

# Appendix A7.1

Summary of Environmental  
Consultation Responses







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## 1. Summary of Environmental Consultee Feedback

**Table A1.1: Summary of Environmental Consultee Feedback – Statutory Consultees**

Consultee	Summary of Feedback	Response
Scottish Environment Protection Agency (SEPA)	<p>A meeting was held with SEPA on the 23 August 2016 primarily to discuss the approach to the Preliminary Flood Risk Assessment undertaken for the Stage 2 assessment.</p> <p>SEPA advised that in terms of flood risk and encroachment onto the floodplain the focus is on demonstrating that encroachment will not have additional impact on residential, commercial and other receptors including Potentially Vulnerable Areas.</p> <p>Regarding realigning a section the Dalmagarry Burn, SEPA commented that this would be acceptable in principle - provided that there is consultation with SEPA hydromorphologists and the design detail is developed at DMRB Stage 3.</p>	<p>Additional information was included in the Stage 2 Preliminary Flood Risk Assessment where necessary and other comments taken into account for the Stage 3 Flood Risk Assessment (Appendix A11.2).</p>
	<p>A meeting was held with SEPA (and the Findhorn, Nairn and Lossie Fisheries Trust) on the 20 December 2016 to discuss the proposed re-alignment of the Dalmagarry Burn, focussing on hydromorphological and flood risk aspects. SEPA commented that they were content with the overall approach. SEPA also commented that the current burn alignment is artificial with historic mapping indicating that the channel originally took a more direct path to the Funtack Burn passing to the east of the farm buildings. SEPA also advised that the banks of the burn are protected upstream of the railway bridge which is most likely to be the cause of the increased sediment load downstream of the existing A9 crossings. Subject to a review of flood risk modelling, SEPA would have no fundamental concern over the increase in the average depth of water over the left bank floodplain provided there are no impacts downstream of the confluence with the Funtack Burn.</p>	<p>The information provided has been taken into the assessment and used to inform development of the Dalmagarry Burn re-alignment proposals as detailed in Chapters 5, 11 and 21 and in Appendix A11.1.</p>
	<p>A meeting was held with SEPA (together with SNH and the Forestry Commission) on the 11 July 2017 to discuss the potential for proposed peat pre-treatment and reuse.</p>	<p>Information provided regarding re-use of peat has been used to help inform proposals for dealing with any surplus peat and the approach set out in Appendix A10.2 Outline Soil and Peat Management Plan.</p>
Scottish Natural Heritage (SNH)	<p>A meeting was held with SNH (together with SEPA and the Forestry Commission) on the 11 July 2017 to discuss proposed peat pre-treatment and reuse. See feedback under SEPA above.</p>	<p>See SEPA response above.</p>

Consultee	Summary of Feedback	Response
	Consultation was undertaken with SNH (and THC) to gain preliminary advice on the location of viewpoints.	Comments were taken into consideration in the preparation of the viewpoint list and photomontages for the assessment reported in Chapter 14.
Scottish Water	Consultation with Scottish Water was undertaken to confirm assets within the study area, with specific reference to public and private water supplies.	Information provided was used in establishing baseline conditions and in determining whether any assets might be affected.
The Highland Council (THC)	During an initial consultation meeting held with THC Archaeology at the start of the Stage 2 assessment, THC provided confirmation of assets within the study and advised on the low potential for impact based on the assets present.	Feedback from the meeting was used to inform the establishment of baseline conditions included in the Stage 2 and Stage 3 assessments and to help understand the potential for adverse impacts and approach to mitigation.
	Consultation was undertaken with Environmental Health Officers at The Highland Council in March and April 2016 to identify any noise issues or particular constraints within the study area and to agree the location of the baseline noise survey locations.	Comments were taken into consideration in the assessment reported in Chapter 17.
	THC Archaeology was consulted in December 2016 with regard to their advice on the use of a targeted geophysical survey to help identify any previously unrecorded assets within the study area. In their response, THC agreed with the proposed locations apart from one area around the proposed Lynebeg Left-in/Left-out which is forested and so not a good candidate for geophysics. THC also advised that geophysics would not be a replacement for any further evaluation required at a later stage, rather a method to inform the evaluation.	Targeted geophysical survey was undertaken as part of the Stage 3 assessment and the findings included in Appendix A15.2. The results were used to inform the mitigation strategy for further evaluation as included in Chapters 15 and 21.
	A consultation response was received from THC (prepared by a number of different officers representing different interests of the Council) on the 21 June 2016 in relation to the Stage 2 design options. THC stated that the provision of a replacement to the existing NCN7 route along the west side of the dualled A9 is considered to be the preferred arrangement.	Feedback from the meeting was used to inform the establishment of baseline conditions included in the Stage 2 and Stage 3 assessments and to help inform the developing design and approach to mitigation.
	THC indicated that the proposal to create an underpass of the A9 at Lynebeg will be a significant improvement for NMUs as it removes an at-grade crossing. THC hopes to encourage greater use of General Wade's Military Road between Inverness and Moy by walkers, cyclists and horse riders. THC advised on the need to allow connection to bus services for Tomatin village, Moy village and residents on Ruthven Road. A new local road would require safe stopping points and bus shelters near the Dalmagarry junction. The most appropriate bus service access provision for Lynebeg would be	Feedback from the meeting was used to inform the establishment of baseline conditions included in the Stage 2 and Stage 3 assessments and to help inform the developing design and approach to mitigation.

Consultee	Summary of Feedback	Response
<p>The Highland Council (THC) (contd.)</p>	<p>suitable pedestrian access to the B9154 at Moy. Regarding local primary school transport, THC advised that suitable access is required from Lynebeg, Moy and Ruthven to Tomatin. Any new or upgraded minor roads giving access to the bus route should be designed to allow safe walking (i.e. reasonable visibility and verges allowing step-offs).</p> <p>THC also advised that construction of the new Tomatin Grade separated Junction may impact on the community's path project linking the A9 bus stop to the village. It is recommended that continued access is accommodated along this route/NCN7. THC also recommended that the path is reinstated over the extent of the new section of road. THC advised that the loss of the existing A9 layby at Dalmagarry that provides access to NCN7, local access to other hill tracks and serves as a community link would be a negative impact and replacement access should be provided</p> <p>THC Council Access Officer provided feedback on the 5 January 2017, following the public exhibition in November 2016. THC advised that routing NCN7 along the west, northbound side of the dualled A9 with an underpass at Dalmagarry is preferred. This is because:</p> <ul style="list-style-type: none"> <li>· It is segregated and traffic-free for the majority of its length.</li> <li>· It offers access to the railway overbridge and estate tracks that offer recreational access opportunities for walkers and cyclists.</li> </ul> <p>· There are links to the wider, signposted path network further north opposite Dalmagarry Farm.</p> <p>THC noted that elements of the wider path network are likely to be affected around Invereen and Dalmagarry Quarry. THC advised that loss of the lay-by at Dalmagarry would have a significant negative impact on recreational access to the hills and signposted tracks to the west of the dualled A9. THC acknowledged that the A9 underpass required for the NCN7 at Dalmagarry will help to mitigate the impact of loss of the lay-by if an alternative lay-by is provided off the B9154 nearby.</p> <p>THC welcome the proposed diversion of the at-grade crossing at Lynebeg to a new underpass to provide a new grade segregated crossing. Advised that the loss of a lay-by and access to General Wade's Military Road at the existing Farr Wind Farm access road will result in a negative impact on NMU access. People park in both the lay-by and bell-mouth to go walking, cycling and skiing along the tracks and up into Farr Wind Farm itself. THC indicated that a lay-by and NMU access here would be beneficial.</p>	<p>Feedback from the meeting was used to inform the developing Stage 3 design and approach to mitigation, as set out in Chapters 5 and 9.</p> <p>NCN7 is proposed to be realigned to a position close its existing route (i.e. to the west (northbound side) of the dualled A9) with a new A9 underpass at Dalmagarry.</p> <p>The existing lay-by at Dalmagarry will be replaced with a parking area on the new road linking between Dalmagarry and the B9154.</p> <p>A new northbound A9 lay-by will be provided and will include an access link to General Wade's Military Road/Farr Wind Farm access road/Right of Way.</p> <p>New paths are proposed to replace/link into the community's path project where possible in order to retain/improve connectivity.</p>

Consultee	Summary of Feedback	Response
The Highland Council (THC) (contd.)	<p>The community's path project aims to link Tomatin to the existing northbound bus stop, NCN7 and paths to the west of the A9. THC recommend that the community's aspirations for a traffic-free route are accommodated in future designs.</p> <p>THC also identified Highland wide Local Development Plan policies to take into account when assessing scheme impacts.</p>	
	<p>A consultation meeting was held with THC, together with Scotways and HITRANS, on the 12 January 2017. THC advised a minimum desirable width of 3m and a minimum acceptable width of 2m for multi-use routes. THC stated that the loss of the layby near Dalmagarry Farm / Ruthven Junction is a concern. However, THC recognised that the proposed link between Dalmagarry A9 underpass and the B9154 (suitable for use by NMUs) and the proposed parking facility near the Moy Left-in/Left-out would provide access for NMUs that currently use the existing layby. THC indicated the importance of access to bus stops particularly for school children.</p>	<p>Feedback from the meeting was used to inform the developing Stage 3 design and approach to mitigation, as set out in Chapters 5 and 9.</p> <p>NCN7 is proposed to be realigned to a position close its existing route (i.e. to the west (northbound side) of the dualled A9) with a new A9 underpass at Dalmagarry; a 3m width is proposed. Other NMU route amendments and new paths are designed to be no less than 2.5m wide.</p> <p>Consideration has been given in the Stage 3 design to providing access to bus services. New bus stops are proposed at Tomatin and Moy, together with access routes to these for local residents.</p>
	<p>Consultation was undertaken with THC (and SNH) to gain preliminary advice on the location of viewpoints.</p>	<p>Comments were taken into consideration in the preparation of the viewpoint list and photomontages for the assessment reported in Chapter 14.</p>

**Table A1.2: Summary of Environmental Consultee Feedback – Non Statutory Consultees**

Consultee	Summary of Feedback	Response
British Horse Society (BHS)	A meeting was held with BHS on the 16 March 2017 to discuss the proposed scheme route including proposed crossing locations and potential changes to NMU routes. BHS recommended the use of surfacing designed to provide better grip for horses at steep gradients. BHS also advised that route signage should allow for multi-use routes where relevant and include equestrian use where appropriate.	Feedback provided has been taken into consideration in developing the Stage 3 design and mitigation proposals.
Findhorn, Nairn and Lossie Fisheries Trust (FNLFT)	A meeting was held with FNLFT on the 18 November 2015 during the Stage 2 assessment to discuss fisheries interests relating to the main watercourse crossings within the extents of the Tomatin to Moy scheme.	Feedback from the meeting was used to inform the establishment of baseline conditions included in the Stage 2 and Stage 3 assessments.
	A meeting was held with the FNLFT (and SEPA) on the 20 December 2016 to discuss the proposed re-alignment of the Dalmagarry Burn, focussing on hydromorphological and flood risk aspects. FNLFT did not express any significant concern but advised that the burn is an important spawning ground and recommended that bankside vegetation and undercut banks should be used to create a habitat favourable for fish. FNLFT recommended the use of wood reinforcement where it can be used to simulate large tree roots.	The information provided has been taken into the assessment and used to inform development of the Dalmagarry Burn re-alignment proposals as detailed in Chapters 5, 11 and 21 and in Appendix A11.1.
Forestry Commission	A meeting was held with Forestry Commission (together with SEPA and SNH) on the 11 July 2017 to discuss proposed peat pre-treatment and reuse. See feedback under SEPA above.	See SEPA response above.
HITRANS	A consultation meeting was held with HITRANS (on behalf of Sustrans), together with THC and Scotways, on the 12 January 2017. At the meeting HITRANS advised that the gradient of NCN7 should be considered and noted that warning signage might need to be incorporated to warn cyclists of any access gates where they might be travelling downhill at higher speed. Sustrans advice is a 2.5m to 3m width for cycleways. HITRANS noted the importance of NCN7 passing through/connecting to communities and advised that NCN7 follow the existing route as much as possible. HITRANS stated that a parallel route the entire length of the A9 would not be desirable from Sustrans perspective. HITRANS queried whether lay-bys would be enhanced.	The Proposed Scheme includes for a 3m wide realigned section of NCN7. Gradients along NCN7 and other new/realigned NMU routes have been carefully considered in the design to allow accessibility for all users where practicable. Appropriate signage will be developed as part of the detailed design. A new northbound A9 lay-by will be provided and will include an NMU access link to General Wade's Military Road/Farr Wind Farm access road/Right of Way.



Consultee	Summary of Feedback	Response
Mobility and Access Community for Scotland (MACS)	<p>An accessibility forum workshop was held on the 30 March 2017 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.</p> <p>Specific to the Tomatin to Moy project, MACS and PFD (see below) stated the need to balance Non-Motorised User requirements with topographical constraints in relation to trying to achieve desirable gradients for all users. Suggested that raised footways, guardrails and rest stop areas be considered on longer steeper gradients where appropriate.</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.
People Friendly Design (PFD)	People Friendly Design also attended the accessibility forum workshop - see above for feedback.	See above.
Scotways	<p>Scotways provided a consultation response on the 9 November 2015. Scotways advised that an A9 underpass at Lynebeg will allow better access to Moy and also provide NMUs access to the General Wade's Road. Scotways is content with plans for a new link road parallel to the A9 extending between the new Tomatin junction and Moy and advised that this would be useful for NMUs, farm vehicles and local traffic. Scotways advised that access to the Tomatin South junction for traffic from the south is desirable.</p>	<p>These aspects are included for in the design. Chapter 5 provides a description of the Proposed Scheme.</p> <p>Tomatin South junction will become a Left-in/Left-out arrangement only therefore allowing northbound vehicles access to Tomatin via the A9.</p>
	<p>Scotways provided a consultation response on the 27 May 2016 advising of the importance of a developing a lay-by strategy that considers NMU access. Scotways understands that the A9 lay-by at Dalmagarry will be removed and seeks a replacement that provides access to existing tracks for NMUs. Scotways is content that that an A9 underpass is proposed linking Lynebeg and Moy and providing access to the General Wade's Road.</p>	<p>Chapter 5 provides a description of the Proposed Scheme. NCN7 is proposed to be realigned to a position close its existing route (i.e. to the west (northbound side) of the dualled A9) with a new A9 underpass at Dalmagarry.</p> <p>The existing lay-by at Dalmagarry will be replaced with a parking area on the new road linking between Dalmagarry and the B9154.</p> <p>A new northbound A9 lay-by will be provided and will include an access link to General Wade's Military Road/Farr Wind Farm access road/Right of Way.</p>
	<p>Scotways provided feedback on the 10 January 2017, following the public exhibition in November 2016. Scotways reiterated their previous comments above.</p>	As above.



Consultee	Summary of Feedback	Response
Scotways (contd.)	A consultation meeting was held with Scotways, together with THC and HITRANS, on the 12 January 2017. Feedback is summarised under THC and HITRANS.	See under THC and HITRANS responses.
Strathdearn Community Council	Strathdearn Community Council provided a consultation response on the 10 January 2017. The Community Council provided information and comments in relation to proposals for the existing Tomatin South junction, the proposed new A9 underpass at Lynebeg and the development aspirations for Tomatin village.	Comments received were taken into account as the scheme design progressed and have informed the final scheme design assessed in the ES.
	Strathdearn Community Council provided a consultation response on the 22 June 2017. The Community Council stressed the importance of maintaining connectivity between Strathdearn communities and provided comments in relation to the proposals for Tomatin South junction, the location of the proposed bus turning area at Tomatin, connections for Ruthven and Dalmagarry residents and the location of the access point to Dalmagarry Quarry. The Community Council stated that they believe a local link between Tomatin and Moy should be provided to avoid residents becoming isolated from each other and local services.	Comments received were taken into account as the scheme design progressed and have informed the final scheme design assessed in the ES.  A local road parallel to the A9 and connecting Tomatin to the B9154 and Moy is proposed. This road will also connect to accesses for Tigh-na-Allt, Invereen, Dalmagarry Quarry, Ruthven Road and Dalmagarry Farm.  The location of the Dalmagarry Quarry access has been reviewed and is positioned in line with Community Council feedback.
Sustrans Scotland	A meeting was held with Sustrans on the 10 November 2015. Sustrans advised that they would typically seek a minimum 2m wide cycle path for two way passing (although recognised that this may be difficult to achieve in locations where there are physical restrictions such as steep topography, railway line, etc.). Sustrans also advised that removal of the at grade crossing of NCN7 and the section running close to the A9 and the current proposals for a route running along a local road to be created in its place would be an improvement in amenity for users of NCN7. Sustrans noted that the northbound layby between Dalmagarry Quarry and Dalmagarry Burn is used by turning quarry traffic.	Feedback received at the meeting was used to inform the developing design with recommendations accommodated where possible. Chapter 5 provides a description of the Proposed Scheme.

**Table A7.3: Summary of Consultee Feedback – Non Motorised User Forum 27 May 2016**

Consultee	Summary of Feedback	Response
ByCycle UK British Horse Society Cairngorms National Park Authority Cyclists' Touring Club Scotland Cycling Scotland Highland Cycle Campaign HITRANS Living Streets National Access Forum Paths for All Perth & Kinross Council Perth & Kinross Countryside Trust Ramblers for Scotland Scotways Scottish Natural Heritage Scottish Outdoor Access Network Sustrans Scotland The Mountaineering Council of Scotland TACTRAN The Highland Council Transport Scotland	<p>It was noted that removal of the existing layby at Dalmagarry Burn would have a negative impact on NMUs in this area who access the hill tracks from this layby. The Highland Council noted that alternative parking provision should be given consideration.</p> <p>The Highland Council noted that the planned path between Tomatin village and the bus stops at Tomatin North is partially constructed. The Highland Council also noted that the B9154 extension will be used by quarry lorries once it becomes operational and therefore sees a need for consideration to be given to an adjacent segregated NMU facility.</p> <p>The Highland Council noted that certain paths identified within Dalmagarry Quarry are no longer in use as NMU routes, the applicant has produced an access statement which includes measures for NMUs accessing the area.</p> <p>The Highland Council noted that the removal of the lay-by at the existing Farr Wind Farm access road would result in a negative impact upon access for NMUs. NMU groups queried what would happen to bus stops at Tomatin North and Dalmagarry/Moy. It was advised that these would likely be closed. Alternative stops are anticipated to be provided in Tomatin village. Attendees noted that national buses operate an on-demand stop service.</p>	<p>Chapter 5 provides a description of the Proposed Scheme. The existing lay-by at Dalmagarry will be replaced with a parking area on the new road linking between Dalmagarry and the B9154.</p> <p>New paths are proposed to replace/link into the community's path project where possible in order to retain/improve connectivity. A local road parallel to the A9 and connecting Tomatin to the B9154 and Moy is proposed. This road will also connect to accesses for Tigh-na-Allt, Invereen, Dalmagarry Quarry, Ruthven Road and Dalmagarry Farm. Although this route could be used by NMUs, NMUs will be directed to the realigned NCN7 on the west side of the A9.</p> <p>Information was used to inform the Stage 3 assessment as reported in Chapter 9.</p> <p>Chapter 5 provides a description of the Proposed Scheme. A new northbound A9 lay-by is to be provided and will include an NMU access link to General Wade's Military Road/Farr Wind Farm access road/Right of Way. Consideration has been given in the Stage 3 design to providing NMU access to bus services. New bus stops are proposed at Tomatin and Moy, together with NMU access routes to these for local residents.</p>