should be avoided as waders breed in open habitats with low vegetation.</p>	Data provided by the RSPB was taken in to consideration as part of the planting proposals and ecology and nature conservation assessment as discussed in Chapter 12 (Ecology & Nature Conservation).	

Consultee	Summary of Consultee Comments	Response
	<p>Other species/records RSPB provided information on behalf of a local biodiversity recorder, who highlighted the presence of local wildlife in certain areas along route of the proposed scheme. RSPB requested that these areas be avoided by the proposed scheme and that potential impacts are considered as part of the EIA.</p>	Local ecosystems and habitats are considered in Chapter 12 (Ecology and Nature Conservation).
	<p>Watercourses RSPB also highlighted the need to avoid run off from road and construction works into the River Garry SAC located directly adjacent to the proposed scheme particularly adjacent to the Aldclune junction. Encroachment into the SAC is to be avoided if possible.</p>	The drainage design for the proposed scheme includes appropriate treatment of runoff and construction works, including in the vicinity of the River Tay SAC. Reference is made to Chapter 11 (Road Drainage and the Water Environment) and Chapter 12 (Ecology and Nature Conservation).
	<p>Breeding birds In response to a data request, RSPB provided records for a number of breeding birds in the area surrounding the proposed scheme, RSPB also requested that any works involving removal/disturbance of features which can be used by breeding birds should be undertaken outside the main bird breeding season. If disturbance to such features during the season is unavoidable, RSPB stated that a survey by an experienced ecologist must be undertaken immediately in advance of the works to check for nesting birds and that, should breeding birds be found, works in the area should cease until the young have fledged.</p>	Information/comment provided was taken into consideration in the assessment presented in Chapter 12 (Ecology and Nature Conservation). Measures to mitigate impacts on breeding birds are included.
	<p>Sustainable Drainage Systems (SuDS) RSPB considered that SuDS ponds should be managed for biodiversity benefits, in addition to their water management function.</p>	The biodiversity aspects of SuDS ponds has been taken into consideration as part of the EIA in relation to ecology and nature conservation. However, in some cases engineering constraints dictate that SuDS ponds are required to be constructed as dry detention basins. Details on SuDS is provided in Chapter 11 (Road Drainage and the Water Environment) while Appendix 13.7 (SuDS Design Principles) sets out design principles for the Contractor to implement for SuDS to provide a biodiversity benefit.
Saving Scotland's Red Squirrels (SSRS)	Recommendation to use NBN gateway to access species data.	n/a
Scottish Ambulance Service (SAS)	<p>A meeting was held with SAS and Jacobs in April 2016, in order to gain input from the emergency services providers in relation to the proposed route options currently under development for the Southern Section of the A9 Dualling Programme from Pass of Birnam to Glen Garry.</p> <p>Transport Scotland and Jacobs were keen to gain feedback from SAS with respect to potential property access issues and how the construction process will affect them.</p> <p>Discussion topics included route diversions, direct (tier 3) access routes, road traffic accidents, and layby provisions. SAS indicated that they have no issues with the improvements to Bruar Junction and do not foresee the closure of Calvine Junction being a major issue. They indicated that they usually exit the existing A9 at Bruar when travelling to Calvine and Tombar as it is. However, there are concerns in relation to the potential increased journey times to access properties to the north of project 05 given the need to utilise the side road network from Bruar. In addition, should left-in, left-out junctions be utilised in the north of the scheme to access individual properties this is likely to result in an increased diversion times.</p>	Jacobs are currently in discussions with landowners who own large areas of land in the area in order to provide access to both sides of the existing A9 north of Bruar and these assessments form part of this Stage 3 DMRB assessments. This potentially could take the form of underpasses. There may be an opportunity for the emergency services to use these if it would reduce journey times. The details of this will be available as part of the Stage 3 design process. SAS indicated that this could be acceptable to reduce journey times however the underpasses would need to cater for their vehicles sizes, which were provided.
Scottish Badgers	Scottish Badgers raised no specific comments or concerns in relation to the proposed scheme.	n/a
Scottish Fire and Rescue	A meeting was held with the Scottish Fire and Rescue Services, Transport Scotland and Jacobs in May	The Scottish Fire and Rescue Services raised the requirement for

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Consultee	Summary of Consultee Comments	Response
Services	<p>2016, in order to gain input from the emergency services providers in relation to the proposed route options currently under development for the Southern Section of the A9 Dualling Programme from Pass of Birnam to Glen Garry.</p> <p>Transport Scotland and Jacobs were keen to gain feedback with respect to potential property access issues and how the construction process will affect the Fire Service operations.</p> <p>Discussion topics included route diversions, direct (tier 3) access routes, road traffic accidents, hill fires, fire appliances and lay-by provisions.</p>	<p>ongoing consultation at appropriate points in the process, in order to plan route diversions and create contingency plans during the construction phase.</p> <p>Some discussion took place regarding the route to Old Struan. The details of new bridge structures will be available as part of the Stage 3 design process.</p> <p>Explanation was provided for the A9 Dualling lay-by strategy including standards and location of proposed lay-bys.</p>
Scottish Gas Network	<p>SGN were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. SGN Telecom responded to the request in May 2016 stating that they had no apparatus in the vicinity of the proposed scheme.</p>	n/a
Scotways	<p>Following a request, Scotways provided data to assist in the re-digitising of Rights of Ways within 500m of the existing A9, incorporating details of how NMUs cross the existing A9.</p>	<p>This data has been used to inform the DMRB Stage 3 EIA. Refer to Chapter 9 (People and Communities – Effects on All Travellers).</p>
	<p>Scotways noted that the underpasses at the Allt Girnaig are high enough to accommodate NMU use on either side of the burn, and that the route alongside the A9 westwards will also be retained. It is considered a useful route for historians exploring Killiecrankie Battlefield.</p> <p>Scotways supported the provision of the Tulach Hill Underpass to allow connectivity between Blair Atholl and Tulach Hill to Glen Fincastle (Core Path BAST/5, Right of Way (asserted) TP24 and referred to as NMU Path 112 in Chapter 9 (People and Communities – Effects on All Travellers)). Scotways was also pleased that an underpass will provide access at the Allt Bhaic Underbridge, to allow both a continuous route from Blair Atholl to Bruar/Calvine and also to ensure the integrity of Right of Way (asserted) TP23 (referred to as NMU Path 116 and 177 in Chapter 9 (People and Communities – Effects on All Travellers)) to Loch Tummel. A diversion order will be required to be lodged with Perth and Kinross Council in regard to the proposed diversion of Right of Way (asserted) TP23. The Calvine Underpass allows access to the Minigaig Pass (Core Path BAST/8, Right of Way (asserted) TP16 (east), referred to as NMU Path 129 and 130 respectively in Chapter 9 (People and Communities – Effects on All Travellers)), replacing the present sheep-creep under the A9, which has inadequate headroom. The underpass close to the Clunes will be appreciated by hillwalkers, and allows a circular walk from Calvine, using NCR7 and the General Wade Road, the vehicular underpass just north of Dalnamein will allow walkers access to Dalnamein Forest.</p>	<p>Information provided has been taken into consideration in the NMU assessment as reported in Chapter 9 (People and Communities – Effects on All Travellers).</p>
	<p>Scotways also provided feedback on the ‘A9 Dualling Programme Non-Motorised User Forum 2 Report’ and considered that the “Layby Strategy” referred to within the report, does not sufficiently address NMU’s interests. Scotways consider the laybys to have at least three functions: primarily to allow travellers on the A9 to rest from driving; secondly to allow visitors to enjoy some amazing views; thirdly to allow access to the hills or other features, which NMUs may wish to explore on foot or by bicycle. It is considered that the positioning of these laybys needs to reflect this third purpose very closely. Although the existing A9 laybys are considered to be more or less well positioned, Scotways understood that certain laybys will have to be shifted or closed with the proposed dualling of the A9, and convey the importance of fully involving NMUs in discussions about these changes.</p>	
Scottish Southern Energy Scottish Hydro (SSE)	<p>Following a request for consultation, SSE provided information on habitat conditions and fish distribution in the River Garry and several large tributaries while also providing details on plans to restore fish passage and flow at Struan weir.</p>	<p>This data has been used to inform the DMRB Stage 3 EIA, see Chapter 12 (Ecology & Nature Conservation).</p>
Scottish Wildlife Trust (SWT)	<p>Recommendation to use NBN gateway to access species data and location of reserve boundary</p>	n/a

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Consultee	Summary of Consultee Comments	Response
	downloads.	
SSE Power Distribution	<p>SHEPD were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. SHEPD responded to the request in May 2016 identifying 13 locations where apparatus would be affected by the proposed scheme.</p> <p>Further consultation will take place as part of the C4 process once the Stage 3 specimen design has been produced.</p>	A meeting has been arranged with SSE to discuss the response in April 2017. Feedback from the C2/C3 process will inform the Constructability Review.
SSE Telecom	SSE Telecom were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. SSE Telecom responded to the request in May 2016 stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
SSE Transmission	SHETL were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. SHETL responded to the request in June 2016 stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
SUSTRANS	Following a request, SUSTRANS provided data on important paths being used by cyclists in the study area, including National and Regional Routes.	This data has been used to inform the assessment, see Chapter 9 (People and Communities – Effects on All Travellers).
Tayside and Central Scotland Transport Partnership (TACTRAN)	<p>Following the NMU Workshop in May 2016, TACTRAN stated a desire that the A9 dualling programme should be taken forward as a Transport Corridor with improvements to all forms of transport including road, rail, bus, coach, walk and cycling rather than a roads scheme only. Tactran Partnership's views on this were stated as being articulated at both A9 NMU workshops and also at several A9 Local Authority Regional Transport Partnership (A9 LARTP) Forum meetings.</p> <p>In addition, TACTRAN also expressed a concern that the lack of a segregated NMU facility along the newly dualled A9 could cause road safety issues as cyclists may be inclined to cycle on the new 70mph dual carriageway where no obvious direct cycle facility is provided. Providing a traffic free NMU facility along the length of the new dualled A9 would give a clear signal as to the intent to promote cycling and walking nationally, as well as providing a valuable tourist and everyday asset.</p>	<p>Jacobs responded to TACTRAN explaining that the constrained nature of the A9 corridor places significant constraints on what is achievable without increasing project costs and environmental impacts. NCR7 exists in relatively close proximity and runs roughly parallel to the proposed scheme. This serves as safer alternative to cycling on the A9 and makes the provision of an additional route directly adjacent to the A9 appear unnecessary. In addition, the organisation tasked with maintaining and developing this network of cycle routes has indicated that provision of a route parallel to the A9 is not a priority and that it is more important for the National Cycle Network to serve local towns, villages and communities in order to ensure their prosperity.</p> <p>The DMRB Stage 3 design of the proposed scheme includes NMU route diversions and dedicated crossing points that ensure connectivity is maintained within the A9 corridor. These are considered in Chapter 9 (People and Communities – Effects on All Travellers)</p>
Tay District Salmon Fisheries Board (TDSFB)	TDSFB provided information on fish distribution and fish habitat in the River Garry and several larger tributaries as well as information on invasive, non-native species and freshwater pearl mussel. TDSFB also suggested other sources where fish data could be obtained.	These data have been used to inform the assessment, refer to Chapter 12 (Ecology & Nature Conservation).
Tayside Bat Group	Data received following bat record request.	n/a
Tayside Biodiversity Partnership	Following a request for consultation, Tayside Biodiversity Partnership provided data on watercourses within	These data have been used to inform the assessment, refer to

Consultee	Summary of Consultee Comments	Response
	500m of the existing A9 as well as data on mammals within 500m of the existing A9.	Chapter 12 (Ecology & Nature Conservation)
Tayside Raptor Study Group (TRSG)	Following a request for consultation, TRSG provided data for the southern projects of the A9 dualling programme.	These data have been used to inform the DMRB Stage 3 EIA, refer to Chapter 12 (Ecology & Nature Conservation).
Trafficmaster	Trafficmaster were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. Trafficmaster responded to the request in June 2016 stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
Virgin Media	Virgin Media were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. Virgin Media responded to the request in May 2016 stating that they had no apparatus in the vicinity of the proposed scheme.	n/a
Vodafone O2	Cluttons were consulted in March 2016 as part of the New Roads and Street Works (Scotland) Act C2/C3 process requesting information on any assets which could be affected by the proposed scheme and a budget estimate of diversionary costs. Cluttons responded to the request immediately stating that they operate the telecommunications mast at Clunes to which access will be affected by the scheme. They informed that Arqiva own the mast apparatus and, as such, Cluttons have no apparatus affected by the scheme.	Upon request, Cluttons provided locations of other masts operated by Vodafone O2 along the A9 corridor.

Table 2: Summary/Response to Environmental Steering Group Comments

Environmental Steering Group (ESG) Meetings	Summary of Consultee Comments/Discussion
ESG June 2016	<p><u>Scoping</u> An overview of the DMRB Stage 3 scoping report was presented to the ESG. No specific comments were received.</p> <p><u>Freshwater Pearl Mussels</u> Jacobs gave an outline of the survey methodology for detecting Freshwater Pearl Mussels (FWPM) following the results on initial shallow water surveys. It was agreed that where FWPM have been identified in shallow water, there is an assumption that they are also present in associated deep water. Deep water surveys in areas where FWPM have been identified in the shallow water will therefore not be undertaken. Subsequent updates on FWPM surveys were provided at the August ESG and through a technical paper issued to the ESG which showed that FWPM are not affected by outfall distribution and are more likely to be affected by other factors such as suitable habitat.</p>
ESG August 2016	<p>A summary of the updates to the A9 dualling programme wide approach to SuDS design. The key notes included the updated guidance on SuDS design and changes to the CIRIA SuDS manual, HD33 and Regulatory method 8 (SEPA guidance on sustainable drainage).</p> <p>HD33 has been updated to provide additional information on the different types of SuDS and what level of treatment they provide in relation to suspended solids and heavy methods.</p> <p>The discussion included the provision of a justification for scenarios where less than two levels of SuDS treatment are proposed.</p>
ESG September 2016	<p><u>Killiecrankie Battlefield and Blair Castle Garden and Designed Landscape</u> A preliminary assessment of the impacts of the proposed scheme on the Killiecrankie Battlefield and Blair Castle Garden and Designed Landscape (GDL) as well as the</p>

Environmental Steering Group (ESG) Meetings	Summary of Consultee Comments/Discussion
	<p>emerging landscape design and mitigation proposals was presented to the ESG.</p> <p>In relation to Killiecrankie Battlefield, CNPA provided positive feedback on the planting vs open space optioneering in respect to landscape and visual perspective at Killiecrankie Battlefield. Perth and Kinross raised the issue that solid planting should be broken up so that junction geometry is not reinforced.</p> <p>In relation to Blair Castle GDL, SNH noted that the veteran trees that are present in the GDL, are often associated with a unique assemblage of species and very important from an ecological perspective.</p> <p>Comments have been incorporated into the planting proposals shown on Figure 13.5 (Chapter 13: Landscape).</p> <p><u>Woodland Connectivity Discussion</u></p> <p>SNH noted that they have met with Forestry Commission Scotland (FCS) to discuss the use of previous ancient woodland sites in terms of potential mitigation sites for lost Ancient Woodland Inventory (AWI). FCS has a policy requirement of 'no net loss of woodland' to meet Scottish Government's Policy on Control of Woodland Removal. As such FCS look at loss in terms of hectares and not quality. Therefore, if re-use of previous ancient woodland sites requires the loss of some lower quality woodland to provide improved quality woodland as offset mitigation, FCS would still consider this to be a loss.</p> <p>CNPA queried whether compensatory planting needed to be within the project boundary The CNPA is in the process of developing a Tree and Woodland Strategy which would identify areas to improve woodland connectivity.</p> <p>In choosing areas to plant, the steps in the Woodland Connectivity – Ancient Woodland Compensation Strategy (Transport Scotland, 2016) were followed. The location of woodland being lost has been considered and where possible planting has been proposed as close to the areas of loss as possible. As well as other factors, areas of replacement woodland planting have been identified; to where possible maximise the biodiversity benefit of planting, as best as possible maintain connectivity of existing Ancient Woodland Inventory (AWI) sites and provide the best chance to maintain functionality of local ancient woodland communities. Planting proposals are shown on Figure 13.5 (Chapter 13: Landscape).</p>
ESG December 2016	<p><u>Essangal Underbridge and Junction Sifting Assessments</u></p> <p>As detailed in Chapter 4 (Iterative Design Development) a number of design options were considered for the Essangal Underbridge over the River Garry. The options were presented to the ESG, noting the key constraints and considerations.</p> <p>CNPA raised concern with the visual impact of the deep deck option (existing structure retained for southbound carriageway with new adjacent structure provided for northbound carriageway, with consequent level difference between carriageways) due to the deck height as well as the driver experience and landscape impacts in relation to the bowstring arch option (existing structure retained for southbound carriageway with new bowstring arch structure for northbound carriageway; levels matched between old and new structures). CNPA also noted an issue with respect to the bowstring arch option which may become a focal point in the landscape at a location considered to be a gateway to the national park.</p> <p>CNPA and SEPA indicated that the option to demolish the existing structure would be preferred.</p> <p>HES stated that they were satisfied that the crossing is not an area that we would consider to be core to their understanding of its significance but recommend that engineering works for the junction are kept to a minimum within the designated boundary. The overall impact on the battlefield should be kept to a minimum and in light of that HES agreed SNH's comments on landscape and visual interests that, a new structure should resemble the existing structure as closely as possible.</p> <p>SNH also noted that if the option with piers in the functional river channel is progressed, a detailed assessment and information on use of the area by all the qualifiers of the SAC and the detailed locations of FWPM will be required. Following the assessment and consultation, it was considered that the proposed scheme which mirrors the existing bridge achieves the best balance between the engineering and environmental constraints.</p> <p><u>Mammal Fencing</u></p> <p>Jacobs presented an outline of the approach and principles that have been used to develop an early draft of the mammal fencing proposals which seek to obtaining the correct balance between landscape and ecological requirements. SNH raised that SuDS can become a point of attraction for otters, so fencing design should consider this.</p> <p>CNPA – commented that the landscape principles being applied are sensible. Raised that consideration should be given to tying in woodland mitigation planting with the fence line. Raised if there is scope to not include the 'crank' at the top of the fencing.</p> <p>SNH commented that they will discuss with their mammal specialist and confirm if this is possible who subsequently confirmed that this was possible.</p> <p>The planting proposals shown in Figure 13.5 considers where screening proposed mammal fencing is necessary while mammal proof gates are proposed at SuDS access</p>

Environmental Steering Group (ESG) Meetings	Summary of Consultee Comments/Discussion
	<p>where necessary.</p> <p><u>Cumulative Impacts</u> A high level list of cumulative impacts across the A9 dualling programme was issued to the ESG prior to the December 2016 meeting. ESG members were asked to identify any impacts which were not included in this list. Below is a summary of this response: HES noted that the character of individual assets and the erosion of character (impacts within Killiecrankie Battlefield and designated and undesignated features) along the route with respect to the historic environment be considered; CNPA requested that signage and lighting was added (cumulative impact of the introduction of new junction forms, structures/features) It was requested that cumulative impacts from culverted watercourses be added to the combined project effects. SNH noted that there may be a cumulative impact on non-protected species that may be regularly occurring, such as aspen and wetlands. Consideration should be given to the possibility of barrier effects on species other than fish. Comments have been considered as part of the Cumulative Assessment reported in Chapter 20 (Cumulative Impacts).</p>
ESG February 2017	<p><u>Rock Cuttings</u> Jacobs presented on the techniques used to create rock cuttings and the different appearance of the rock cuttings depending on the technique used. The two types of technique that are being considered for the programme are pre-split blasting and bulk blasting. It was agreed that different techniques will be required at different locations depending on a number of different factors such as exiting slopes and visual impact.</p> <p><u>Aesthetic Forum</u> An update on the work being undertaken by the aesthetic forum (formed of the Lot Consultants) was provided. This forum has been preparing the design guide. A route hierarchy to identify the key locations where a number of aesthetic principles that should be applied,</p>
ESG March 2017	<p><u>Flood Risk Assessment</u> Jacobs presented the initial outcomes from the Flood Risk Assessment (FRA) of the proposed scheme SEPA asked why the minor watercourse crossings were being designed for the 1 in 100-year flood rather than 1 in 200-year. Jacobs advised that although the 1 in 100-year flood event was used for the design, it was tested against the 1 in 200-year level, and where the design didn't pass the test, additional work was being completed with the river engineering team; SNH enquired if anyone was looking at erosion risk due to reduced storage capacity and potential increase in energy in the channel. SNH advised that changes to the river morphology could potentially have an impact on functional habitat on the Natura site. Potential increases in energy in the channel and changes to river morphology are considered as part of the Habitat Regulations Appraisal for the proposed scheme.</p> <p><u>Soil Nailing and Landscaping</u> Jacobs explained that, depending on ground investigation information, soil nailing may be required to steepen slopes where there would be adverse impacts on other important considerations. Where there may be a requirement for soil nailing, the environmental team are considering options for covering the areas with vegetation to reduce the visual impacts. This is provided for in the ES as Mitigation Item P05-LV5.</p>
ESG April 2017	<p><u>New Environmental Impact Assessment Regulations</u> Discussion on the impact of the new EIA Regulation regime that came into effect on 16th May 2017. TS discussed the legal advice that had been sought and confirmed that all the projects had been scoped in 2016 along with the Record of Determination for each project prepared prior to the 16th May that all of the projects fall under the current regulatory regime. Jacobs highlighted outstanding feedback on Tummel Crossing in terms of landscape from PKC.</p>
ESG May 2017	<p><u>Tree Species</u></p>

Environmental Steering Group (ESG) Meetings	Summary of Consultee Comments/Discussion
	<p>Discussion led by CNPA. Key points:</p> <ul style="list-style-type: none"> The need for a mix of native species, with the use of exotics (Larch, beech etc.) where there is cultural/historical justification, and planting design needs to consider the landscape and local context. An agreement that it would be beneficial to the programme for there to be a common position from the Statutory Consultees on the principles that should be applied. SNH indicated to be mindful of using willow at SuDs locations as they can impact the functionality of the SuDs, and that any planting design should consider soil conditions when selecting species mix. The work being undertaken on the tree stock and wildflower seed bank for the programme was also discussed. <p>Comments have been taken into account and used to inform the assessment in to Chapter 12 (Ecology & Nature Conservation) and Chapter 13 (Landscape).</p>
ESG June 2017	No technical discussions took place at the June meeting, only project updates.
ESG July 2017	<p><u>Pitlochry to Killiecrankie draft ES</u> Jacobs provided a summary overview of the draft ES for the Pitlochry to Killiecrankie Project.</p> <p><u>Feedback on the schedule of commitments</u> There was a discussion on the draft Schedule of Environmental Commitments reviewed by the ESG through the review of the Draft ES for the Killiecrankie to Glen Garry Project, the feedback from the discussion has been considered in the development of Chapter 21 of this ES.</p>
ESG August 2017	No technical discussions took place at the August meeting, only project updates and summaries of Glen Garry to Dalwhinnie, and Tomatin to Moy draft ESs.

Table 3: Summary/Response to Environmental Forum Comments

Workshop/Forum	Summary of Consultee Comments	Response
<p>Environmental Forum Meeting, February 2017</p> <p><u>Attendees:</u> Transport Scotland Scottish Natural Heritage (SNH) The Cairngorms National Park Authority (CNPA) RSPB Spey District Fishery Board; Scottish Badgers British Deer Society</p>	<p><u>Mammal Fencing</u> Information was presented at the Forum, using P05 has an example, as it was the most advanced in design. The design of P05 aims to balance the requirements of the DMRB (which is the design manual for new roads and bridges) with the landscape impacts from fencing. As the A9 is an existing road, designers have aimed to minimise new fencing being introduced in an effort to minimise visual impacts. Having said this, Otter fences and Badger fencing will be constructed and targeted to key areas such as along watercourses and adjacent to Badger Setts. It was agreed that 'cranks' at the top of such fencing will not be required.</p> <p><u>Badger Mitigation</u> Information was also presented on the approach to and assessment of Badger presence on the southern section projects (P02-P05).</p> <ul style="list-style-type: none"> Haugh of Kilmorich baseline surveys were completed in January 2015; Ecologists identified two active outlier setts, the rest were identified as being inactive; The area was resurveyed, which identified a main sett that was still in use. Guidance for sett closure procedure will be followed, allowing for inspections to be undertaken and cameras to be installed to verify the closure process. Sett replacement was not confirmed at this stage but information was provided to the Forum from another Transport Scotland Project on how such a process could take place. 	

	<p><u>Deer Permeability</u></p> <p>Mammal permeability was presented at the previous meeting of the Environmental Forum with agreement that specific case would be presented at the next meeting of the Environmental Forum. As a result, information was provided on the permeability of Deer along the A9.</p> <ul style="list-style-type: none"> • Mammal vehicle collision data from 2008 until present has been processed and analysed to identify “hot spots” along the A9. • Permeability of existing structures along the A9 have been taking into account of the permeability of deer with some landowners blocking passage through their lands. • Deer fencing will be on the basis of replacing fencing that has been removed as well as those areas identified as mammal vehicle collision “hotspots”.
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Table 4: Summary/Response to additional Non-Motorised Users (NMUs) Comments

Workshop/Forum	Summary of Consultee Comments	Response
<p>NMU Workshop April 2016</p> <p><u>Attendees:</u> British Horse Society Cairngorms National Park Authority Cycling UK John Muir Trust Perth & Kinross Council Scotways SUSTRANS</p>	How will access to Shierglas Quarry be managed?	HGVs will access Shierglas Quarry directly from the A9 via a new left in left out junction thereby reducing Shierglas Quarry HGV traffic along local side roads. See Chapter 9 (People and Communities – Effects on All Travellers).
	How will access be provided to Tulach Hill?	Access to Tulach Hill from Blair Atholl will be provided via a new underpass, thereby improving safety as NMUs will no longer have to cross the A9 at grade. See Chapter 9 (People and Communities – Effects on All Travellers).
	What are the proposals for the core path crossings north of the Allt Bhaic river crossing?	An underpass will provide access at the Allt Bhaic Underbridge. This will allow both a continuous route from Blair Atholl to Bruar/Calvine and also ensure the integrity of Right of Way (asserted) TP23 (referred to as NMU Path 116 and 177 in Chapter 9 (People and Communities – Effects on All Travellers)) to Loch Tummel.
	At Calvine an existing sheep creep is used to cross the A9. Will this be maintained?	It is noted that this route is relatively well used by all types of NMUs and forms part of the long distance route linking Blair Atholl and Kingussie. The existing sheep creep at Calvine will be upgraded to accommodate NMUs. Mounting/dismounting facilities will be provided for equestrians as the headroom restrictions of the underpass will require them to dismount. See Chapter 9 (People and Communities – Effects on All Travellers).
	There is a concern that the A9 dualling programme would encourage some traffic to utilise the old A9, which currently serves as an NMU route.	The concern is noted, however it is expected that the old A9 will only be used to access land and property and therefore any additional traffic flows are expected to be low. See Chapter 9 (People and Communities – Effects on All Travellers).
	What is being proposed for the Dalnamein New Bridge?	Various options for retaining access on the NCN Route 7 across the Allt Anndier watercourse were explored including additional widening of the proposed mainline bridge to accommodate NCN Route 7 or possibly demolition of the Category B Listed Bridge. DMRB Stage 3 design includes a new separate structure between the A9 and the existing Dalnamein New Bridge. This avoids

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		demolition of the Category B Listed Bridge while maintaining NCR7 in this location.
	What type of surfacing will be provided on new or diverted NMU routes?	Surfacing details have not been considered at this stage. This will be looked at during future stages of design taking into consideration relevant design standards and in consultation with NMU groups. See Chapter 9 (People and Communities – Effects on All Travellers).
	Will road restraint systems be provided alongside NMU routes, separating NMUs from the adjacent dual carriageway?	Provision of road restraint systems will be determined during detailed design. Road restraint systems will be provided if necessary following a suitable risk assessment in accordance with the DMRB.
	Will arrangements for collection of school children be considered?	Consultation has been undertaken with Perth & Kinross Council and bus companies to determine current and future usage. This will be continued during detailed design. See Chapter 9 (People and Communities – Effects on All Travellers).
	Will lay-bys and rest areas be provided?	In accordance with the DMRB lay-bys are included as part of the design of the proposed scheme.
	Issues with railway crossing points for NMUs was raised.	Network Rail are being consulted as part of the A9 Dualling Programme and have suggested they would like to reduce or remove level-crossings where possible.
NMU Forum May 2016 <u>Attendees:</u> A9 Action Group Birnam Association of British Riding Schools British Horse Society ByCycle UK Cairngorms National Park Authority (CNPA) Cairngorms Local Outdoor Access Forum Cycle UK Cycling Scotland Highland Cycle Campaign HITRANS Living Streets National Access Forum Paths for All	Should structures be proposed across the A9 dual carriageway to accommodate junctions, provision should be included to allow these to be utilised by NMUs to improve connectivity to paths to the east and west of the current A9 and Highland Main Line railway.	The new River Garry Underbridge at Pitaldonich includes provision to enable NMUs to cross the River Garry and connect to the existing Core Path network leading to Calvine / Struan. See Chapter 9 (People and Communities – Effects on All Travellers).
	The craft car park at Blair Atholl is regularly used by NMUs.	The craft car park at Blair Atholl will not be affected by the proposed scheme.
	The speed of Heavy Goods Vehicles (HGVs) using side roads to access Shierglas Quarry is a concern for NMUs.	HGVs will access Shierglas Quarry directly from the A9 via a new left in/left out junction thereby reducing Shierglas Quarry HGV traffic along local side roads and through Killiecrankie.
	The local path through Shierglas Quarry is no longer used by walkers. The majority utilise the existing at-grade crossing of the A9 to Tulach Hill.	This feedback was noted and the path was scoped out of assessment. See Chapter 9 (People and Communities – Effects on All Travellers).
	Maintaining access to Tulach Hill is a key issue for NMUs. At the time, the groups noted that they were pleased that a previous proposal to divert via the Essangal Underbridge is not currently proposed and in preference a more direct route (underpass) is being considered.	Access to Tulach Hill from Blair Atholl will be provided via a new underpass, thereby improving safety as NMUs will no longer have to cross the A9 at grade. See Chapter 9 (People and Communities – Effects on All Travellers).
	Could any local access revisions consider a circular walking route north from Calvine via NCN Route 7, crossing under the A9 and connecting to General Wade's Military Road?	The design includes access provisions that will enable a circular walk from Calvine along NCN Route 7, crossing the A9 via an underpass at Clunes Lodge which will connect into the local path network including General Wade's Military Road. NMUs will then be able to travel south along General Wade's Military Road and

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Appendix A7.2: Summary of Consultation Responses**



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Perth & Kinross Council (PKC) Perth and Kinross Countryside Trust (PKCT) Ramblers for Scotland Scotways Scottish Natural Heritage (SNH) Scottish Outdoor Access Network SUSTRANS The Mountaineering Council of Scotland TACTRAN The Highland Council Transport Scotland (TS)	An existing sheep creep at Calvine is used by NMUs and forms part of the Minigaig Pass. However, it has restricted headroom and is not suitable for equestrians. In addition, the lighting is not operational. Improvements should be considered in the design process.	cross under the A9 at Calvine using the upgraded underpass. See Chapter 9 (People and Communities – Effects on All Travellers). The existing sheep creep at Calvine will be upgraded to accommodate NMUs. Mounting/dismounting facilities will be provided for equestrians as the headroom restrictions of the underpass will require them to dismount. See Chapter 9 (People and Communities – Effects on All Travellers).
NMU Workshop June 2017 <u>Attendees:</u> British Horse Society Cairngorms National Park Authority Cycling UK Perth & Kinross Council (PKC) Scotways Sustrans	The level and distance of the Killiecrankie path (which provides access to the Killiecrankie Battlefield Memorial Field) was queried in relation to the proposed A9.	The path will be positioned over 5 metres from the A9 and at a different level. The path surface is likely to be constructed with a compacted granular material rather than a bituminous surface.
	NMU provision north from Blair Atholl via Garrybank was queried, including surface type and maintenance concerns due to the steep gradient required, and whether the new provisions were a replacement for NCN Route 7 or not.	Jacobs advised that a new circular route could be achieved from Blair Atholl via Garrybank, the proposed underpass at Tulach Hill, Tulach Hill and Bruar utilising existing Core Paths to the north of the B8079 or on the B8079 for cyclists. The new route would provide a scenic, more segregated means of travelling between the communities of Struan, Old Struan, Bruar and Blair Atholl. The surface of the new route shall generally be a granular compacted material with sections of bituminous surfacing where the route is positioned to the rear of the A9 verge. Jacobs highlighted that due to the existing topography, the proposed route included steep gradients up to 14% in specific locations, which generally replicates the existing condition. The new route provides NMUs with an alternative option to reach Bruar/Calvine/Struan and other points north from Blair Atholl and that it would not be suited to all cyclists.
	The type of surface and distance of path from A9 for the NMU route adjacent to the A9 carriageway near Invervack was queried.	Jacobs explained that the proposed surface type for the NMU route adjacent to the A9 carriageway near Invervack was a bituminous surface. This was to eliminate the risk of loose material scattering next to the live carriageway. The group queried the distance between the live carriageway and the path at this location. Jacobs explained that the path was to be segregated by 1.8 metres from the running carriageway, in accordance with DMRB standards, at this location. Jacobs stated there was a solution for the area of erosion which factored in the decision to locate the path adjacent to the road. The proposed path will be

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		located above a buried wall which will be constructed to mitigate the effects of erosion by the River Garry on the A9. By positioning the path in the verge of the A9 the path will be protected by the erosion mitigation measures also.
	The group queried the segregation distance between NMUs and the live carriageway over the River Gary crossing at Bruar.	Jacobs indicated at this location the distance between the path and carriageway was at least 6m.
	Discussions took place around the provision of road restraint systems. British Horse Society has a preference for road restraint systems to be provided where an NMU route is alongside the A9.	Jacobs confirmed the assessment for road restraint provisions are undertaken in accordance with the DMRB Stage 3 design development. It is also noted that guidance in relation to provision of road restraint systems is provided in Cycling by Design and that will be considered in the design.
Accessibility Forum March 2017 <u>Attendees:</u> People Friendly Design (PFD) Mobility and Access Community for Scotland (MACS)	Where culverts are proposed to accommodate drainage within the scheme, consideration should be given to determine any benefits of making them shared use with NMUs.	The proposed scheme design maintains existing use while providing safer access across the A9 for NMUs within the study area. Potential impacts on NMU crossing points are assessed in Chapter 9 (People and Communities – All Travellers).
	The proposed scheme incorporates a gradient of approximately 14% at Garrybank. This is largely due to the existing topography. It was noted by PFD and MACS that this gradient was unsuitable, even for electric wheelchairs. A shallower alternative should be considered if possible.	As discussed in Chapter 9 (People and Communities – All Travellers) the NMU and Accessibility Audit (prepared under the guidance and standards contained in Transport Scotland’s “Cycling by Design 2010) and Roads for All: Good Practice Guide for Roads (2013) publications, was used to help verify, and improve where required, the DMRB Stage 3 design in accordance with the needs of users and best practice standards. Consultation with the Accessibility Forum in March 2017 was also undertaken during the development of the proposed scheme to ensure accessibility was fully considered in the design. However, cognisance was also taken of the existing conditions and current access provision beyond the tie-in of the proposed scheme and due to the rural and the existing topographical constraints, a number of the NMU diversions may not be suitable for disabled users.
	The proposed scheme incorporates an important tourist attraction at the Falls of Bruar. MACS indicated that access should be maintained and improved if possible.	Access to the Falls of Bruar is not affected by the proposed scheme and potential improvements are beyond the scope of this DMRB Stage 3 assessment.
	The old A9 (U521) is used as an important NMU route (NCR7). It is proposed to utilise this route to provide vehicular access to properties that currently have direct access to the A9. As the old A9 is generally flat and straight, PFD noted a concern that vehicle speeds may be excessive, introducing a safety hazard to NMUs. Measures to control speed should be considered.	As discussed in Chapter 9 (People and Communities – All Travellers) whilst the stopping up of at-grade vehicular access to the A9 along NCR7 (U521) between Calvine and Dalnacardoch will increase the number of local vehicle movements along this route, due to the low traffic flows this is not considered significant in the context of DMRB guidance. Measures to control speed along the U521 are the responsibility of the local authority and as such are beyond the scope of this DMRB

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		Stage 3 assessment.

3 References

Transport Scotland (2016). Woodland Connectivity – Ancient Woodland Compensation Strategy. November 2016.