

Appendix 2.1

SEA Monitoring Framework

Transport Scotland
August 2018



Table 1.1: SEA Monitoring Framework – Design Section Constraints – Dalraddy to Slochd

A9 Dualling Programme – SEA Monitoring Framework – Design Section Constraints						
A9 Design Section – North			Design Project – Dalraddy to Slochd (approx. 25km)			
<p>SEA References:</p> <p>SEA Environmental Report – Section 5</p> <p>Environmental Report Addendum – Section 3, Section 4 and:</p> <p>Appendix B (Detailed Assessment Matrices, Sections E1 and F1 (note, Section E1 is noted as from Newtonmore to Kingussie; however, it should read Newtonmore to Kinveachy) – Appendix C (Revised GIS Mapping – Ancient Woodland Inventory) – Appendix D (Indicative Junction Locations Constraints Review Tables) –</p> <p>Appendix E (HRA and Programme-level Appropriate Assessment (AA) Report) – Appendix F (Strategic Landscape Review) – Appendix G (Strategic Flood Risk Assessment)</p>						
SEA Identified Constraints	Description of Constraint	SEA Comment	Recommendations for later DMRB Stages		Record how addressed at:	
			DMRB Stage 2	DMRB Stage 3	DMRB Stage 2	DMRB Stage 3
Special Area of Conservation (SAC)	River Spey SAC Approx. crossing refs.: NH891231 NH896225 NH883106	Refer to ER Addendum Appendix E, HRA and Programme-level Appropriate Assessment (AA) Report	Secure early consultation with SNH and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to agree project level HRA Screening requirements for crossings of, and drainage to, the River Spey SAC	Project level HRA/ AA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform final preferred alignment design To include means to address potential spillage, run-off, pollution and sedimentation/ hydrological risks/ effects on river geomorphology, with mitigation, management plans and exclusion zones/	Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling Environmental Steering Group (ESG) meetings (see Chapter 7). Additional meetings (including site visits) with SNH to discuss survey requirements, potential mitigation and HRA approach/reporting. Consultation with Spey Fishery	Project level HRA completed following approach agreed with SNH, including HRA Screening of Likely Significant Effects (LSE) and Appropriate Assessment (AA). Mitigation, management plans and exclusion zones/timescales included for qualifying species where appropriate. Preferred design selection of a clear span bridge at each crossing of the Spey SAC. Preferred crossing of the River Dulnain (of 3 potential bridge options) influenced by SAC sensitivities. SNH consulted on the first draft of the project HRA in light of Stage 3 design development at a specific HRA meeting on 18th July 2017.
Site of Special Scientific Interest (SSSI)	River Spey SSSI	Embed range of strategic principles on biodiversity and avoidance of SAC/ SSSI site boundaries and impacts where possible Any crossings of the River Spey SAC, or encroachment upon the SAC boundaries, will	Consultation with SNH to determine alternative alignment option impacts on River Spey designations, to inform			



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		<p>require consideration via project level Habitats Regulations Appraisal (HRA) Drainage/ SuDS outfalls to the River Spey SAC, and its tributaries are also likely to require consideration via project level HRA</p> <p>Should include consultation with SEPA and Spey Fisheries Board on drainage, SuDS and CAR aspects</p>	<p>selection of the preferred dualling alignment</p> <p>SNH consultation to advise requirements for surveys and mitigation for qualifying interest species and means to address pollution/ sedimentation risks and effects on river geomorphology, to inform the approach to more detailed Appropriate Assessment, as required to support DMRB3 detailed design and Environmental Statement</p> <p>SEPA should be included in discussion on levels of SuDS treatment, CAR requirements and opportunities to improve crossings for fish passage (eg. flood risk implications)</p> <p>Spey Fisheries Board should be included in terms of protected species/ spawning beds, etc.</p>	<p>timescales for qualifying species</p> <p>Stage 3 reports will also require separate consideration of impacts on, and mitigation for the SSSI designation, including any SSSI consents required</p> <p>Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required</p>	<p>Board to confirm key concerns, design priorities and scope of baseline fish/ fish habitat surveys/monitoring.</p> <p>SNH invited to review and comment on the first draft of the DMRB Stage 2 HRA/ AA through ESG consultations.</p> <p>Feedback used to update the document and finalise the assessment and advise the selection of preferred options.</p>	<p>Feedback used to update the document, finalise the assessment and inform the mitigation proposals.</p>

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			DMRB Stage 2	DMRB Stage 3	DMRB Stage 2	DMRB Stage 3
Special Area of Conservation (SAC)	Kinveachy Forest SAC	<p>Refer to ER Addendum Appendix E – HRA and Programme-level Appropriate Assessment Report</p> <p>Embed range of strategic principles on biodiversity, woodland and avoidance of designated site boundaries where possible</p> <p>No direct impact expected within Kinveachy Forest site boundaries in terms of habitat losses</p> <p>Likely to require project level HRA to consider Capercaillie issues as a qualifying interest species of Kinveachy Forest SPA and ecological connectivity to other Capercaillie SPAs</p>	<p>Secure early consultation with SNH and CNPA to agree project level HRA Screening requirements and approach to more detailed Appropriate Assessment, if determined as required to support DMRB3 detailed design and Environmental Statement</p> <p>Refer to ER Addendum Appendix E, HRA and Programme-level Appropriate Assessment (AA) Report</p> <p>Request any updates to the Programme level HRA/ AA from Transport Scotland</p>	<p>If Stage 3 HRA/ AA is required, likely to focus on potential for disturbance to Capercaillie and/ or potential for increasing barrier effects and may influence final alignment, junction and layby positioning</p> <p>Project level HRA/ AA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform final preferred alignment design</p> <p>Stage 3 reports will also require separate consideration of the SSSI designation, although no direct impact is anticipated</p> <p>Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or</p>	<p>Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling ESG meetings.</p> <p>SNH invited to review and comment on the first draft of the DMRB Stage 2 HRA/ AA through ESG consultations. Feedback used to update the document and finalise the assessment and advise the selection of preferred options.</p>	<p>Project level HRA completed following approach agreed with SNH, including HRA Screening of LSE and AA. Mitigation, management plans and exclusion zones/timescales included for qualifying species.</p> <p>SNH consulted on the first draft of the project HRA in light of Stage 3 design development at a specific HRA meeting on 18th July 2017. Information on lek sites supplied by RSPB. Baseline NMU conditions has been informed by consultation with ScotWays, Sustrans, The Highland Council and CNPA Access Officers. All feedback used to update the document and finalise the assessment and inform the mitigation proposals.</p>
Special Protection Area (SPA)	Kinveachy Forest SPA					
Site of Special Scientific Interest (SSSI)	Kinveachy Forest SSSI					

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				compensatory works required		
Special Area of Conservation (SAC)	Slochd SAC	No direct impact expected as route is already dualled in vicinity of this geodiversity SAC Embed range of strategic principles on avoidance of designated site boundaries where possible	Secure early consultation with SNH to confirm that this site can be removed from HRA considerations and record outcome via HRA Screening	If removed via HRA Screening, nothing further required	Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling ESG meetings. Additional meetings (including site visits) with SNH to discuss survey requirements, potential mitigation and HRA approach/reporting.	HRA Screening undertaken, concluding no Likely Significant Effects (LSE) on the conservation objectives and no minor residual effects.
Geological Conservation Review Site (GCR)	The Slochd GCR Approx. ref: NH838254	Completely distinct site from the Slochd SAC See ER Section 5 and ER Addendum Section 3.4 Embed range of strategic principles on geodiversity and avoidance of designated site boundaries where possible	Secure early consultation with SNH and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on this GCR site, to inform selection of the preferred dualling alignment	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required Where new exposures are required, they should be of equal or better quality than existing	Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling ESG meetings. A site visit was conducted with SNH and BGS. A review of the DMRB Stage 2 route options was undertaken to determine where existing cuttings/ outcrops may	A Geodiversity Assessment was prepared for Slochd at DMRB Stage 3 (Chapter 10, Appendix 10.1). This identifies a broader range of geologically interesting features highlighting the wider geodiversity value of the Slochd area. Additional measures that can be taken to enhance geodiversity are also identified. General mitigation is proposed (Mitigation Item SMC-G15 in Chapter 21).

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			DMRB Stage 2	DMRB Stage 3	DMRB Stage 2	DMRB Stage 3
			Seek agreement on additional studies required for DMRB Stage 3 assessments and opportunities to provide access to geodiversity features and exposures		potentially be modified. All DMRB Stage 2 route options would have some direct effect on the GCR as all options show widening predominantly to the southbound carriageway with resultant loss in the GCR. It was acknowledged that better understanding of the Proposed Scheme impact on Geodiversity was needed and would be assessed in further detail at DMRB Stage 3.	
Site of Special Scientific Interest (SSSI)	Craigellachie SSSI	Particular pinch point as the A9 runs between Aviemore and the Craigellachie site	Secure early consultation with SNH and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on the Craigellachie site	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required Stage 3 reports will also require separate	Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling ESG meetings.	The design has sought to minimise impacts on these sites but has resulted in a small loss of habitat at Craigellachie SSSI that will be mitigated by habitat creation within the designated site (See Chapter 12). Detailed design to be agreed with SNH.
National Nature Reserve (NNR)	Craigellachie NNR Site managed by SNH	Combination of Ancient Woodland, SSSI wetland and priority habitats and NMU connectivity				



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			DMRB Stage 2	DMRB Stage 3	DMRB Stage 2	DMRB Stage 3
		<p>issues to be addressed</p> <p>Embed range of strategic principles on biodiversity and avoidance of SSSI/ NNR site boundaries and impacts where possible.</p>	<p>designations, to inform selection of the preferred dualling alignment</p> <p>Seek agreement on additional studies required for DMRB Stage 3 assessments and opportunities to maintain NMU access to the site</p>	<p>consideration of impacts on, and mitigation for the SSSI designation, including any SSSI consents required</p> <p>Where new NMU routes are required, they should be of equal or better quality than existing</p>		
Site of Special Scientific Interest (SSSI)	<p>Alvie SSSI Site lies to the north of Dalraddy, surrounding Loch Alvie</p> <p>Includes Ancient Woodland of Semi- Natural Origin, Class 1a & 2a</p>	<p>Also borders Ancient Woodland of Semi-Natural Origin, Class 2a in proximity to current A9</p> <p>Embed range of strategic principles on biodiversity and avoidance of SSSI site boundaries and impacts where possible</p> <p>SNH & CNPA have highlighted Alvie woods as stepping stone habitats for Capercaillie</p> <p>May have to be included in any HRA for</p>	<p>Secure early consultation with SNH and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on the Alvie site, to inform selection of the preferred dualling alignment</p> <p>Determine potential requirements for additional studies and surveys related to SuDS and drainage into Loch Alvie, the avoidance and minimisation of woodland impacts,</p>	<p>Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required</p> <p>Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered</p> <p>Stage 3 reports will also require separate consideration of impacts on, and mitigation for the SSSI designation,</p>	<p>Consultation with SNH and other relevant stakeholders undertaken during regular A9 Dualling ESG meetings.</p>	<p>The design has sought to minimise impacts on the Alvie SSSI. The Proposed Scheme will result in a small loss of habitat that will be mitigated by habitat creation within the designated site (see Chapter 12). Detailed design to be agreed with SNH.</p>

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		Kinveachy Forest SPA	and potential guidance on Capercaillie related issues and other wildlife crossing opportunities See below for Ancient Woodland issues	including any SSSI consents required		
Ancient Woodland (of semi-natural origin)	c. 15 x AWI (SNO) Class 1a & 2a identified between Dalraddy and Sloch'd	A mixture of AW (SNO) and AW (Roy) woodland lies to both sides of the existing A9 in this section Embed range of strategic principles on biodiversity, woodland and avoidance where possible	Secure early consultation with SNH and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on all AWI woodlands, to inform selection of the preferred dualling alignment	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity Cumulative woodland impact to include woodland edge effects Where habitat compensation is not achievable in situ, Environmental Statement should identify where	Consultation with SNH has been undertaken during ESG meetings. Requirements for additional surveys of ancient woodland sites were determined. Compensatory habitat solutions to be considered in detail at DMRB Stage 3.	Further consultation with SNH (and also the Woodland Trust) during ESG meetings regarding woodland loss and planting including AWI. An assessment of the impact of the Proposed Scheme on ancient woodland sites has been undertaken by ecologists and landscape architects. Slope profiles have been steepened in places e.g. Craigellachie (ch.5500-7000 northbound) to avoid/reduce impact on Ancient Woodland. Figure 13.4 (Chapter 13) shows ecological and landscape mitigation which includes, but is not limited to, compensatory planting areas and areas of woodland to be retained. Woodland edge effects (including windthrow – see Chapter 8) and measures to minimise fragmentation have been taken into consideration. As have cumulative effects (see Chapter 20).
Ancient Woodland (Other/ On Roy Map)	c. 6 x AWI (Roy) Class 3 identified between Dalraddy and Sloch'd	However, as much of this section is bordered by AWI woodlands on both sides, secondary aim must be to minimise losses and fragmentation where woodlands are unavoidable SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable;	Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or			

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		however, category 2b may be of lower conservation value	greater amount of habitat to the standard of that which is lost Ancient Woodland Inventory mapping should be supplemented with Native Woodland Survey of Scotland (NWSS) data	compensation will be delivered		
Historic Environment including Unscheduled Archaeology	Scheduled Monuments, Listed Buildings and Inventory Gardens and Designed Landscapes identified by SEA are discussed below	Unscheduled archaeology was outwith the scope of route-wide SEA studies and should be considered at an early stage in consultation with Historic Scotland and the relevant Local Authority archaeology teams CNPA also have an interest in non-designated historic features within the Park boundaries	Secure early consultation with Historic Scotland, CNPA and Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology	Undesignated archaeological remains, have been considered in the DMRB Stage 2 assessment. Consultation was undertaken with Historic Environment Scotland and The Highland Council (THC) Archaeologist.	Undesignated archaeological remains have been considered in the DMRB Stage 3 assessment as discussed in Chapter 15 (Cultural Heritage), with consultation on these assets undertaken with THC. Avoidance of undesignated assets was the preferred option, where possible, and where avoidance has not been possible due to physical constraints, suitable preservation by record and mitigation strategies have been identified.
Scheduled Monuments (SM)	Doune motte, Rothiemurchus SM	No direct impact expected; however, may	Secure early consultation with Historic Scotland and	Preferred alignment design and Environmental	Elements and features of the Designated Assets	Elements and features of the Designated Assets were considered in identifying and

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Listed Buildings (Cat B)	Approx. ref.: NH886098	have to be included in terms of visual impact on historic sites/ receptors/ setting	other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on these heritage features, to inform selection of the preferred dualling alignment Seek agreement on whether or not additional studies are required for DMRB Stage 3 assessment of visual impact/ impact on setting	Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Scotland	were considered in identifying and assessing visual impact of route options.	assessing visual impact of preferred route.
	Carrbridge Station Carrbridge Station, Waiting Room Carrbridge Station, footbridge Carrbridge Station, Store Approx. ref.: NH898224	Embed range of strategic principles on historic environment and avoidance where possible Where avoidance is not possible within the 200m online corridor, DMRB2 alignment studies should consider local alternatives outwith the 200m corridor boundary				
Listed Building (Cat B)	Slochd Mhuic Railway Viaduct Approx. ref.: NH846237					
Inventory Gardens & Designed Landscapes (GDL)	Kinrara GDL South of A9 between Dalraddy and Aviemore	Both GDLs lie south of A9 with no direct impact expected; however, may have to be included in terms of visual impact on historic sites/ receptors/ setting	Secure early consultation with Historic Scotland and other relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on these GDL, to inform selection of the	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required	Elements and features of the GDLs were considered in identifying and assessing visual impact of route options. Viewpoints were finalised following This included elevated open views from the Duke of Gordon's Monument as well	Views to and from the GDLs were assessed (Chapter 13: Landscape and Chapter 14: Visual). Many of the elements and features of the GDLs were included as part of the consideration of Special Qualities of the CNP in the assessment.
	Doune of Rothiemurchus GDL South of A9 between Dalraddy and Aviemore	Embed range of strategic principles on historic environment, landscape and				

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		avoidance where possible	preferred dualling alignment Seek agreement on whether or not additional studies are required for DMRB Stage 3 assessment of visual impact/ impact on setting		as views from the A9 and vicinity to the GDLs.	
Cairngorms National Park (CNP)	The majority of this section from Dalraddy to Slochd is within the CNP boundaries	Cairngorms National Park Authority (CNPA) have a duty to promote and enhance the natural and/ or cultural heritage via any developments within the Park boundaries (ref. National Park Aim 1) Key issues noted above for avoidance of designated site boundaries and impacts are likely to take precedence; however, CNPA will require effective consideration of non-designated	Ensure early and ongoing consultation with CNPA on the full range of design and environmental issues and options to secure their advice and agreement on the preferred dualling alignment Will require detailed consultation to work with CNPA to determine their requirements for additional studies on landscape/ visual effects assessments and mitigation to inform DMRB3	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required	On-site day spent with CNPA, SNH and landscape architects was undertaken as part of the A9 Landscape Forum. This helped identify the Special Qualities of the CNP and how these might be considered in the assessment at DMRB Stage 3. The Landscape Character Areas of the CNP comprised the basis for the assessment of landscape resource (Chapter 13: Landscape).	Field assessment including viewpoints considered the Special Qualities of the CNP using the Special Qualities Toolkit as part of the assessment on the landscape character areas and visual assessment from selected viewpoints.

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		natural heritage sites, protected species, geodiversity, NMU, access, layby and landscape/ visual issues within this sensitive corridor section				
Peat Soils	Peat soils present around the A9 north of the Carrbridge crossing	Peat soils present around the A9 from Carrbridge to Slochd Embed strategic principles approach to avoid losses of peat soils where possible	Secure early consultation with SEPA and SNH to determine alternative alignment option impacts on peat soils, to inform selection of the preferred dualling alignment and to determine requirements for additional surveys and studies to inform peat habitat management and restoration plans Should also include consultation on presence of, and further requirements on, Groundwater Dependent Terrestrial Ecosystems (GWDTE)	Preferred alignment design and Environmental Statement to include appropriate record of consultation, further peat or GWDTE studies undertaken, any mitigation or compensatory works required, and an agreed peat habitat management and restoration plan in accordance with applicable guidance	The vast majority of the study area was found to have some peaty soils <0.5m thick, with a number of defined areas with peat in excess of 0.5m thick. All DMRB Stage 2 route options would therefore have some direct effects on peat soil hydrology and ecological receptors due to excavations. Where excavation areas may intercept these receptors, it was acknowledged that specific mitigation may be required – this would be	Detailed peat surveys conducted for the preferred option including probing, coring and testing. The presence of peat is recorded and volume losses have been estimated as discussed in Chapter 10. GWDTE assessments were undertaken at DMRB Stage 3 and are reported in Chapter 10. Sites with a potential for groundwater dependency that fall within a potential zone of influence from earthworks/cuttings were identified and evaluated in detail in both Chapter 10 and Appendix 10.4. Peat Stability Assessment was prepared (Appendix 10.2). An Outline Soil and Peat Management Plan has been prepared (Appendix 10.3). Specific mitigation is proposed in relation to peat storage and re-use.

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					assessed in further detail at DMRB Stage 3.	
Agricultural Soils	Productive agricultural soils present around the A9 between Dalraddy and Slochd	Embed strategic principles approach to avoid disturbance of productive agricultural land where possible	Secure early consultation with relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on productive agricultural soils, to inform selection of the preferred dualling alignment Likely to require consideration of accesses to productive land	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any accommodation, mitigation or compensatory works required	Soil and Land Capability for Agriculture maps produced by James Hutton Institute were consulted for all options. Land use along all options was reviewed using satellite imagery	Soil and Land Capability for Agriculture maps produced by James Hutton Institute were consulted for the preferred option. Consultation with farmers produced land use information on a field by field basis. Recommendations were made in Chapter 8 that, where possible, gradients of embankments cuttings should be designed to allow land to be returned to farming. Recommendations were made that soils disturbed in the construction phase and returned to farming will be restored to a condition equivalent their original. Field drainage systems disturbed during construction will be repaired or diverted. Land disturbed and restored to its original use will be subject to a five-year aftercare period. In this time any emergence of noxious weeds and problems associated with settlement and drainage will be rectified
SEPA 1:200 year Flood Zone	Existing route crosses Flood Zone at various	Refer to ER Addendum Appendix G	Alignment studies should aim to strike a balance between avoidance of other	Preferred alignment design and Environmental Statement to include appropriate record of	Alignments have been developed to minimise encroachment into floodplain given	The Proposed Scheme has been assessed for flood risk and avoids encroachment into

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	<p>watercourse crossings</p> <p>Approx. crossing Refs.:</p> <p>NH891231 NH896225 NH893138 NH883106 NH854092</p>	<p>(Strategic Flood Risk Assessment)</p> <p>Embed strategic principles approach to avoid encroachment in the flood zone</p> <p>Any loss of functional flood plain will require compensatory storage</p> <p>Flood zone areas principally around River Spey SAC and tributaries</p> <p>Preference would be to avoid encroachment in the flood zone; however, avoidance is unlikely at all locations</p>	<p>constraints and the 1:200 year flood zone</p> <p>Secure early consultation with SEPA to determine alternative alignment option impacts and to determine requirements for flood risk assessment, SUDS drainage and CAR requirements</p> <p>Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi- species benefit</p>	<p>consultation, all further studies undertaken and any mitigation or compensatory works required</p> <p>Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk.</p> <p>Make recommendations to avoid works compounds within the functional floodplain where possible</p>	<p>other environmental constraints and the selection of an online route.</p> <p>Preliminary Flood Risk Assessment undertaken and engagement with SEPA to agree baseline and detail for Stage 3 assessment.</p> <p>Multi-discipline design workshops held to ensure watercourse crossing design constraints understood and to inform design at Stage 3.</p>	<p>the functional floodplain where practicable.</p> <p>Flood risk assessment has included the assessment of the route against the SEPA 1:200-year flood zone. See Appendix 11.3 (Flood Risk Assessment) for further information.</p> <p>Upstream storage has been included at Feith Mhor in order to offset any impacts to flood risk associated with the Proposed Scheme and a flood bund is proposed at Granish on Allt na Criche.</p> <p>Consultation with SEPA has occurred during the DMRB Stage 3 assessment to discuss flood risk. Culverts and crossings have been designed with input from flood risk specialists. Channel realignments have also been designed to allow for existing flows and mimic (if not improve) existing channel cross-sections.</p>
Highland Mainline (HML)	<p>One HML crossing identified at approx. ref. NH852239</p> <p>HML provides a barrier between the A9 and Loch Vaa SPA as well</p>	<p>HML runs in proximity to A9 between Bogroy and Sloch'd</p> <p>Mainly an engineering constraint; however, likely to affect scale and</p>	<p>Secure early consultation with relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option</p>	<p>Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or</p>	<p>The Highland Council, during the consultation process, specifically requested consideration of the views/experience</p>	<p>Viewpoints representative of the HML were assessed. The Landscape and Ecology Mitigation Drawings include mitigation for screening or softening of elements of the proposed scheme from the HML.</p>

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	as Listed Buildings at Carrbridge Station	location of dualling earthworks required for a new crossing	impacts on HML crossing and inform selection of the preferred dualling alignment Consider opportunities to provide wildlife crossing opportunities to secure multi-species benefit	compensatory works required	of the users of the HML.	
Non-Motorised Users (NMU)	NCN7, The Highland Council and Cairngorms National Park Core Paths within this section Approx. crossing refs.: NH852239 NH897225 NH893139 NH891120	Refer to ER Addendum Section 4.3 Various Core Paths and the NCN7 run in proximity and/ or parallel to the A9 in this section CNPA is the access authority within the Park boundaries Refer to and embed strategic principles approach to NMU and cycling provisions Non-motorised user (NMU) access may be impacted during construction and existing crossing	Secure early consultation with relevant stakeholders (as agreed with Transport Scotland and the A9 Dualling Environmental Steering Group) to determine alternative alignment option impacts on NCN7, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment Consider opportunities to provide wildlife crossing opportunities to secure multi-species benefit and to link NCN7 to enhanced layby facilities	Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation or compensatory works required to ensure an equal or better standard of provision than existing DMRB3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction	Consultation was undertaken with various access, cycling, equestrian and walking groups to inform the baseline assessment and ensure the path network described and assessed is accurate. The consultees provided information regarding the locations and usage of paths and key crossing points. Rights of Way data received from ScotWays. Consultation with various stakeholders also took place in two	Consultation with various stakeholders (including THC, Sustrans, British Horse Society and ScotWays) took place through the A9 Dualling NMU Forum in May 2015 and May 2016. Information gained from stakeholders during these discussions was used to inform the baseline in this assessment. Consultation with the Accessibility Forum (including People Friendly Design and Mobility and Access Community for Scotland (MACS)) took place in March and October 2017 to ensure accessibility is fully considered within the design. Consultation with CNPA was also undertaken in March 2018 to gain further detailed feedback on proposed NMU routes. Chapter 9 provides the full assessment of impacts on NMUs including journey length changes and impacts on

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		points may be rationalised to provide safer crossing opportunities NMUs to include pedestrians, cyclists and equestrians	Selection of preferred alignment to be informed by the Walking, Cycling and Horse-Riding Assessment as required by DMRB Volume 5, Section 2 HD42/17 'Walking, Cycling & Horse-Riding Assessment and Review'.		NMU forums (in November 2014 and May 2015) and separate meetings were held with THC, CNPA and ScotWays in November and December 2015. Information gained from stakeholders during these discussions was used to inform the baseline in this assessment. The consultation process informed the identification of potential conflict areas between NMUs and the proposed route options assessed in the Stage 2 Report. The provision of wildlife crossing opportunities as a principle is included within the project.	amenity value. Construction and operation mitigation is also set out.
Wildlife Crossings	The existing A9 is considered to act as a barrier	Embed the principle of 'multi-species benefits through route	Identification and implementation of wildlife crossing provisions should be	Preferred alignment design and Environmental Statement to include	The provision of wildlife crossing opportunities as a design principle is	Consultation with SNH has been undertaken during ESG meetings; and guidance from the ESG has been taken into

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			DMRB Stage 2	DMRB Stage 3	DMRB Stage 2	DMRB Stage 3
	to species movement However, the location of any wildlife crossing opportunities was outwith the scope of the SEA	permeability' across all design sections	embedded within the consideration of drainage, watercourse crossings, NMU routes, junctions and other road and rail crossing opportunities Secure early consultation with CNPA and SNH on appropriate species and habitat survey requirements	appropriate record of consultation, all further studies and surveys undertaken and any mitigation, compensatory or improvement works required to deliver a suitable range of wildlife (e.g. mammals and fish) crossings and passes	included within the project. Detailed provision will be considered at DMRB Stage 3. Consultation with SNH has been undertaken during ESG meetings.	account in the design and location of wildlife crossings, associated fencing and landscape planting. Consultation undertaken for the Proposed Scheme is recorded in Chapter 7. The provision of wildlife crossing opportunities (including the provision of mammal ledges on culverts and fencing) was informed by the DMRB Stage 3 surveys and assessments. Locations were refined through discussion with other technical teams (including highways, drainage and landscape). The location of crossing points and mammal fencing in relation to the proposed scheme is shown on Figure 13.4 (Landscape and Ecological Mitigation plan). Where practical, the design has removed existing artificial channel structures (culvert invert) to be replaced with bridges or portal frame culverts to improve fish passage.