

Appendix 7.1

Summary of Environmental Consultation Responses

Transport Scotland

August 2018





Table 1.1: Summary of Environmental Consultee Feedback – Statutory Consultees

Consultee	Summary of Feedback	Response
Cairngorms National Park Authority (CNPA)	Meeting held 11th July 2018 to discuss NMU provision proposals	An Aviemore to Carrbridge NMU link cannot be delivered as part of the A9 dualling scheme as Compulsory Purchase Order (CPO) powers would only extend to facilitating this if it could be proven to be a necessity in terms of mitigation (which is not the case). Moreover, it was noted that there is a lack of physical space between Granish and Kinveachy for a route running adjacent to the proposed scheme due to the HML railway converging with the A9.
	AMJV presented an overview of the NMU provision included in the proposed scheme design. Discussions centred on CNPA’s aspiration to create an active travel link between Carrbridge and Aviemore.	
	Meeting held 29 th March 2018 to discuss NMU proposals	<p>The width of RoW HB83 was confirmed as 3m. It was noted that the gradients of tracks from Granish GSJ towards forestry tracks and the forestry tracks at this location are steep due to the topography. It was confirmed that forestry tracks will remain unsurfaced.</p> <p>Environmental and engineering constraints limit options for NMU provision in this area. Significant land-take issues, including a requirement for demolition of buildings, and impacts upon capercaillie were noted in relation to widening of the A9 carriageway to accommodate an NMU route running parallel to the proposed scheme. Tracks between Granish and Kinveachy are existing and will be improved.</p> <p>It was agreed by all parties in attendance that development of an NMU route alongside the existing A95 and B9153 was outside the scope of the A9 Dualling Programme.</p>
	<p>The width of the improved Right of Way (RoW) HB83 was queried, as was the gradient of the proposed routes leading from Granish Grade Separated Junction (GSJ) towards forestry tracks.</p> <p>It was noted the whilst forestry tracks are suitable for the recreational users they would not be considered suitable in terms of providing an active travel link between Aviemore and Carrbridge.</p> <p>The potential for a solution (providing both an active travel link and a route suitable for recreational NMUs) comprising an NMU route alongside the A95 and B9153 between Aviemore and Carrbridge was discussed.</p>	
	Feedback dated 9 th March 2017 following the March 2017 public exhibitions	
Concerns were expressed over Aviemore South Junction’s impact upon woodland and aspen hover fly. It was suggested that this could potentially be overcome by ‘flipping the design of the junction’.	The Aviemore South Junction has been moved south to avoid impacts on the Aspen woodland and hover fly.	
Meeting of 27 th July 2016 to discuss ecology		





Consultee	Summary of Feedback	Response
	<p>CNPA acknowledged that the current species list requires further prioritisation to allow mitigation proposals to be developed.</p> <p>It was noted that opportunities for translocation of wood ants to off-site areas offers benefits in terms of widening the distribution of wood ants.</p> <p>CNPA provided an overview of areas for potential watercourse mitigation and enhancement, developed with SNH and the Spey Fishery Board.</p>	<p>The CNPA species list was further prioritised based on CNPA guidance on high priority locations as defined in the ES.</p> <p>Lessons learned from the wood ant translocation strategy for Project 10 (Kincaig to Dalraddy) have been carried through to mitigation for P11 (Dalraddy to Slochd).</p> <p>Design and construction mitigation has been embedded and identified through the assessment for works affecting watercourses. Mitigation has only been proposed where there is a direct impact from the A9 works which CNPA acknowledge and support.</p>
<p>Consultation response dated 24th March 2016 regarding viewpoints for visual impacts assessment</p>		
	<p>CNPA wish to see a view of the Cairngorms Massif represented from the A9 near Loch Vaa.</p> <p>The view looking down on the Slochd is important to assess the overall impact on this gateway. An additional viewpoint from about 600m out of the park looking back will be valuable in determining the effect on the landscape character of the pass itself.</p> <p>Additional viewpoints from Craigellachie NNR are suggested given that this is an important destination for walkers and the various viewpoint locations reflect the likely destinations for a wide range of users.</p> <p>An additional viewpoint in Aviemore around the 'Horse field' site is suggested.</p>	<p>Views from the A9 include those from existing lay-bys 137 and 138. Lay-by 137 is to be removed and lay-by 138 retained and extended and re-numbered lay-by 5 (see Figure 9.4d) which represent the view from the road within Chapter 9: All Traveller's: Views from the Road. The views south from these lay-bys are representative of the views from the road to the Cairngorms Massif.</p> <p>The view looking down on Slochd is represented by the view from the elevated path (also representing assumed similar views from the Highland Mainline Railway – VP37). An additional viewpoint outwith the CNP looking towards the rocky pass (VP39) has been included in the assessment in Chapter 14: Visual representing the gateway to the CNP. Although this is a view from the A9, it has been included in the Visual Chapter following CNPA consultation.</p> <p>Several viewpoints on various trails within the Craigellachie NNR were explored at DMRB Stage 2 to determine if there was a view of the A9, or if a view would open up which would cause likely significant impact. It was determined that views from the trails were restricted though an elevated open view from the Waymarked Viewpoint on the 'Red Trail' to include Aviemore and Granish Junction was afforded. However, this was not found to have likely significant impact, due to distance and focus of the view and was scoped out at DMRB Stage 3. While lighting is proposed associated with Granish Junction at DMRB Stage 3, the trail to this viewpoint is not regarded as possible to use after dark.</p>





Consultee	Summary of Feedback	Response
	<p>Meeting held 5th February 2016 to discuss planning aspects (The Highland Council also in attendance)</p> <p>CNPA expressed a preference for Aviemore South and Granish options only, i.e. CNPA opposed an Aviemore Central junction location option.</p> <p>CNPA noted concern over flooding at the River Dulnain crossing (Carrbridge). CNPA's preference would be southbound widening at this location as the agricultural impact was likely to be less.</p>	<p>An additional Viewpoint (VP22) was added at 'horse field', Milton.</p> <p>Aviemore Central junction was discounted following sifting of potential junction location options. Further details are provided in Chapter 3 (Alternatives) of the ES.</p> <p>The design flow (200 year plus climate change) has been agreed with SEPA for the Dulnain crossing and modelling shows no impact of the scheme on flood levels.</p>
<p>Scottish Environment Protection Agency (SEPA)</p>	<p>Meeting held 18th June 2018 to discuss peat strategy</p> <p>SEPA considered that piling was a good technique to reduce peat excavation, given local conditions and constraints of a road-widening scheme. SEPA queried if piling had been considered at locations where peat was recorded at less than 2m depth.</p> <p>SEPA noted that peat excavated from pond design (ponds N4 and N5) should be reviewed in terms of both pond placement and alternative treatment methods, such as surface wetlands, to reduce excavation requirement.</p> <p>SEPA queried the intention to mix soil and peat, rather than peat restoration but accepted that there were limited opportunities for local re-use for this project and that peaty soils were characteristic of this region.</p> <p>Meeting held 25th April 2018 to discuss drainage</p> <p>SEPA confirmed that SuDS shall not generally need to be lined unless site specific needs (e.g. ground contamination, or groundwater ingress). SEPA has no issue with attenuation in constrained locations, provided these are not considered as a SuDS level of treatment.</p>	<p>Geotechnical considerations were outlined at the meeting to explain the rationale for piling of peat deposits greater than 2m deep, with reduced engineering practicality and financial justification for piling at shallower deposits.</p> <p>Pond N4 has been relocated to a shallower peat zone, pond N5 was not feasible to relocate. Retention ponds are the preferred treatment option at these sites in order to provide the required local flow attenuation and storage, in addition to water quality treatment. The revised drainage design has reduced peat excavation requirements.</p> <p>AMJV explained that a number of options had been considered, with soil mixing determined as the most pragmatic solution for on-site re-use of peat. Local peatland areas were not identified as requiring restoration, with no Forestry Commission land adjacent to this project.</p> <p>Retention ponds/detention basins in highly permeable areas will most likely be lined to ensure work as designed to prevent them acting as an infiltration basin or enabling transmission of contaminants to groundwater.</p>





Consultee	Summary of Feedback	Response
	<p>Construction Phase SuDS – AMJV outlined the strategy of a two-stage approach; silt fences supplemented by linear “cascade” siltation ponds. SEPA raised issues of clay/peat sedimentation.</p> <p>In addition to the seven networks over 1km long, SEPA require CAR licences for the three junctions.</p>	<p>AMJV noted that areas of clay/peat are not extensive across the scheme and that piling is proposed to avoid peat excavation at specific locations.</p> <p>The CAR application process will be followed post-consent.</p>
	Meeting held on 13 th March 2018 to discuss Flood Risk Assessment	
	<p>SEPA comments on AMJV Stage 2 FRA report discussed.</p> <p>The approach to assessing flood risk at the 8 locations identified at Stage 2 for more detailed modelling was discussed and results were presented.</p>	SEPA’s comments were noted and incorporated into the approach at DMRB Stage 3 (see Appendix 11.3 FRA).
	Email correspondence of 27 th October and 28 th November 2017 – waterbody data request	
	SEPA was consulted to request information relating to morphological capacity of waterbodies and to confirm the information surrounding the objectives is still current.	These data have been incorporated into Table 3.2 WFD Waterbody Status (Appendix 11.2: Hydromorphology Assessment) as part of the baseline and provides an indication of the extent of current modification within the relevant water bodies.
	Site visit with SEPA on 10 th July 2017, to discuss Slochd watercourse	
	<p>Inspection of the channel upstream of the A9 revealed it was in poor condition but its condition improved further downstream. Any works should not compromise the condition of the channel and the preference would be to retain the open channel where possible.</p> <p>More generally, opportunities should be taken to address issues such as poor connections between the existing inverts and the bed and mitigation of the concrete channel through the existing bridge structures.</p>	Considerable engineering constraints and the lack of space in this area has led to a heavily modified design. Open channels have been proposed/retained where possible and whilst there is a steep cascade, this enables the watercourse to join the existing channel further upstream and limit the impact downstream where the existing channel is less modified.
	Meeting held on 26 th January 2016 to discuss Flood Risk Assessment	
	SEPA advised that like for like floodplain volume compensation should be provided.	Where the works for the A9 results in a loss of the 0.5% AEP floodplain storage compensation storage has been provided.





Consultee	Summary of Feedback	Response
<p>Scottish Natural Heritage (SNH)</p>	<p>Site meeting held on 28th November 2017 to discuss ecological issues at Slochd</p>	
	<p>The main ecological issues around Slochd were identified as the presence of roosting bats, suitability for reptiles and nesting birds. It was noted that RSPB carried out surveys for capercaillie in the woodlands on the southbound side to the east of Slochd Beag and no evidence was found.</p> <p>Timing the works to avoid sensitive periods was discussed (such as: summer bat roosts and hibernation, reptiles in the active season and hibernation and nesting birds). Blasting would likely take place once a week and would be timed for midday (where possible, subject to other constraints) to avoid the key lekking times for capercaillie. If this approach is taken it was generally accepted that this would not adversely affect the capercaillie.</p> <p>Aspects to be considered in the ES included roosting provision following construction and provision of suitable vegetation as habitat for reptiles and foraging habitat for bats.</p>	<p>Proposed mitigation approaches were agreed including provision of bat boxes and pre-works inspections as set out in Chapter 12 Ecology and Nature Conservation.</p> <p>Mitigation and pre-construction surveys are standard mitigation measures for a number of species and will inform refined mitigation approaches based around those mitigation items provided within the ES.</p>
	<p>Meeting held 2nd November 2017 to discuss woodland mitigation (Woodland Trust also in attendance)</p>	
	<p>A summary of the DMRB Stage 2 and 3 environmental assessment process, in relation to ancient woodland, was provided along with an explanation of how Ancient Woodland Inventory (AWI) losses have been reduced. The approach to identifying off-site compensatory planting was also outlined.</p> <p>The Woodland Trust sought assurances that mitigation measures will ensure that there is no net loss of woodland cover and expressed a preference for native species in terms of mitigation planting.</p>	<p>The woodland mitigation and compensation area identified in Chapter 11 Ecology and Nature Conservation ensures that there will be no net loss of woodland. The proposed woodland compensation area has been selected on the basis of a range of criteria including the aspirational new habitat for capercaillie shown on mapping provided by the RSPB and the draft CNPA Forest Strategy 2018.</p>
	<p>Meeting held 27th September 2017 to discuss Craigellachie NNR and Loch Puladdern hydrology</p>	
	<p>SNH encourage active public access to Loch Puladdern, they confirm that it is used by the school for environmental studies and by children for fishing.</p> <p>Species monitoring within the NNR has indicated the presence of the Lesser Water Lily, damselflies and dragonflies. There are no records for Northern Damselfly but it is present in the Scottish Water reservoir above. There are no records of great crested newt for Loch Puladdern.</p>	<p>The proposed scheme will provide opportunities to increase public use through improved access.</p> <p>Additional ecological surveys of Loch Puladdern were undertaken to support the assessment.</p>





Consultee	Summary of Feedback	Response
	<p>Water quality monitoring has not carried out as there has not been any concern in relation to nitrification, algae blooms or vegetation die off.</p> <p>The hydrological regime of the loch is deemed to be satisfactory with the seasonal variation in water level providing valuable biodiversity benefits which SNH wish to see maintained.</p>	
	Meeting held 18 th July 2017 to discuss Stage 3 Habitat Regulation Assessment (HRA)	
	Easy access for humans into Capercaillie woodland was identified as a potentially significant issue.	This has been considered in the HRA through an assessment of NMU usage and connectivity. The findings have been taken into account in the EIA.
	Data request October 2015 and May 2016	
	Received SNH aquatic ecology data (freshwater pearl mussel and lamprey data). Received SNH supplementary aquatic ecology data (Spey freshwater pearl mussel monitoring report)	Data was reviewed and incorporated within the ecological baseline for assessment (Chapter 11 Ecology and Nature Conservation).
	Feedback dated 17 th March 2016 following February 2016 Public Exhibitions	
	Aviemore Central junction proposals would result in significant adverse impacts on a nationally important woodland site and consequentially, raises natural heritage issue of national interest.	Aviemore Central junction option was discounted following sifting of potential junction location options. Further details are provided in Chapter 3 (Alternatives) of the ES.
	Meeting held 25 th January 2016 to discuss the emerging route options	
	<p>SNH queried amount of land required by contractors as the Aviemore Central junction location option encroaches on Craigellachie National Nature Reserve (NNR).</p> <p>SNH noted that otters can be found in the reserve near the lochans. Capercaillie and black grouse are found on the hill further away from the A9. Monitoring for wildcat is being undertaken on the reserve.</p> <p>SNH would be open to any ideas for improved access to the site, which could be via a lay-by. SNH is keen to promote and grow visitor numbers (currently 30,000 per year) to the reserve and to retain and where possible enhance access.</p>	<p>As noted above, the Aviemore Central junction location option was discounted following assessment at an early stage.</p> <p>Surveys of the site targeted these species, this additional information was used to inform the assessment where relevant.</p> <p>A Left In - Left Out (LILO) junction from the northbound A9 and an upgraded underpass from Aviemore are proposed for access to the NNR.</p>





Consultee	Summary of Feedback	Response
	<p>Correspondence of 2nd November 2015 relating to distribution of FWPM and survey scoping</p> <p>The data request showing distribution confined to the Spey catchment reflects the currently availability of SNH data. The proposed approach to survey scoping for the Northern Section is acceptable (based on substrate characterisation at RHS, the perennial nature of the watercourse, and whether it supports a host salmonid fish population).</p>	<p>Assessment of FWPM progressed on the basis of the consultation exercise on survey scoping and methods.</p>
<p>Scottish Water</p>	<p>Consultation with Scottish Water - March 2017</p> <p>Consultation carried out to confirm Scottish Water assets within the study area with specific reference to public and private water supplies.</p>	<p>Information provided was used in establishing baseline conditions and in determining whether any assets might potentially be affected.</p>
<p>The Highland Council (THC)</p>	<p>Feedback dated 4th January 2018 from THC Council Access Officer relating to the public drop-in events in November/December 2017</p> <p>Clarification sought in relation to measures to manage public access via Rights of Way in the vicinity of Lynwilg and the proposed Aviemore South junction during construction.</p> <p>Proposed underbridge approx. 600m to the north of the closed HB48 at-grade A9 crossing to be acknowledged as an additional alternative to Granish GSJ and to accommodate public access.</p> <p>Access to Kinveachy Estate buildings to be maintained during construction including public access.</p> <p>Clarification sought in terms of proposed crossing points at Slochd and preference for the switchback diversion for the RoW to be moved north.</p> <p>Query over how public access will be accommodated at Slochd during construction in terms of the RoW and NCN7.</p> <p>Build specification of the new sections of NCN7 and relationship to the southbound carriageway queried.</p> <p>Clarification sought over opportunity for recreational access to Sputan Dutha, the realigned NCN7, RoWs and nearby hills from the proposed southbound lay-by.</p>	<p>Feedback informed the Stage 3 design and approach to mitigation, as set out in Chapter 5: The Proposed Scheme and Chapter 9: Effects on All Travellers.</p>





Consultee	Summary of Feedback	Response
	Correspondence of 2 nd October 2017 regarding non-invasive geophysical investigation	
	The Highland Council Historic Environment Team, was consulted regarding the positioning of a number of areas for potential non-invasive geophysical investigation.	It was agreed that one of the locations was unsuitable due to tree coverage. The advanced work was welcomed.
	Correspondence of 8 th September 2017 regarding historic environment records	
	The Highland Council Historic Environment Team was consulted regarding several assets listed within the Historic Environment Record (HER).	THC could not provide any further detail on whether the assets listed had been destroyed by the original construction of the A9. Rapid survey/assessment of the area to ascertain what was surviving was suggested.
	Consultation during March 2016 regarding viewpoints for the visual impacts assessment	
	Review of the selection principles for non-residential viewpoints was recommended in order that the recreational viewpoints demonstrate a correlation between the routes and the destination (noting that the proposed viewpoints for the NCN7 show a good correlation). Additional viewpoints on the Highland Main Line (HML), other than the footbridge at Carrbridge station, was requested. The range of viewpoints from residential properties was considered comprehensive.	Comments were taken into account in finalising the viewpoint list and selection of visualisations for the assessment as reported in Chapter 14: Visual.
	Various correspondence from December 2015 to June 2016 related to NMUs	
	Highlighted a number of NMU routes and public accesses along the scheme, and indicated user types, route status, potential impacts that may arise and what mitigation should be considered. Provided comments on proposed junction locations and impacts of public rights of way. Confirmed that the right of way at Avielochan is still in use and is still a public right of way.	Feedback informed the Stage 3 design and approach to mitigation, as set out in Chapter 5: The Proposed Scheme and Chapter 9: Effects on All Travellers.
	Meeting held 1 st December 2015 to discuss NMUs (CNPA and ScotWays also in attendance)	
	Key points raised included: connectivity between Inverness and Slochd (particularly for equestrians); maintaining access to General Wade's Military Road; the importance of a segregated route between Dalraddy and Carrbridge; retention of at least one of the three A9 crossings at Loch Alvie; maintaining access to the right of way that follows the Allt na Criche; CNPA desire for a path linking houses west of the A9 at Aviemore to	Feedback informed the Stage 3 design and approach to mitigation, as set out in Chapter 5: The Proposed Scheme and Chapter 9: Effects on All Travellers.





Consultee	Summary of Feedback	Response
	Craigellachie National Nature Reserve; and THC/CNPA/ ScotWays desire to retain the three A9 crossings at Avielochan for right of way HB48 and Kinveachy. THC raised the importance of paths within the forest at Carn Bad nan Luibhean for cross-country skiing and the importance of the A9 crossing at Slochd summit. THC highlighted the importance of maintaining NMU routes during construction and operation.	

Table 1.2: Summary of Environmental Consultee Feedback – Non-Statutory Consultees

Consultee	Summary of Feedback	Response
Aviemore and Vicinity Community Council	<p>Feedback dated 20th March 2017 relating to the February 2017 public exhibition</p> <p>The Community Council objects to widening of the southbound carriageway in the vicinity of Aviemore and wishes to see Milton Wood and Horsefield areas protected for community use. It contests that widening to the southbound carriageway of the A9 will result in a large part of the woodland and community amenity being lost.</p> <p>A preference for compact junctions expressed.</p>	<p>Minimising loss of woodland and community land at this location has been a key aim throughout Stage 3 design development and has involved relocating a lay-by further to the south to reduce land-take at Milton Wood. In addition, compensatory open space, to the south of Milton Wood open space community land, has been included as embedded mitigation.</p>
Boat of Garten and Vicinity Community Council	<p>Consultation response dated 14th March 2016</p> <p>Comments concerned the location and design of grade separated junctions with layout suggestions for Aviemore South, Granish and Black Mount junctions. Opposition to a central Aviemore junction option was expressed.</p>	<p>Aviemore Central junction option was discounted following sifting of potential junction location options. Further details are provided in Chapter 3 (Alternatives) of the ES.</p>
British Horse Society	<p>Feedback dated 11th September 2017</p> <p>Advised that the Burma Road crossing of the A9 at Lynwilg is a critical NMU route, particularly for horse riders and distance horse travellers (DHT). The Lynwilg underpass is a critical link for DHT routes and is also used by walkers and cyclists. Advised that the underpass at Lynwilg should allow for a horse and rider to pass (or have mounting blocks where rider dismount is required) and also wide enough for pack horses. Where gates are required as part of a crossing these should wide enough for horse travel and tie bars included where possible.</p>	<p>Equestrian usage has been taken into consideration in developing NMU proposals during the Stage 3 design process.</p>





Consultee	Summary of Feedback	Response
Carrbridge Community Council	Feedback dated 27 th April 2017	
	Supportive of Black Mount grade separated junction proposals but opposed to the Granish junction proposals on the basis of safety concerns over the T-junction interface with the A95.	The proposed design includes a roundabout at the interface with the A95 as described in Chapter 5: The Proposed Scheme.
	Feedback dated 28th July 2016	
	Comments received on the grade separate junction layout configurations for Black Mount and Granish junctions.	Comments noted and considered during the DMRB Stage 2 design and assessment process.
Dulnain Bridge Community Council	Meeting held 9 th September 2016 to discuss junction layouts along with Boat of Garten Community Council and Nethy Bridge Community Council (see below under Nethy Bridge and Vicinity Community Council).	
Nethy Bridge and Vicinity Community Council	Feedback dated 31 st March 2017.	
	Supportive of the Black Mount grade separated junction relocated to the south and incorporating an underpass as it is considered a better landscape fit. Supportive of modifications to the design of the Granish grade separated junction, although a roundabout connection to the A95 is preferred over a T-junction arrangement.	The proposed design for Granish grade-separated junction includes a roundabout at the interface with the A95 as described in Chapter 5: The Proposed Scheme.
	Meeting held 9th September 2016 to discuss junction layouts (Boat of Garten Community Council and Dulnain Bridge Community Council also in attendance. Carrbridge Community Council unable to attend but passed on their views).	
	The communities expressed opposition to T-junctions (for all junction options) and prefer a grade separated junction layout providing free-flow of traffic facilitated by the inclusion of roundabouts. A location for Black Mount Junction further south was suggested on the basis that this may avoid areas of peat at the existing junction location, provide a better landscape fit with less visual impact and provide better connections between the adjacent villages and the A9. Inclusion of roundabouts in grade separated junction layout design was discussed including landscape fit and lighting considerations.	Feedback on junction layout and configuration was considered in the DMRB Stages 2 and 3 design development with Black Mount grade separated junction relocated further to the south and a roundabout interface with the A95 trunk road introduced at Granish.





Consultee	Summary of Feedback	Response
	<p>Junction layout configuration preferences were also expressed in relation to Granish grade separated junction</p>	
	<p>Feedback dated 17th March 2016</p>	
	<p>The Community Council sought a solution other than T-junctions at grade separated junction interfaces with local roads in order to improve the flow of traffic. Lighting requirements for roundabouts was noted. Opposition to an Aviemore Central junction was reiterated.</p>	<p>The Proposed Scheme design incorporates a roundabout at the interface with the A95 at Granish grade separated junction. There is a direct link with the A938 at Black Mount grade separated junction negating the need for a T-junction arrangement.</p>
<p>Network Rail</p>	<p>Consultation to discuss watercourse realignment, held 17th November 2017</p>	
	<p>Proposals for a watercourse realignment at Slochd Mor which is required, as part of the Proposed Scheme, to avoid any interference with Network Rail land or property were presented to Network Rail.</p>	<p>The existing railway culvert will be unaffected by the works.</p>
	<p>Consulted to understand access requirements of Network Rail 23rd August and 3rd November 2017</p>	
	<p>In response to a question as to whether there could be potential for the access point at the Slochd up loop siding to be removed or relocated, Network Rail advised that the next Access Point is 8 miles to the south. With the preferred maximum spacing being 5 miles this facility couldn't be removed. Regarding relocation, NR suggested they would consider if there is an alternative location but emphasised that this was a critical access and is well-used (Aug 2017).</p> <p>It was later confirmed that relocating the road rail access point away from the summit is not an option because of the gradients on the approach to the summit and risk of runaway plant (Nov 2017).</p> <p>Proposals for strengthening the existing bridge at Slochd Beag and the options being considered for the proposed bridge at Slochd Beag were presented to Network Rail (Nov 2017).</p>	<p>Access routes to Network Rail assets will be maintained but reconfigured.</p>
	<p>Consulted to understand blasting requirements of Network Rail 30th June 2017</p>	
	<p>Confirmation was sought from NR if blasting could be carried out in-between trains. NR acknowledged that blasting to a rock face, located 15-20m away from the track, was presently being undertaken on the East Coast Mainline at Dunbar. Line blockages between trains was an option and agreed that this could be explored further for the A9 dualling project.</p>	<p>A site-specific blast strategy and design will be developed for three locations that takes account of differences in the geological structure, proximity to environmental receptors, and proximity to neighbouring infrastructure.</p>





Consultee	Summary of Feedback	Response
Roy Dennis Wildlife Foundation	<p>Feedback dated 5th December 2018</p> <p>Intelligence on raptor and other bird species activity at Slochd Summit received.</p>	<p>Vantage point surveys of Slochd rockfaces have been undertaken and results used to inform the assessment as described in Appendix 12.6: Birds of the ES.</p>
RSPB Scotland	<p>Response dated 8th March 2017 for preferred options consultation for DMRB Stage 3</p> <p>RSPB Scotland is pleased to see that Mainline Option 1a has been accepted as the preferred route option. This option will avoid the designated sites on the North bound side of the carriageway and will have the least impact on areas of ancient woodland and Craigellachie National Nature Reserve. This option is the most beneficial in terms of impact to capercaillie and other populations of forest birds. We also agree with the introduction of localised northbound widening past Loch Alvie and Avie Lochan as this will greatly reduce the impact on the Site of Special Scientific Interest (SSSI) and birds using this area.</p> <p>We feel that the proposed Black Mount grade-separated junction is a large junction for the requirements of the local population, however, we agree that the diamond layout with a bridge structure over the A9 will offer the least visual and landscape impact on the surrounding landscape and reduces the amount of land take from ancient woodland</p>	<p>Noted, various bird surveys have been completed along the Proposed Scheme to identify potential impacts.</p> <p>Compact grade separated junctions, subsequently developed as part of Stage 3 design refinement, substantially reduce land take. In addition, Black Mount grade separated junction has been relocated further to the south and incorporated an underbridge which minimises landscape and visual impacts.</p>
	<p>Feedback dated 12th April 2016 on the February 2016 public exhibitions</p>	
	<p>Mainline Route Option 1 (Alternative) is our preferred option as the land take is reduced on the large protected sites to the west of the current A9 corridor and this route avoids breeding wader interests in the south close to Loch Alvie. RSPB consider the junction options with less land take to be preferable, and oppose a new 'Aviemore Central' junction.</p> <p>RSPB Scotland is very concerned about impacts on Kinveachy Forest SPA, Kinveachy Forest SAC and Craigellachie NNR and all impacts to woodland on the west side of the current A9 in this area. Any loss of woodland cover on the west side of the A9 will result in the fragmentation of woodland habitat which could have a serious effect on the capercaillie.</p> <p>SuDS offer the opportunity to create small patches of useful wildlife habitat, which could in particular benefit breeding waders such as lapwing, redshank and snipe.</p>	<p>The design seeks to reduce land take as much as possible. The Proposed Scheme incorporates compact grade separated junctions at Aviemore South, Granish and Black Mount junctions and the Aviemore central junction option was discounted early in the assessment process.</p> <p>The impacts of the Proposed Scheme on these sites has been taken into consideration within the EIA and HRA assessments with appropriate mitigation proposed where required.</p> <p>SuDS are primarily designed for water treatment function however steps have been taken where possible to provide enhancement for wildlife, such as the provision of marginal shelves for aquatic macrophyte establishment.</p>





Consultee	Summary of Feedback	Response
	<p>The siting of lay-bys would need careful consideration and further consultation so that vulnerable habitats and species are protected from disturbance</p> <p>Underpasses are needed to guide animals under the road; these would require some form of guidance system like embankments or low fencing to reduce road collisions of species like otter and wildcat.</p> <p>Any high fencing such as deer fencing will require marking as the A9 route falls within the core area for capercaillie and also supports populations of black grouse.</p> <p>Consideration should be given to the location of site compounds near woodlands that are used by capercaillie and other sensitive bird species particularly during the bird breeding season from 1st March to 1st August.</p>	<p>The locations of laybys have been taken into consideration within the impact assessment and HRA with regards to sensitive species and habitats.</p> <p>Fencing is proposed along the Proposed Scheme in areas assessed to require this to prevent access onto the carriageway by badger, otter and wildcat.</p> <p>No new areas of deer fencing are currently proposed along the route.</p> <p>Mitigation has been designed to take into consideration capercaillie use of woodlands and sensitive periods for the species, this will be incorporated into the species protection plan and is included in the schedule of environmental commitments (Chapter 21).</p>
ScotWays	Feedback dated 12 th January 2018 relating to public exhibitions held in November/December 2017	
	<p>ScotWays is pleased that the NMU route alongside the A9 from Kingussie and Kincaig is being continued to Aviemore and that access to Craigellachie NNR has been maintained.</p> <p>ScotWays notes with approval that two pedestrian underpasses from High Burnside are to be preserved and accepts that there will be no underpass at Avielochan.</p> <p>Scotways is pleased to note underpasses to Kinveachy Lodge which will ensure the integrity of General Wade's Military Road (HB47) and Lynphail circular walk) and the engineering solution at Slochd which ensures the integrity of NCN7 and General Wade's Military Road (HB47 and HI110).</p>	Comments and queries have been considered in the Stage 3 Design process and details of embedded NMU mitigation measures are described in Chapter 5 (The Proposed Scheme) and Chapter 9 (Effects on All Travellers)
	Consultation via email, regarding NMU from November 2015 to June 2016	
	<p>Provided comments following the A9 Public Exhibition.</p> <p>Highlighted a number of important NMU routes and provided comments on the Stage 2 options being considered and presented at the A9 Public Exhibitions.</p> <p>Provided details of use/status of right of way HB48.</p>	Comments and queries have been considered in the Stage 3 Design process and details of embedded NMU mitigation measures are described in Chapter 5 (The Proposed Scheme) and Chapter 9 (Effects on All Travellers)





Consultee	Summary of Feedback	Response
Spey Fishery Board	Fish Data request March 2016	
	Fish data received.	Reviewed and incorporated to ecological baseline.
	Consultation regarding electric fishing surveys January 2016	
	The electric fishing surveys at all A9 watercourse crossings relate to the potential requirement for monitoring associated with watercourse construction activities. Baseline surveys to be undertaken prior to any commencement of works and a fish monitoring plan to be put in place to ensure that there has been no detrimental effect to the fishery. Electro fishing can take place from May through to the start of October.	Noted and identified as a pre-construction requirement through construction mitigation (see Chapter 12 Ecology and Nature Conservation and Chapter 21 Schedule of Environmental Commitments).
	Meeting held 18 th November 2015 (Findhorn, Nairn and Lossie Fisheries Trust also in attendance).	
Sustrans Scotland	<p>Salmon, Sea/Brown Trout, Eel, Brook Lamprey and Fresh Water Pearl Mussels (FWPM) are present in the waterbodies.</p> <p>SuDS design will be important along with the installation of mammal crossings at the Allt na Criche (Lynwilg). Milton Burn could be used for the community education projects. At Allt nan Ceatharnach the culvert could be narrowed.</p> <p>High concentrations of salt at Slochd will have to be addressed with the SuDS design. Culvert design preference is for a bridge span and open arch culverts over box culverts.</p> <p>Biosecurity and disturbance from the works will need site specific method statements for construction.</p> <p>It is advised that FWPM surveys be conducted alongside fish surveys.</p>	<p>Meeting held 10th November 2015 to discuss the proposed works and the effect on the NCN7</p> <p>Two NCN7 interfaces were discussed – the proposed Black Mount junction location and Slochd Summit.</p> <p>Sustrans noted that a 2m wide cycle path adjacent to the dualled A9 at Slochd summit would be difficult to achieve.</p> <p>Sustrans enquired as to the potential continuation of the cycle path constructed as part of the Kincaig-Dalraddy scheme. Sustrans advised that where temporary</p> <p>Noted; data provided reviewed and incorporated to ecological baseline. Additional fish habitat surveys and freshwater pearl mussel surveys undertaken at the identified locations.</p> <p>Requirements for sensitive culvert design that maintain/improve fish passage against the existing baseline have been embedded in the Proposed Scheme.</p> <p>Salt assessment of drainage discharges has been agreed at programme level and applied to the Proposed Scheme.</p> <p>Biosecurity and other construction site management requirements have been integrated into a series of construction mitigation measures for the Proposed Scheme.</p> <p>FWPM surveys undertaken, alongside fish and river habitat surveys.</p> <p>A connection to the Kincaig to Dalraddy cycle path forms part of the Proposed Scheme linking with the proposed Aviemore South grade separated junction. Chapter 5: The Proposed Scheme and Chapter 9 Effects on all Travellers set out embedded mitigation in relation to NMUs.</p>





Consultee	Summary of Feedback	Response
	closures of cycle routes during construction were unavoidable then a shuttle bus service could be considered.	

Table 1.3: Summary of Consultee Feedback – Accessibility Workshops and Non-Motorised User Forum

Consultee/Attendees	Summary of Feedback	Response
Mobility and Access Community for Scotland (MACS) Transport Scotland	Accessibility Workshop held 10 th October 2017	
	Concerns regarding the gradient of the NMU path associated with Aviemore South Junction, linking to Lynwilg Road.	AMJV noted that there is a property along this route making it very constrained in this location but will seek to reduce the gradient or introduce landing areas where possible.
	MACS noted steep gradients on access tracks at Granish Junction to the west of the A9 on the northbound side.	AMJV noted that it is proposed to provide underpasses north and south of the Aviemore South Junction. NMU provision is proposed on the junction as there is an existing at-grade crossing at this location. However, it is suggested that the primary route will be via the adjacent underpasses. This is because the underpasses have dedicated NMU provision, whereas the B9152 that connects to the junction does not have this NMU provision. AMJV noted there is a similar issue along a short section of Granish and Black Mount Junctions and these will also be reviewed.
	MACS requested that gradients of footways at proposed grade separated junctions and associated access tracks be reviewed and reduced wherever possible to 5% or less.	
Accessibility Workshop held 30 th March 2017		
	The workshop's purpose was to review all the projects in the A9 Dualling Programme and to help guide how accessibility can be considered in the project designs. Feedback provided at the meeting related to advice on route gradients, access to local bus stops, signage and accessibility of layby areas/facilities.	Feedback received at the meeting has been used to inform the position/design of access routes with the scheme, as set out in Chapters 5, 9 and 21.





Consultee/Attendees	Summary of Feedback	Response
<p>ByCycle UK</p> <p>British Horse Society</p> <p>Cairngorms National Park Authority</p> <p>Cyclists' Touring Club Scotland</p> <p>Cycling Scotland</p> <p>Highland Cycle Campaign</p> <p>HITRANS</p> <p>Living Streets</p> <p>National Access Forum</p> <p>Paths for All</p> <p>Perth & Kinross Council</p> <p>Perth & Kinross Countryside Trust</p> <p>Ramblers for Scotland</p> <p>ScotWays</p> <p>Scottish Natural Heritage</p> <p>Scottish Outdoor Access Network</p> <p>Sustrans Scotland</p> <p>The Mountaineering Council of Scotland</p> <p>TACTRAN</p> <p>The Highland Council</p> <p>Transport Scotland</p>	<p>Non-Motorised User Forum held 27th May 2016</p> <p>ScotWays advised on the importance of the RoW at Aviemore running through the Macdonald Hotel site.</p> <p>Attendees noted the importance of the RoW between Lynwilg and Aviemore on the northbound side of the A9.</p> <p>It was noted that there are currently two crossings of the A9 from Aviemore to Craigellachie National Nature Reserve – one underpass and one at grade. The existing underpass serves NMUs. It was noted that NMUs utilise both crossings to walk a loop of the Nature Reserve.</p> <p>Several attendees indicated that they were not in favour of a GSJ at Aviemore Central as this would bring more traffic directly into the already congested town centre. Attendees noted that the current arrangements of a junction to the south and north are preferred.</p> <p>NMU groups noted that future growth and potential traffic volumes in Aviemore should be taken into account.</p> <p>Several attendees, including Highland Cycle Campaign identified the importance of providing an NMU underpass at the current location of the at-grade RoW crossing at Avielochan.</p> <p>NMU groups would wish to see more direct routes linking communities and taking into account functional trips, such as commuting to and from work, as well as leisure trips.</p> <p>It was noted that the A95 linking the B9152 and the B9153 is heavily used by HGVs and is considered by NMU groups to be dangerous. NMU groups would like to see a segregated safe cycle route either alongside the A95 or the A9.</p> <p>It was noted that a crossing of the A9 is important at Slochd Summit to maintain the route of the core path / RoW / General Wade's Military Road.</p> <p>NMU groups suggested that parking provision should be considered at Slochd Summit to provide access for ice climbing, ski touring and to the GCR.</p> <p>It was noted by the British Horse Society that the existing at-grade crossing of the A9 at Kinveachy was heavily utilised by equestrians as part of a long-distance route.</p>	<p>Feedback received at the meeting has been used to inform the position/design of access routes with the scheme, as set out in Chapters 5, 9 and 21.</p>

