## Overview of Environmental Assessment Part 1

<table>
<thead>
<tr>
<th>Drawing No.</th>
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<th>Drawing Title</th>
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<td>ENVIRONMENTAL MITIGATION</td>
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<td>ENVIRONMENTAL MITIGATION chainage 53200 to 54600</td>
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<td>ENVIRONMENTAL MITIGATION chainage 56000 to 56645</td>
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</table>
Landform sensitive earthworks refined during detailed design to improve landscape fit to reflect the existing character.

Heathland creation on re-profiled earthwork. See code DH5 in Table 12.13.5, Appendix 12.13 for more detail.

 Restoration with mixed native woodland to re-profiled embankment.

Natural stone treatment to underbridge abutment, subject to detailed design.

Area for tie-in to existing dual carriageway and associated traffic management.

Top and toe of slopes rounded to improve landform fit.

To Inverness

Area required for undertrack crossing.

River Spey SAC

River Spey SAC

To Perth

Legend

Proposed Scheme:
- Proposed Scheme Details
- Land Made Available
- Boundary

Baseline Conditions:
- Special Area of Conservation (SAC)

Railway Boundary

Proposed Mitigation:
- Dry underpass suitable for large sized mammals
- Proposed culvert with ledge suitable for medium sized mammals
- Combined Deer - Otter Fence
- Deer Fencing
- Otter Fencing
- Dry Heath
- Grassland
- Native Woodland
- Shrub Planting
- Wet Heath
- Restore Any Habitat Affected By Works
- Landform Sensitive Earthworks

General Notes:
1. Some areas within the LMA are provided to accommodate construction works, in the event that this land is only lightly worked or trafficked (e.g. for materials laydown or stockpiling), the presumption is reinstateMENT to enable recovery of existing habitat.
2. Where construction works result in land being heavily worked (e.g. excavated for temporary SuDS), the mitigation shown is required.

Project: Cruisesmore to Kincraig EIA Environmental Mitigation Drawing E1

Scale: 1:5000

Design: DB/AP

Drawn: EV

Check: GG

App: JF

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Landscape and visual. Mitigate against loss of trees due to construction of Newtonmore junction; change of gradients at ... junction (underbridge); restore to native woodland adjacent to existing coniferous woodland; screen junction with wood...SuDS basin.

Landscape and visual. Replant woodland in areas adjacent to SuDS basin 434 to compensate loss of trees; provide screening from HML railway and around SuDS basin.

Landscape and visual. Restore wet heath/bog communities to repair any construction stage damage.
Landscape and visual. Restore woodland/tree planting to re-profiled earthwork embankment of left-in, left-out junction.

Landscape and visual. Woodland planting: restore to re-profiled earthwork cutting.

Landscape and visual. Restore woodland along access road to Ralia Café.

Landscape and visual. Woodland planting: restore to re-profiled earthwork cutting.

Landscape and visual. Plant shrub/scrub and mixed native scattered trees/woodland to re-profiled earthwork cutting, rock-cut areas and (in pockets) soil-nailed slopes.

Baseline Conditions:
- Special Protection Area
- Ramsar
- Railway Boundary

Proposed Mitigation:
- Proposed culvert with ledge suitable for medium sized mammals
- Proposed structure suitable for large sized mammals
- Otter Fencing
- Dry Heath
- Grassland
- Native Woodland
- Shrub Planting
- Wet Heath
- Native Wet Woodland
- Restore Any Habitat Affected By Works

General Notes:
- SuDS BASINS AND IDs
- LAND MADE AVAILABLE BOUNDARY

SuDS Basin to be seeded with appropriate wet grassland mix.

Provide mixed native woodland around Newtonmore junction with tree species suitable for red squirrel.

Native woodland planting on lost ancient woodland site. See code AW2D in Table 12.13.7, Appendix 12.13 for more detail.

Native woodland planting to extend existing woodland.

Native woodland to reduce visual effect of Newtonmore junction.

Area of likely rock cut. Final appearance of these areas will be subject to detailed design and coordinated with structural engineers, geotechnical advice and landscape architects.

Natural stone treatment to underbridge abutment, subject to detailed design.

Dry underpass recommended subject to embankment height and clearance. See mitigation item P09-E1.

Dry underpass recommended subject to embankment height and clearance. See mitigation item P09-E1.

Native woodland to reduce visual effect of Newtonmore junction.

Landform earthworks within Newtonmore Junction loops to be graded out to improve landform fit.
Native woodland planting on lost ancient woodland site. See code AW22 in Table 12.13.7, Appendix 12.13 for more detail.

Shrubs and scattered trees adjacent to new engineered features to reflect local landscape.

Slopes informed by landscape architects to allow natural progression to surrounding landform.

Plant shrub/scrub and mixed native scattered trees/woodland to re-profiled cutting, rock-cut areas and (in pockets) soil-nailed slopes.

Restore with native woodland planting to embankment and extend existing woodland.

Native and shrub planting above earthworks slope.

Native woodland and shrub planting to embankment and extend existing woodland.

Native woodland planting on lost ancient woodland site. See code AW22 in Table 12.13.7, Appendix 12.13 for more detail.

Dry underpass recommended subject to embankment height and clearance. See mitigation item P09-E1.

Shrubs and scattered trees adjacent to new engineered features to reflect local landscape.

Slopes informed by landscape architects to allow natural progression to surrounding landform.

Plant shrub/scrub and mixed native scattered trees/woodland to re-profiled cutting, rock-cut areas and (in pockets) soil-nailed slopes.

Shrubs and scattered trees adjacent to new engineered features to reflect local landscape.

Native woodland planting to add to existing woodland block to minimise effects to Landscape Character and aid screening from Nudge Farm.

Native woodland and shrub planting to aid screening of Proposed Scheme from mid-long distance views from Newtonmore.

Restore any habitat affected by works.
Shrubs and scattered trees adjacent to new engineered features to reflect local landscape.

Landform sensitive earthworks refined during detailed design to improve landscape fit to reflect the existing character.

Native woodland and shrub planting to help screen road and access track from Milton of Nuide to the south.

Natural stone treatment to underbridge abutment, subject to detailed design.

Wet grassland mix in lowered Compensatory Flood Storage Area (CFSA) to create habitat for wader species.

Left in left out for landowner and SuDS access.

Native woodland and shrub planting to screen SuDS basins and A9 from Nuide Farm and Cottage

River Spey SAC

Insh Marshes SAC

SuDS Basins and IDs

Land Made Available Boundary

Baseline Conditions:
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Ramsar

Proposed Mitigation:
- Dry underpass suitable for large sized mammals
- Combined Deer - Otter Fence
- Deer Fencing
- Dry Heath
- Grassland
- Native Woodland
- Shrub Planting
- Wet Heath
- Restore Any Habitat Affected By Works
- Cross Section Locations
- Landform Sensitive Earthworks

GENERAL NOTES:
1. SOME AREAS WITHIN THE LMA ARE PROVIDED TO ACCOMMODATE CONSTRUCTION WORKS, IN THE EVENT THAT THIS LAND IS ONLY LIGHTLY WORKED OR TRAFFICKED (E.G. FOR MATERIALS LAYDOWN OR STOCKPILING), THE PRESUMPTION IS REINSTATEMENT TO ENABLE RECOVERY OF EXISTING HABITAT.
2. WHERE CONSTRUCTION WORKS RESULT IN LAND BEING HEAVILY WORKED (E.G. EXCAVATED FOR TEMPORARY SUDS), THE MITIGATION SHOWN IS REQUIRED.
### Proposed Mitigation:

<table>
<thead>
<tr>
<th>Baseline Conditions</th>
<th>Proposed Scheme Details</th>
<th>SuDS Basins and IDs</th>
<th>SuDS Basins and IDs</th>
<th>Land Made Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Area of Conservation</td>
<td>SuDS Basins and IDs</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
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<tr>
<td>Site of Special Scientific Interest (SSSI)</td>
<td>SuDS Basins and IDs</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Special Protection Area</td>
<td>SuDS Basins and IDs</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Ramsar</td>
<td>SuDS Basins and IDs</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
</tbody>
</table>

#### General Notes:
1. SOME AREAS WITHIN THE LMA ARE PROVIDED TO ACCOMMODATE CONSTRUCTION WORKS, IN THE EVENT THAT THE LAND IS ONLY LIGHTLY WORKED OR TRAFFICKED (E.G. FOR MATERIALS LAYDOWN OR STOCKPILING), THE PRESUMPTION IS REINSTATEMENT TO ENABLE RECOVERY OF EXISTING HABITAT.
2. WHERE CONSTRUCTION WORKS RESULT IN LAND BEING HEAVILY WORKED (E.G. EXCAVATED FOR TEMPOE SUDDS), THE MITIGATION SHOWN IS REQUIRED.

<table>
<thead>
<tr>
<th>Landform Sensitive Earthworks</th>
<th>Proposed Scheme Details</th>
<th>SuDS Basins and IDs</th>
<th>SuDS Basins and IDs</th>
<th>Land Made Available</th>
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</thead>
<tbody>
<tr>
<td>Soil-nailed embankment between southbound A9 and Knappach frontage planted with pockets of hydro-seeded groundcover, shrubs and trees.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Native woodland planting on lost ancient woodland site. See code AW25 in Table 12.13.7, Appendix 12.13 for more detail.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Restore construction works area to enable recovery of affected habitat, after reprofiling, to enable return to agricultural use.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>SuDS basin to be seeded with appropriate wet grassland mix.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Restore shrub/scrub and mixed native scattered trees/woodland.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
<tr>
<td>Plant shrub/scrub and mixed native scattered trees/woodland on cutting/embankment to restore woodland and screen Knappach from A9.</td>
<td>Proposed Scheme Details</td>
<td>SuDS Basins and IDs</td>
<td>Land Made Available</td>
<td></td>
</tr>
</tbody>
</table>

### Landform Sensitive Earthworks

- **Heathland creation on re-profiled earthwork.** See code DH25 in Table 12.13.5, Appendix 12.13 for more detail.
- **Native stone treatment to underbridge abutment, subject to detailed design.**
- **SuDS basin to be seeded with appropriate wet grassland mix.**
- **Native stone treatment to underbridge abutment, subject to detailed design.**
Native stone treatment to underbridge abutment, subject to detailed design.

Location for Lay-by with wide segregation strip and visitor facilities including viewing platform and link to NMU routes subject to detailed design.

Native woodland planting to screen the A9 from mid-long distance views from Kingussie and to screen SuDS basin 490.

Woodland planting to re-profiled earthwork embankment to screen the realigned A9 and Spey Crossing embankment and replace affected woodland.

Natural stone treatment to underbridge abutment, subject to detailed design.

Plant shrub/scrub and mixed native scattered trees/woodland on cutting/embankment to restore woodland and screen Knappach from A9.

Ruthven properties berm/cutting profiled to reflect existing local landform and planted with grass, shrubs and mixed woodland to screen views of the A9.

Restore and extend existing woodland to embankment to screen B970 underbridge extension and A9 from Ruthven Steadings and Farm.

Access for All compliant footpath links GWR/NMU and Ruthven Northbound and Southbound lay-by via underbridge using steps and ramps.

Access to Ruthven Barracks via NMU route alongside B970.

RUTHERVEN BARRACKS SCHEDULED MONUMENT

Location for Lay-by with wide segregation strip and visitor facilities including viewing platform and link to NMU routes subject to detailed design.

Restore wet woodland to embankment to screen B970 underbridge extension and A9 from Ruthven Barracks S.M.

Grassland restoration continues under new bridge to repair construction stage damage.

Landform sensitive earthworks refined during detailed design.

Fencing continues under Spey Crossing or ties into Bridge abutment. Mesh size on fencing to prevent wader chicks accessing the road embankment.

Ample space required for crane operations.

Stretch of redundant embankment to be lowered and returned to grassland. Lowered area enables future maintenance access to fences, embankment and bridge.

See Appendix 6.2 for mitigation plan.

See Table 12.13, Appendix 12.13 for more detail.

Native woodland planting to underbridge abutment, subject to detailed design.

Location for Lay-by with wide segregation strip and visitor facilities including viewing platform and link to NMU routes subject to detailed design.

Native woodland planting to screen the A9 from mid-long distance views from Kingussie and to screen SuDS basin 490.

Woodland planting to re-profiled earthwork embankment to screen the realigned A9 and Spey Crossing embankment and replace affected woodland.

Natural stone treatment to underbridge abutment, subject to detailed design.

Plant shrub/scrub and mixed native scattered trees/woodland on cutting/embankment to restore woodland and screen Knappach from A9.

Ruthven properties berm/cutting profiled to reflect existing local landform and planted with grass, shrubs and mixed woodland to screen views of the A9.

Restore and extend existing woodland to embankment to screen B970 underbridge extension and A9 from Ruthven Steadings and Farm.

Access for All compliant footpath links GWR/NMU and Ruthven Northbound and Southbound lay-by via underbridge using steps and ramps.

Access to Ruthven Barracks via NMU route alongside B970.

RUTHERVEN BARRACKS SCHEDULED MONUMENT

Location for Lay-by with wide segregation strip and visitor facilities including viewing platform and link to NMU routes subject to detailed design.

Restore wet woodland to embankment to screen B970 underbridge extension and A9 from Ruthven Barracks S.M.

Grassland restoration continues under new bridge to repair construction stage damage.

Landform sensitive earthworks refined during detailed design.

Fencing continues under Spey Crossing or ties into Bridge abutment. Mesh size on fencing to prevent wader chicks accessing the road embankment.

Ample space required for crane operations.

Stretch of redundant embankment to be lowered and returned to grassland. Lowered area enables future maintenance access to fences, embankment and bridge.

See Appendix 6.2 for mitigation plan.

See Table 12.13, Appendix 12.13 for more detail.

Native woodland planting to underbridge abutment, subject to detailed design.
Habitats affected during construction to be restored and where possible improve species composition to benefit biodiversity.

Landform earthworks within Kingussie Junction loop to be graded out to improve landform fit. Planted with native woodland and shrub species to assist in screening vehicles and new road infrastructure.

Northbound Laggan properties berm profiled to integrate with existing landform and cover the redundant A9 carriageway, planted with native trees and woodland edge shrubs to screen views of the A9 and integrate with existing woodland.

Proposed NMU route adjacent to northbound mainline to provide Kingussie to Aviemore NMU link.

Southbound Laggan properties berm profiled to reflect existing local landform and planted with grass, shrubs and scattered trees to screen views of the A9 and SuDS basin 513.

Proposed scheme is shown in yellow highlights on the drawing.

Baseline conditions are shown in purple and black highlights.

Proposed scheme details are shown in green highlights.

Proposed Mitigation:
- Otter fencing
- Combination Deer - Otter fence
- Noise mitigation
- Grassland
- Native woodland
- Shrub planting
- Wet heath
- Restore any habitat affected by works
- Cross section locations
- Landform sensitive earthworks

Baseline conditions:
- LMA is defined as South of River Spey - Insh Marshes Ramsar
- Where construction works result in land being heavily worked (e.g. excavated for materials laydown or stockpiling), the presumption is that this land is only lightly worked or trafficked, and the mitigation shown is required.
- Some areas within the LMA are provided to accommodate construction works, in the event that this land is only lightly worked or trafficked.
- A09 Redevelopment Basins and IDs, the presumption is reinstate to enable recovery of existing habitat.
- Otter fencing
- Noise mitigation
- Grassland
- Native woodland
- Shrub planting
- Wet heath
- Restore any habitat affected by works
- Cross section locations
- Landform sensitive earthworks
- Restore any habitat affected by works.

PROJ: 495298
DATE: 22/08/2018
DWG: A9P09-CFJ-EGN-M_ML500_ZZ-DR-EN-0002

Legend
- SuDS Basins and IDs
- Land Made Available Boundary
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Ramsar
- National Nature Reserve (NNR)
- Railway Boundary
- Proposed Scheme
- Baseline Conditions
- Proposed Mitigation
- Proposed Culvert with Ledge Suitable for Medium Sized Mammals
- Proposed Structure Suitable for Large Sized Mammals
- Combined Deer - Otter Fence
- Otter Fencing
- Noise Mitigation
- Grassland
- Native woodland
- Shrub planting
- Wet heath
- Restore any habitat affected by works
- Cross section locations
- Landform sensitive earthworks

Drainage
- Insh Marshes SAC
- River Spey SAC
- Insh Marshes SSSI
- River Spey - Insh Marshes SPA
- River Spey - Insh Marshes Ramsar

To Inverness

To Perth

Scale 1:5000

400 Metres

300 Metres

200 Metres

100 Metres

0 Metres

0 125 250

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Project: 9 Crueremonie to Kingussie EIA Environmental Mitigation Design K8
Change 5000 to 5100

Scale 1:5000
Native woodland planting on lost ancient woodland site. See code AW34 in Table 12.13.7, Appendix 12.13 for more detail.

Shrub planting to aid screening of SuDS basin 530, access track and A9 carriageway from B9152 users.

Native woodland planting on lost ancient woodland site. See code AW34 in Table 12.13.7, Appendix 12.13 for more detail.

Re-plant native wet woodland along roadside (bat commuting habitat).

Proposed NMU route adjacent to northbound mainline to provide Kingussie to Aviemore NMU link.

Proposed NMU route adjacent to northbound mainline to provide Kingussie to Aviemore NMU link.

Natural stone treatment to underbridge abutment, subject to detailed design.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

Restore wet heath/bog communities to repair any construction stage damage.

Roadside edge planting to wet woodland to restore existing landscape character around open fields south of Lynchat.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

SuDS basin shapes refined at detailed design stage to improve landscape fit.

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SuDS basin shapes refined at detailed design stage to improve landscape fit.
Native woodland planting on lost ancient woodland site. See code AW37 in Table 12.13.7, Appendix 12.13 for more detail.

Proposed NMU route adjacent to northbound mainline to provide Kingussie to Aviemore NMU link.

Landform sensitive earthworks refined during detailed design to improve landscape fit to reflect the existing character.

Restoration with mixed native woodland to re-profiled cutting to Balavil Mains and Balavil House frontage.

Exclusion Zone to protect historic trees.

Proposed Scheme Details
SuDS Basins and IDs
Land Made Available Boundary

Baseline Conditions:
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Ramsar
- National Nature Reserve (NNR)
- Railway Boundary

Proposed Mitigation:
- Proposed Culvert with Ledge Suitable for Medium Sized Mammals
- Deer Fencing
- Otter Fencing
- Noise Mitigation
- Grassland
- Native Woodland
- Shrub Planting
- Wet Heath
- Native Wet Woodland
- Exclusion Zone
- Restore Any Habitat Affected By Works
- Cross Section Locations
- Landform Sensitive Earthworks

GENERAL NOTES:
1. SOME AREAS WITHIN THE LMA ARE PROVIDED TO ACCOMMODATE CONSTRUCTION WORKS. IN THE EVENT THAT THIS LAND IS ONLY LIGHTLY WORKED OR TRAFFICKED (E.G. FOR MATERIALS LAYDOWN OR STOCKPILING), THE PRESUMPTION IS REINSTATEMENT TO ENABLE RECOVERY OF EXISTING HABITAT.

2. WHERE CONSTRUCTION WORKS RESULT IN LAND BEING HEAVILY WORKED (E.G. EXCAVATED FOR TEMPORARY SUDS), THE MITIGATION SHOWN IS REQUIRED.

Legend

SuDS basin shapes refined at detailed design stage to improve landscape fit.

Pockets of wet woodland adjacent to drainage features to improve woodland connectivity.

Native wet woodland to re-profiled cutting to Balavil Mains and Balavil House frontage.

Restoration with mixed native woodland to re-profiled cutting to Balavil Mains and Balavil House frontage.

Exclusion Zone to protect historic trees.

SuDS basin shapes refined at detailed design stage to improve landscape fit.
Proposed Scheme Details

**SuDS Basins and IDs**

**Land Made Available Boundary**

**Baseline Conditions:**
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Ramsar
- National Nature Reserve (NNR)
- Railway Boundary

**Proposed Mitigation:**
- Proposed Structure Suitable for Large Sized Mammals
- Otter Fencing
- Native Woodland
- Shrub Planting
- Native Wet Woodland
- Restore Any Habitat Affected By Works
- Cross Section Locations

**General Notes:**
1. Some areas within the LMA are provided to accommodate construction works, in the event that this land is only lightly worked or trafficked (e.g., for materials laydown or stockpiling), the presumption is reinstatement to enable recovery of existing habitat.
2. Where construction works result in land being heavily worked (e.g., excavation for temporary SuDS), the mitigation shown is required.

**Legend**

- Replaced tree belt lost to works between A9, access track and Balavil estate and extend woodland to aid screening to Croftcarnoch property.
- Wet grassland mix in lowered Compensatory Flood Storage Area (CFSA).
- Replace trees/shrub and scrub vegetation between A9, B9152 and HML railway to screen from users of the B9152 and HML railway but provide open views from lay-by.
- Pockets of wet woodland adjacent to drainage features to improve woodland connectivity.
- Restore woodland lost to embankment and drainage works with wet woodland. Provide screening from B9152.
- River Spey SAC
- Insh Marshes SAC
- Insh Marshes SSSI
- Insh Marshes SPA
- River Spey - Insh Marshes Ramsar
- River Spey - Insh Marshes SAC
- River Spey - Insh Marshes SAC
- River Spey - Insh Marshes SAC

**Map Details:**
- Scale 1:5000
- Date: 20/08/2018
- Project 9 Crubenmore to Kincraig EIA
- Environmental Mitigation Drawing 6.11
- Change 1:5000 to 5000
- Design: DB/AP
- Drawn: EV
- Check: GG
- App: JF

**Description:**
- Replace tree belt lost to works between A9, access track and Balavil estate and extend woodland to aid screening to Croftcarnoch property.
- Wet grassland mix in lowered Compensatory Flood Storage Area (CFSA).
- Replace trees/shrub and scrub vegetation between A9, B9152 and HML railway to screen from users of the B9152 and HML railway but provide open views from lay-by.
- Pockets of wet woodland adjacent to drainage features to improve woodland connectivity.
- Restore woodland lost to embankment and drainage works with wet woodland. Provide screening from B9152.
- River Spey SAC
- Insh Marshes SAC
- Insh Marshes SSSI
- Insh Marshes SPA
- River Spey - Insh Marshes Ramsar
- River Spey - Insh Marshes SAC
- River Spey - Insh Marshes SAC
- River Spey - Insh Marshes SAC

**Map Notes:**
- Some areas within the LMA are provided to accommodate construction works, in the event that this land is only lightly worked or trafficked (e.g., for materials laydown or stockpiling), the presumption is reinstatement to enable recovery of existing habitat.
- Where construction works result in land being heavily worked (e.g., excavation for temporary SuDS), the mitigation shown is required.
Aspen trees identified at this location during the 2015 NVC survey. Details on the management of aspen trees is provided in Appendix 12.13.

Replant tree belt lost to the works between A9 and Meadowside Quarry and extend existing woodland to screen re-profiled earthwork cutting.

Proposed NMU route adjacent to northbound mainline to provide Kingussie to Aviemore NMU link.

Natural stone treatment to Highland Wildlife Park underbridge abutment subject to detailed design, including landmark feature denoting entrance way.

Scattered trees within this location to promote woodland connectivity.

Area for tie-in to existing dual carriageway and associated traffic management.

Aspen trees identified at this location during the 2015 NVC survey. Details on the management of aspen trees is provided in Appendix 12.13.

Replant tree planting between A9 and B9152 to screen views from B9152.

Restore to wet woodland and/or reedbeds as appropriate.

Scattered trees within this location to promote woodland connectivity.

Replant tree planting between A9 and B9152 to screen views from B9152.