

7 Consultation

7.1 Introduction

7.1.1 This chapter presents information on previous and ongoing consultation with a range of stakeholders, including summary details on groups consulted, and type of consultation and engagement undertaken, including meetings and exhibition events.

7.1.2 Various consultation groups and forums were initiated during the A9 Dualling Programme DMRB Stage 1/ SEA phase, and these have continued throughout DMRB Stage 2 and Stage 3. **Table 7-1** provides an overview, with text below summarising DMRB Stage 3 EIA consultation.

Table 7-1: Consultee forums and groups

Name of Forum/ Group	Description of Members	List of Forum/ Group Members	
Environmental Steering Group (ESG)	Statutory consultees	Transport Scotland Scottish Environment Protection Agency (SEPA) Scottish Natural Heritage (SNH)	Historic Environment Scotland Cairngorms National Park Authority (CNPA) The Highland Council Perth and Kinross Council
Environmental Working Group (EWG)	Transport Scotland and A9 Design Organisations.	Transport Scotland Design Organisations for Southern, Central and Northern Sections (Jacobs, CH2M Fairhurst Joint Venture (CFJV), and Atkins/ Mouchel JV)	
Landscape Forum	Organisations with specific landscape interests	A9 Dualling Consultants (sub-group of the ESG)	SNH CNPA
Environmental Forum	Statutory and non-statutory environmental organisations	SNH SEPA Historic Environment Scotland CNPA Perth and Kinross Council The Highland Council Design organisation representatives The Woodland Trust Scottish Wildlife Trust Badenoch and Strathspey Conservation Group	Forestry Commission Scotland Royal Society for the Protection of Birds (RSPB) Spey Fisheries Board Tay Fisheries Board British Deer Society Scottish Badgers Buglife - The Invertebrate Conservation Trust Findhorn, Nairn, and Lossie Fisheries Board
Local Authorities and Regional Transport Partnerships (LA/RTP)	Local Planning Authorities and Regional Transport Partnerships	The Highland Council Perth and Kinross Council The Tayside and Central Scotland Transport Partnership (TACTRAN)	The Highlands and Islands Transport Partnership (HITRANS) North East of Scotland Transport Partnership (NESTRANS)
Non-Motorised User (NMU) Forum	Organisations related to walking, cycling and riding	Sustrans Ramblers Scotland British Horse Society Scotways Cyclists' Touring Club (CTC) Scotland Moray Council Outdoor Access CNPA The Highland Council Perth and Kinross Council Highland Cycle Campaign	People Friendly Design Mobility and Access Committee Scotland The Mountaineering Council of Scotland Scottish Orienteering Association Paths for All Scottish Outdoor Access Network National Access Forum Perth & Kinross Access Forum Cairngorms Access Forum John Muir Trust

Name of Forum/ Group	Description of Members	List of Forum/ Group Members	
Local Businesses	Businesses and commercial property holdings local to the Proposed Scheme	Glentruim Castle and Cottages Invernahavon Caravan Site Network Rail Ralia Café Ruthven Farm Ruthven Park Ruthven House Ruthven Steadings Milton Lodge Nuide House Ptarmigan Lodge	Phoinies Estate Ralia Estate Lagan Crofts Davall Developments Balavil Estate Croftcarnoch Highland Wildlife Park Meadowside Cottages Meadowside Quarry Dunachton Estate Church of Scotland
Business & Community Forum	Organisations related to business and tourism for the region	Scottish Disability Equality Forum Highlands & Islands Enterprise Scottish Enterprise Scotland Council for Development and Industry (SCDI) Chambers of Commerce (representatives of) Freight Transport Association/Road Haulage Association (FTA/RHA) Dalwhinnie Community Council Newtonmore Community Council	Confederation of British Industry (CBI) Scotland Scottish Tourism Alliance Scottish and Southern Energy (SSE) Forestry Commission Cairngorms Business Partnership Skills Development Scotland Visit Scotland Laggan Community Association Kingussie Community Council

- 7.1.3 The purpose of these groups/ forums is to facilitate consultation between A9 consultants and stakeholders; to provide an opportunity to discuss developing issues, and regular updates and reviews of emerging design work.

7.2 Previous and Ongoing Consultation

Key Stages of Consultation

- 7.2.2 At DMRB Stage 1 (2012), community consultation included a series of exhibitions between Perth and Inverness. A further round of Public Exhibitions in 2013 provided an update on the A9 PES and the SEA. The principal aims of these early consultations were to:
- obtain baseline environmental information, identify key environmental sensitivities and understand local needs and aspirations
 - inform statutory consultees and others about the proposed dualling
 - provide a range of stakeholders and organisations with the opportunity to comment on dualling proposals and the strategic environmental assessment process
- 7.2.3 The Project 9 Crubenmore to Kincaig Exhibition at DMRB Stage 2 took place in Newtonmore and Kingussie on the 18th and 19th November 2015 to:
- raise awareness of project design developments and initial mainline and junction options
 - further understand local needs and aspirations and enable those with views on the dualling project an opportunity to contribute to the decision-making process
 - update on DMRB Stage 2 designs and options assessments

- 7.2.4 Copies of the display materials and the Exhibition report are available online at Transport Scotland’s website:
<https://www.transport.gov.scot/publication/exhibition-materials-nov-2015-crubenmore-to-kincaig-a9-dualling/>
- 7.2.5 A further public exhibition was held in Newtonmore and Kingussie on 8th and 9th March 2017 to announce the preferred route selection for Project 9. Copies of the display materials and the Exhibition report are available online at Transport Scotland’s website:
<https://www.transport.gov.scot/publication/exhibition-materials-mar-2017-crubenmore-to-kincaig-a9-dualling/>
- 7.2.6 On the 17th and 18th April 2018 a further public consultation event was held in Newtonmore and Kingussie prior to the publication of the ES and the Draft Road Orders, to consult on matters such as access, the proposed River Spey bridge, and the development of the preferred route during DMRB Stage 3. Copies of the display materials and the Exhibition report are available online at Transport Scotland’s website: <https://www.transport.gov.scot/publication/exhibition-materials-public-drop-ins-april-2018-crubenmore-to-kincaig-a9-dualling/>
- 7.2.7 At DMRB Stage 3, the EIA consultation strategy was designed to:
- inform the scope of the EIA and collate further baseline information regarding existing environmental conditions
 - seek consultee input to develop design proposals and discuss potential impacts and the development of appropriate mitigation
 - ensure that statutory consultees were informed of the proposals and provided with an opportunity to comment
- 7.2.8 Public exhibitions/ drop-ins were held as described in **Table 7-2**.

Table 7-2: Project 9 Public Exhibitions/ Drop-ins

Location and date	Purpose
Newtonmore and Kingussie 18 th and 19 th November 2015	Presented DMRB Stage 2 mainline alignment and junction options under consideration
Newtonmore and Kingussie 8 th and 9 th March 2017	Presented the DMRB Stage 2 outcome, the preferred mainline and junctions
Newtonmore and Kingussie 17 th and 18 th April 2018	Presented DMRB Stage 3 design developments, including SuDS and accesses

Landowners (ongoing consultation)

- 7.2.9 The Proposed Scheme sits within the Badenoch and Strathspey area of the Cairngorms National Park, with two major settlements at Kingussie and Newtonmore and smaller hamlets at Lynchat, Ruthven and Ralia. There is also a mix of larger estates, smaller landholdings and two crofts, plus a National Nature Reserve (NNR) at Insh Marshes owned and managed by the Royal Society for the Protection of Birds (RSPB).

- 7.2.10 The four principal estates (Dunachton, Balavil, Ralia and Phoinies) are primarily highland sporting estates with Dunachton, Balavil and Ralia also having farming and forestry interests. Dunachton currently leases a large area adjacent to the A9 to the Royal Zoological Society of Scotland (RZSS) for the Highland Wildlife Park.
- 7.2.11 Other landholdings include Croftcarnoch, Church of Scotland (Kingussie Glebe), RSPB, Davall Developments, Ruthven Park, Ruthven Farm, Ralia Café and two crofts at Laggan.
- 7.2.12 The principal estates and the smaller landholdings were engaged through a series of one-to-one meetings which focused on understanding the current use of the land and how it is managed, providing information on the developing design and access to/ from the existing A9.
- 7.2.13 In addition, residents at Coulintyre, Meadowside, Lynchat, Glentruim and Ralia who are located within or immediately adjacent to the dualling corridor were also engaged in one-to-one meetings.
- 7.2.14 As stated above consultation events took place in November 2015, March 2017, and April 2018. These events each took place over two days in the main settlements with a day in Kingussie and a day in Newtonmore. All landowners within the 200m corridor received formal invitations to attend the consultation events and were offered individual pre-meetings.
- 7.2.15 Consultation with landowners and tenants is ongoing and it is normal practice for the details of landowner accommodation works to continue beyond the EIA process. Agreed mitigation measures and accommodation works, however, will be included within the construction contract.

Environmental Steering Group (ESG) (Ongoing consultation)

- 7.2.16 The A9 Dualling Programme ESG is attended by the statutory consultees noted in **Table 7-1**. These meetings commenced in August 2014 and have been held monthly, with a few exceptions, until November 2017; there have been over 35 ESG meetings in total. The ESG aims to deliver consistent advice across all A9 Dualling projects.
- 7.2.17 **Appendix 7-1** provides a summary of ESG feedback on the DMRB Stage 2 assessment consultation, specifically relating to additional work/ information required as part of this EIA. Responses provided in the appendix detail how each requirement has been addressed.
- 7.2.18 DMRB Stage 3 consultation has been on-going via the ESG, and the group will continue to meet following publication of this EIA. ESG consultation will continue through later contract and detailed design development stages.

Landscape Forum (Ongoing consultation)

- 7.2.19 The Landscape Forum, established as a sub-group of the ESG, considers programme-wide landscape issues and agree consistent objectives and assessment methods across the three A9 Sections (North, Central and South). The Landscape Forum comprised landscape specialists from the Design Organisations and Transport Scotland, and undertook consultation throughout the assessment process with SNH, CNPA and the relevant local authorities to reach agreement on the approach to assessment and viewpoint locations, aiming to ensure achievement of landscape outcomes.

Environmental Forum (Ongoing consultation)

- 7.2.20 The A9 Dualling Programme Environmental Forum meets generally every six months, with a range of environmental interest groups and bodies. The Environment Forum aims to ensure that the wide variety of natural heritage stakeholder interests along the A9 are considered. The first meeting was held in Aviemore in September 2014. Meetings were then quarterly through 2015 and six-monthly through 2016, with written updates provided upon any postponements. The most recent meeting was in February 2017, with a written update provided in December 2017.

Local Authority/ Regional Transport Partnerships (LA/ RTP)

- 7.2.21 The LA/ RTP working group meets generally every six months, attended by the organisations noted in **Table 7-1**. The first LA/ RTP was held in April 2013. This forum provides LA/ RTP members an opportunity to comment on developing designs, and to provide Transport Scotland with information on local issues for design teams to be aware of. It also provides an opportunity for discussion on A9 trunk/ local road interfaces.
- 7.2.22 A special LA/ RTP/ ESG drop in event was held in June 2017, in the Dewars Centre in Perth, displaying the preferred routes for each A9 project (including Project 9) with staff from each design organisation available to answer questions. This session was well attended with a number of technical discussions taking place throughout the day.

Non-Motorised User (NMU) Forum (previous consultation)

- 7.2.23 A programme-wide workshop, held in May 2015, was attended by NMU groups, including walkers, cyclists, equestrians, disability groups, SNH and CNPA. It discussed access requirements and a route-wide access strategy. A follow-up NMU Forum event was held in May 2016, and each Proposed Scheme has since taken account of access requirements discussed and held further discussions with individual group representatives where necessary.
- 7.2.24 A further NMU drop-in session for the Central Section was held in November 2016, and there were two (programme wide) accessibility workshops held in March and October 2017. The first was attended by People Friendly Design and Mobility and Access Community for Scotland (MACS) and the second was attended by MACS.

Local Businesses and residents (previous consultation)

- 7.2.25 A range of meetings were held with local businesses and residents in proximity to the Proposed Scheme extents, both to provide information on the developing dualling proposals and to listen to business perspectives and residents' concerns. Dialogue continued through public exhibitions, drop ins and one-to-one sessions during DMRB Stage 3.

Community (previous consultation)

- 7.2.26 The Proposed Scheme extent crosses three different community council areas: Newtonmore & Vicinity Community Council to the south, Kingussie & Vicinity Community Council in the middle and Kincaig & Vicinity Community Council to the north. The Laggan Community Association and Dalwhinnie Community Council also have a specific interest in the southern extent of the project and access to Glen Truim.
- 7.2.27 The Project stakeholder team and Transport Scotland representatives have attended community council/ association meetings during DMRB Stage 2 and 3 to provide an overview of the developing detail for the Proposed Scheme. In addition, the stakeholder team and Transport Scotland representatives have attended the Badenoch and Strathspey Community Council Forum to provide programme wide and project specific updates. This forum was established in 2015 to meet twice a year and consider strategic projects with the A9 dualling programme being one of the key projects.

Technical Stakeholder Consultations (previous and ongoing consultation)

- 7.2.28 A range of more technically focused meetings have been held with stakeholders including, for example, Scottish and Southern Energy (SSE), SEPA, THC, SNH, CNPA, HES, Network Rail and the Spey Fishery Board.

Environmental Impact Assessment Scoping with Statutory Consultees

- 7.2.29 Following the completion of DMRB Stage 2, which included detailed consultation with Statutory Consultation bodies via the ESG, a route-wide EIA Scoping Report was produced and issued in August 2016. The route-wide Scoping Report outlined the proposed structure of A9 Dualling project Environmental Statements, the assessment methods to be adopted for this EIA, as well as noting that baseline information gathered at DMRB Stage 2 would be updated and refreshed accordingly. This specific consultation with statutory consultees aimed to ensure that the EIA was scoped at the relevant level of detail to assess likely environmental impacts.

7.3 Consultation Summary

- 7.3.1 As noted above, DMRB Stage 3 EIA consultation has been on-going via the A9 Dualling ESG. **Appendix 7-1 (Volume 2)** provides a summary of statutory consultation authority feedback provided on the DMRB Stage 2 assessment, that related to further information required by each consultee body at DMRB Stage 3, and how this has been addressed.

7.4 References

7.4.1 Relevant references for introductory Chapters 1 to 7 of this ES are listed below:

- Cairngorms Business Partnership (2015), Cairngorms National Park Economic Strategy 2015 – 2018.
<http://cairngorms.co.uk/wp-content/uploads/2015/10/151001CNPEconomicStrategyV1.pdf>
- Cairngorms National Park Authority (2016), Cairngorms National Park Partnership Plan 2017-2022 Consultation
- Halcrow (2013a), A9 Dualling Programme: Strategic Environmental Assessment – Environmental Report
- Halcrow (2013b), A9 Dualling Programme: Habitat Regulations Appraisal – Screening Report (May 2013)
- Halcrow (2013c), A9 Dualling Programme: Habitat Regulations Appropriate Assessment (September 2013)
- Halcrow (2013d), A9 Dualling Programme: Strategic Landscape Review (August 2013)
- Halcrow (2013e), A9 Dualling Programme: Strategic Flood Risk Assessment (October 2013)
- Highways Agency (*et al*) (2009), Design Manual for Roads and Bridges (DMRB) Volume 11 – Environmental Assessment
- Scott Wilson (2006), A9 Perth to Blair Atholl - Route Improvement Strategy Study (RISS)
- Scott Wilson Kirkpatrick (1997), A9 (T) Perth to Inverness Development of a Route Strategy - Phase 3 Final Report
- Scottish Government (2007), Circular 8/2007: EIA (Scotland) Regulations 1999
- Scottish Government (2008), Strategic Transport Projects Review (STPR, 2008)
- Scottish Government (2011a), EIA (Scotland) Regulations 2011
- Scottish Government (2011b), Infrastructure Investment Plan (IIP)
- Scottish Government (2011c), The Water Environment (Controlled Activities) (Scotland) Regulations 2011
- Scottish Government (2014), National Planning Framework 3 (NPF3)
- Transport Scotland (2006), Road Furniture in the Countryside Guidance
- Transport Scotland (2010), Interim Advice Note 35/15: TS2010 Surface Course Specification and Guidance
- Transport Scotland (2014a), A9 Dualling Programme – Preliminary Engineering Support Services (PES) – DMRB Stage 1 Report
- Transport Scotland (2014b), A9 Dualling Programme – SEA – Addendum to the Environmental Report
- Transport Scotland (2014c), A9 Dualling Programme – SEA – Post Adoption Statement
- Transport Scotland (2015a), A9 Dualling – Glen Garry to Dalraddy – Junction Strategy Report (unpublished)
- Transport Scotland (2015b), A9 Dualling – Crubenmore to Kincaig – DMRB Stage 2 Scheme Assessment Report (unpublished)
- Transport Scotland (2016a), A9 Dualling Programme - Non-Motorised User (NMU) Access Strategy (unpublished)
- Transport Scotland (2016b), A9 Dualling: Case for Investment
- Transport Scotland (2016c), A9 Dualling Programme – EIA Scoping Report (July 2016)

