

Dalraddy to Slochd

Public Exhibition – March 2017
Summary Report

Transport Scotland

August 2017





Notice

This document and its contents have been prepared and are intended solely for Transport Scotland’s information and use in relation to A9 Dualling.

Atkins Mouchel assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 179 pages including the cover.

Document history

Document ref: A9P11-AMJ-GEN-X_ZZZZZ_XX-RP-SE-0005				Suitability: S3 – Review and Comment		
Revision	Purpose description	Originated	Checked	Approved	Authorised	Date
P01	Review and comment	K Cornwall	S Baungally	R Gunn	R Gunn	29/08/2017

Client signoff

Client	Transport Scotland
Project	A9 Dualling Northern Section – Dalraddy to Slochd
Document title	Public Exhibition March 2017 – Summary Report
Document reference	A9P11-AMJ-GEN-X_ZZZZZ_XX-RP-SE-0005





Table of contents

Chapter	Pages
Introduction	3
1. Exhibition Preparation	4
1.1. Advertising	4
1.2. Exhibition Materials	4
1.3. Photographs	6
2. Exhibition results	8
2.1. Attendance	8
2.2. Comments	9
2.3. Summary	10
Appendix A. Letter to Landowners	11
Appendix B. Exhibition poster	14
Appendix C. Press advertisement	16
Appendix D. Press coverage	18
Appendix E. Exhibition display boards	21
Appendix F. Exhibition leaflet	39
Appendix G. Feedback form	48
Appendix H. Comments	52

Table of Figures

Figure 2-1	Attendance map	8
Figure 2-2	Exhibition comments summary	9



Introduction

Transport Scotland is progressing a programme to upgrade the A9 trunk road between Perth and Inverness to dual carriageway standard.

The delivery of the A9 Dualling Northern Section, Dalraddy to Inverness, forms part of this commitment. The Northern Section is subdivided into two projects for the purposes of design and statutory approvals:

- Dalraddy to Slochd; and
- Tomatin to Moy

In March 2017, as part of these proposals, a public exhibition was held in two locations on two separate days to update interested parties on progress of the Dalraddy to Slochd project. The aim of the exhibition was to engage with the public and give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Dalraddy to Slochd Dualling project.

The exhibition visited Aviemore Community Centre on Thursday 2nd March 2017 before moving on to Carrbridge Village Hall on Friday 3rd March 2017. On both days, the exhibition was open to the public from 12.00pm to 8.00pm.

The exhibition was well attended with 248 attendees across the two days. This report summarises the scope of the event and the reactions and comments of those who attended.

1. Exhibition Preparation

1.1. Advertising

In advance of the exhibition, letters of invitation were sent to residents, landowners, businesses and their staff, stakeholders and stakeholder organisations, either within the A9 Dalraddy to Slochd road corridor or otherwise likely to be affected by the proposals.

Dependent on the recipient, the letters also included offers of individual face-to-face meetings, presentations to community groups or contact details for further information.

In total, 966 letters of invitation were issued. Of these, 332 were sent to landowners, businesses and their staff, stakeholders and stakeholder organisations. The remaining 634 letters were sent to residents. An example of the letter issued to landowners is included in Appendix A.

In addition, 71 posters advertising the event were distributed around post offices, churches, village halls, community centres, shops, libraries, schools and leisure facilities. These establishments were located in Inverness, Aviemore, Kincaig, Grantown on Spey, Dulnain Bridge, Boat of Garten, Carrbridge, Nethy Bridge and Tomatin. A copy of the poster is included in Appendix B.

A series of advertisements publicising the event appeared in the Inverness Courier, The Press and Journal and the Strathspey and Badenoch Herald newspapers between mid-February and early March 2017. Articles reporting on the exhibition were included in the 3rd March edition of the Press and Journal and the 9th March edition of the Strathspey and Badenoch Herald. A copy of the newspaper advertisement is included in Appendix C and the press articles in Appendix D.

1.2. Exhibition Materials

The exhibition material presented at the public exhibitions consisted of:

- Exhibition leaflet - A9 Dualling Dalraddy to Slochd Exhibition project: Preferred option March 2017
- Exhibition display boards (16 No)
- Drawings:
 - Preferred Route Alignment Aerial Overview Plan 1:2500 (Sheets 1 to 9)
 - Preferred Route Option 1:5000 (Sheets 1 to 8)
 - Preferred Route Strip Plans (Sheets 1 to 3)
- Feedback form

1.2.1. Exhibition Boards

Information relating to the scheme was presented on a number of display boards. The heading of each board is given below:

1. Dalraddy to Slochd project - welcome
2. Programme objectives
3. Project development

4. Consultation
5. Stage 2 – preferred option overview
6. Stage 2 – preferred option summary
7. Preferred option: mainline
8. Preferred option: Aviemore South junction
9. Preferred option: Granish junction
10. Preferred option: Black Mount junction
11. Stage 2 option assessment – preferred option 1 of 3
12. Stage 2 option assessment – preferred option 2 of 3
13. Stage 2 option assessment – preferred option 3 of 3
14. Stage 3 –further design development
15. What happens next?
16. Comments and feedback

The exhibition display boards can be found in Appendix E.

1.2.2. Drawings

Copies of the drawings listed above were available on layout tables for viewing at the exhibition.

1.2.3. Exhibition Leaflet

A copy of the A9 Dualling Dalraddy to Slochd March 2017 leaflet was handed to each visitor to the exhibition. A copy of the leaflet can be found in Appendix F.

1.2.4. Feedback Form

A feedback form was handed to each visitor to the exhibition. Visitors were invited to leave their comments in an exhibition 'post box' at the venue. Alternatively, comments on the proposals were requested by email or post before Friday 14th April 2017. A copy of the feedback form can be found in Appendix G.

1.2.5. Information Sources Following Exhibition

The exhibition display boards, drawings, A9 Dualling Dalraddy to Slochd exhibition leaflet and feedback form were made available to download from the A9 Dualling section of the Transport Scotland website at the following web address:

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-dalraddy-to-slochd/>

1.3. Photographs



1.3.1. The exhibition venue, Aviemore Community Centre, 2nd March 2017



1.3.2. The exhibition venue, Carrbridge Village Hall, 3rd March 2017



1.3.3. Visitors to the exhibition

2. Exhibition results

2.1. Attendance

The exhibition was well attended with a total of 248 visitors over the course of the two days, with 127 attending on March 2nd and 121 on March 3rd.

Visitors were asked to complete a sign-in sheet on arrival at the exhibition. Most visitors (97%) complied with a request to provide their home postcode. An analysis of this information shows that the majority of visitors were from the Aviemore and Carrbridge postcode areas, the geographic spread being generally as shown below.

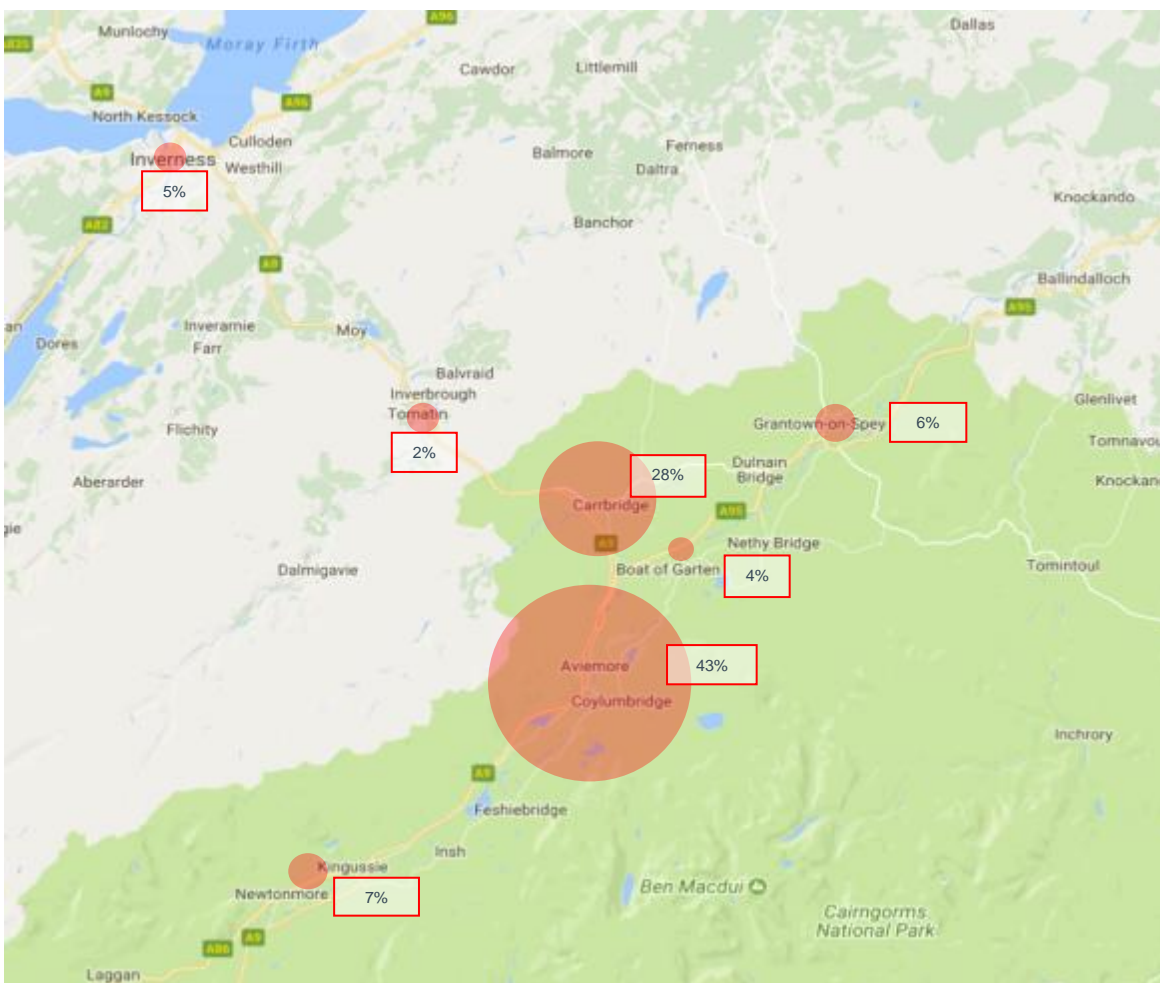


Figure 2-1 Attendance map

2.2. Comments

Visitors to the exhibition were encouraged to provide feedback to help inform the future development of the project. Comments were sought on the junction options and access arrangements, including the effects of potential closures.

A total of 73 returns were received; a combination of feedback forms left on the day(s) (24), completed on line (4), submitted by post (9) and comments sent to the project email address (36).

Key areas of feedback and comments received focused on: mainline widening (in particular as the A9 passes the settlement of Aviemore), junction layouts, non-motorised users (NMUs) and local access arrangements.

In order to present a summary of visitors' observations and concerns, the comments received have been grouped into thirteen categories, as shown in Figure 2-2 below.

Details of the feedback received and responses are included in Appendix H.

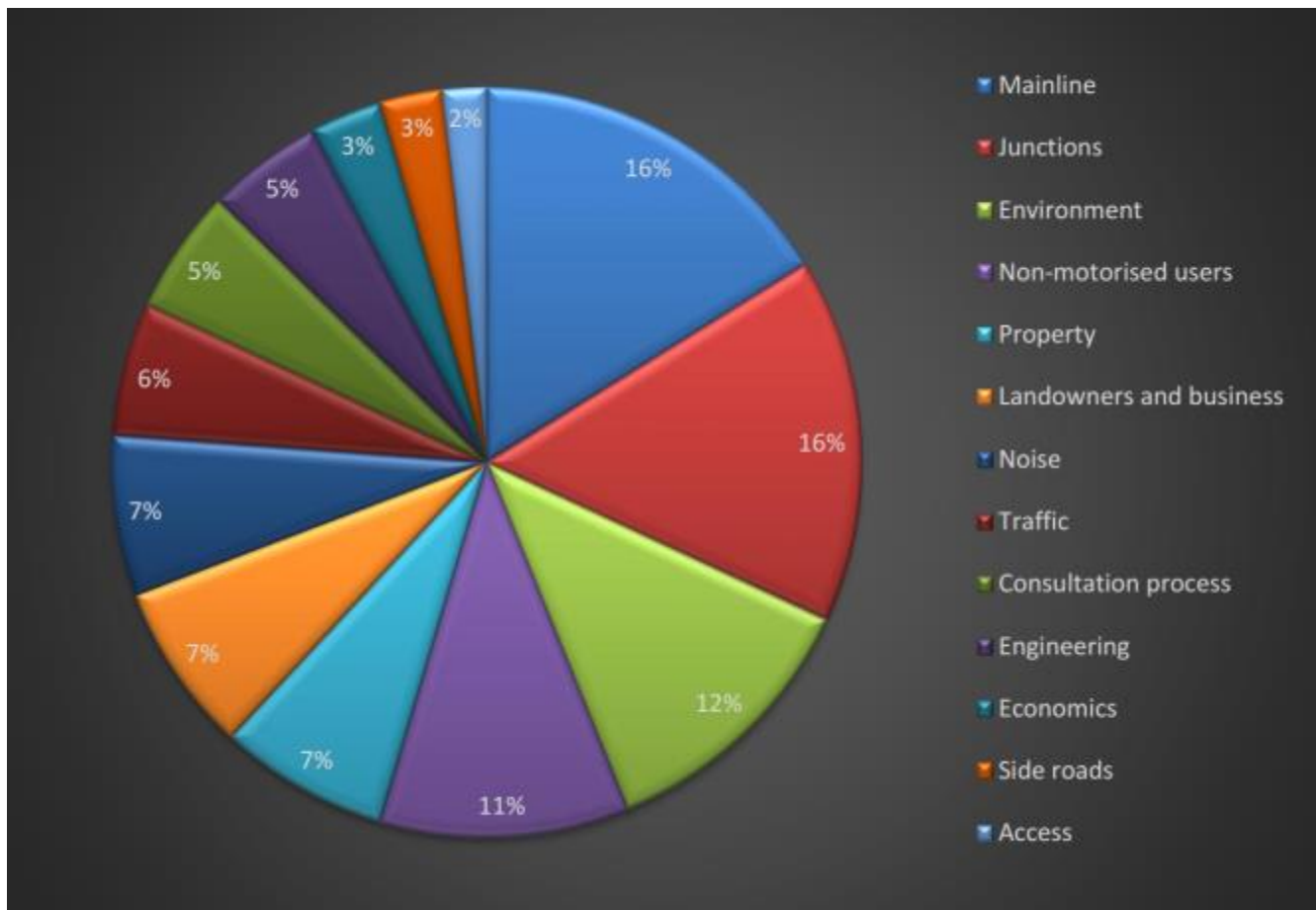


Figure 2-2 Exhibition comments summary

2.3. Summary

The A9 Dualling Dalraddy to Slochd Public Exhibition held on 2nd and 3rd March 2017 provided details for the outcome of the route option assessment work and announced the preferred route for the project. This included details of mainline widening, preferred junction layouts and details of different junction layouts being considered as part of the next stage of design. It provided an opportunity for members of the public to discuss the scheme with Transport Scotland representatives and their consultants.

The exhibitions were advertised locally and on the Transport Scotland website and both events were well attended. The exhibition venues were satisfactory and having a set-aside area for landowners or other stakeholders requiring a meeting in private proved to be as useful as it had been at previous events. Holding the exhibition over two days allowed increased accessibility and was considered a successful arrangement.

The feedback received from the exhibitions is now being used by Transport Scotland and their consultants to inform the ongoing development of the scheme.



Appendix A. Letter to Landowners





Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100 , Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk

Name and address

Your ref:

Our ref: XXXX

Date: XXXX

Dear Name,

A9 Dualling: Perth to Inverness Dalraddy to Slochd Project

In June 2016, Transport Scotland held exhibitions for the A9 Dualling Programme, Dalraddy to Slochd Project as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. These exhibitions were held as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment to give local communities and road users the opportunity to see the mainline route options, junction location options and indicative junction layouts.

I am writing to advise you that there will be a public exhibition for the Dalraddy to Slochd project, which will take place over two days in Aviemore Community and Leisure Centre on Thursday 2nd March 2017 from 12 noon to 8pm, and at the Carrbridge Village Hall on Friday 3rd of March 2017 from 12 noon to 8pm.

The DMRB Stage 2 assessment process has now been completed following route option assessment work and we are now presenting the preferred option that will be taken forward for further development and detailed assessment for the section between Dalraddy to Slochd. Furthermore the exhibition will outline the process and the initial design developments of the preferred route option for the DMRB Stage 3 assessment.

To support the development of the section between Dalraddy and Slochd we are consulting with various groups, including stakeholder organisations, local communities, businesses and landowners.

Plans detailing the Stage 2 preferred option and the key findings of the route option assessment process will be presented at the exhibition. Representatives from Transport Scotland and our consultant (Atkins Mouchel) will be available to answer questions relating to the preferred option and key findings.

As part of the consultation, we will be seeking feedback on the information on display to help inform the further development, refinement and detailed assessment of the preferred route option between Dalraddy and Slochd for the DMRB Stage 3 assessment.





Please contact our A9 Atkins Mouchel Stakeholder Team on 07557 172747 or A9dualling@mouchel.com if you require any further information regarding the exhibition or A9 dualling proposals for this area.

Yours faithfully,

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Atkins Mouchel Joint Venture





Appendix B. Exhibition poster





A9 Dualling Dalraddy to Slochd project Public Exhibitions



Public exhibitions are being held on 2 and 3 March 2017.

These exhibitions will give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Dalraddy to Slochd dualling project – part of the A9 Dualling Programme.

Transport Scotland staff and its design consultants will be on hand to discuss the preferred option and answer any questions.

Details of the public exhibitions are as follows:

Thursday 2 March, 12 noon to 8pm

Aviemore Community Centre, Muirton, Aviemore PH22 1SF

Friday 3 March, 12 noon to 8pm

Carrbridge Village Hall, Main Street, Carrbridge PH23 3BB

For further information, please visit:

www.transport.gov.scot/project/a9-dalraddy-slochd





Appendix C. Press advertisement



A9 Dualling

Dalraddy to Slochd project

Public Exhibitions

Public exhibitions are being held on 2 and 3 March 2017. These exhibitions will give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Dalraddy to Slochd dualling project – part of the A9 Dualling Programme.

Transport Scotland staff and its design consultants will be on hand to discuss the preferred option and answer any questions.

Details of the public exhibitions are as follows:

Thursday 2 March, 12 noon – 8pm

Aviemore Community Centre,
Muirton, Aviemore PH22 1SF

Friday 3 March, 12 noon – 8pm

Carrbridge Village Hall, Main Street,
Carrbridge PH23 3BB

For further information, please visit:

www.transport.gov.scot/project/a9-dalraddy-slochd





Appendix D. Press coverage





Broad welcome for new A9 route

Transport: Plan for dualling of 15-mile stretch through challenging terrain unveiled

BY DAVID KERR

The announcement of the preferred route for the dualling of a key section of the A9 has largely met with public approval.

Near-final plans for the Slochd to Dalraddy section of the Inverness to Perth trunk road were revealed to the public yesterday.

The 15-mile stretch will

"We've had a lot of support from the public who are seeing the preferred route"

eventually plug the gap between the existing dual carriageway north of the Sochd Summit - and the Kincaig to Dalraddy stretch now under construction.

It has been seen as one of the most challenging sections to widen because of the topography, including the rockfaces at Slochd,

peat bogs and the Highland Mainline railway which hugs the road for much of the section.

The finalised route was broadly welcomed by the public at an exhibition in Aviemore yesterday.

The fine details of the route will now be worked out and Transport Scotland expect public road orders by the end of the year.

Stakeholder manager for the agency Sam MacNaughton said: "We've had a lot of support from the public who are seeing the preferred route for the main line and the strategic junctions."

"Generally what they've seen they've been supportive of and it also gives the opportunity to people to feed into the next phase of the design and we can take account of that as it moves forward."

The dualled road will include a graded junction at Blackmount to serve Car-



ON THE MAP: Sam MacNaughton, left, of Transport Scotland and Rory Gunn of contractors Atkins/Mouchel study the route. Photographs: Sandy McCook

bridge and other Strathspye villages. The existing junctions at

Granish and south of Aviemore will also be replaced.

A junction providing access to the A9 from the centre of Aviemore was considered but scrapped after public consultation.

One concern was raised by Andrew Gauden, who travelled from Buckie to see the planned design for the Granish junction, which links the A9 and the A95 Aviemore to Keith road, providing a main link to the central belt from Moray.

He said he would have preferred a roundabout to replace the existing T-junction.

Another constraint on widening the road is its closeness to areas of natural and historical interest.

Nal Emmott, secretary of



The current A9 flies over the old A9 in the foreground at Slochd

Kingussie Community Council, attended the consultation to raise the issue with Transport Scotland officers.

She said: "There are a

number of areas of interest beside the A9 and I was keen to make sure they were aware of them.

"I'm quite satisfied that they are and are taking that

into account so it all seems fine."

A further exhibition will be held today at Carrbridge Village Hall between 12pm and 5pm.



16 THURSDAY, MARCH 23, 2017

Road chiefs lay out new A9 junctions to link Aviemore

By TOM RAMAGE

THE preferred route for the "difficult" Dalraddy-Slochd dualling of the A9 has been unveiled with project leaders envisaging that the German soldier's head will remain.

There were no major surprises with the objections from the community to the "MacAviemore" central junction through the Macdonald resort into the centre of the village being upheld.

There will be a Granish access (north) and the expected "Aviemore South" or "1a option", with northbound widening at Loch Alvie and Avie Lochan.

Aviemore South envisages a half-cloverleaf layout based on southbound mainline widening with a bridge structure over the A9.

The drop-in organised by Transport Scotland on Thursday at Aviemore Community Centre attracted some 200 people overall to consider the route of the 24km section.

Engineer Colin McCallum explained the Aviemore south option had gained pole position because it posed the "least impact and landtake on agricultural land immediately surrounding the junction".

The junction layout offered the "best earthworks balance" by reducing environmental impacts from transporting material to and from the site and waste disposal. It is also the cheapest option.

The Granish junction comprises a half-dumbbell cloverleaf layout based on southbound mainline widening, with an underpass below the A9.

This has the least amount of earthworks and cut requirements and less impact on the groundwater compared with other layouts.

Further north, the Black Mount junction favoured a left-right staggered diamond layout, based on southbound mainline widening with a bridge over the trunk road.

The all-movements junction will allow traffic to go in any direction, with access to the A930, U2400 unclassified road to Slochd and the national cycle network's route 7.

Project leaders said this offers the least adverse landscape impact on the site's open nature and means reduced encroachment into ancient woodland.

Andrew Kirk, chairman of Carrbridge Community Council, was happy with the proposed A9 junction for accessing the village.

He said: "The team seem to have listened to us. The Black Mount junction ticks all the boxes, although we've not exactly had a referendum in the village."

Aviemore Community Council chairman John Grierson said: "We'll be discussing the latest proposals tonight (Thursday). It was interesting seeing the latest designs and there are many questions still to be answered."

A steady trickle of visitors at Aviemore (Thursday) and Carrbridge (Friday) raised issues including flood plains and new housing which may be "in the way" of certain short sections envisaged.



However, the option 1a specifically addresses the need for a variation of the alignment south of Aviemore to avoid properties.

Details of the 16km Crubenmore-Kincraig dualling scheme were unveiled yesterday (Wednesday) Newtonmore Village Hall. The second consultation takes place today at Talla Nan Ros on the town's King Street from 11am to 7pm.

■ Visit www.transport.gov.scot/project/a9-dalraddy-slochd for the Dalraddy-Slochd junction options.

WATCHING OVER THE SLOCHD: Engineers see no need to blast away the German soldier's head (inset).

EYE ON AVIEMORE: Many dropped in for Thursday's information event.

Appendix E. Exhibition display boards

Dalraddy to Slochd project – welcome

Welcome to this exhibition on the A9 Dualling Dalraddy to Slochd project. As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Dalraddy and Slochd.

In June 2016, we held exhibitions to seek public feedback on the route options being developed.

The purpose of this exhibition is to provide you with an overview of the outcome of the route option assessment work, and to present the preferred route option for the Dalraddy to Slochd project. Details of the preferred route are available to view on drawings at today's exhibition.

We also outline the work that has begun to further develop and assess the preferred route option as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Transport Scotland staff and its consultants will be happy to assist you with any queries you may have.

An overview leaflet is available for you to take away, as well as a feedback form where we welcome your feedback and comments.



The A9 southbound at Slochd Summit



The A9 at Slochd Beag Bridge structure

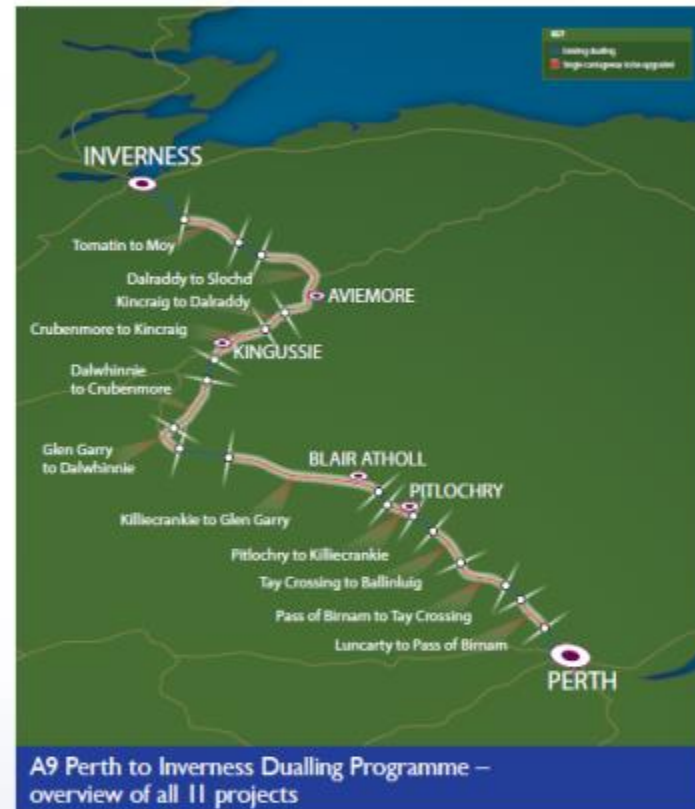


Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025.

The A9 Dualling programme objectives are to:

- Improve the operational performance of the A9 by:
 - reducing journey times
 - improving journey time reliability
- Improve safety for both Motorised and Non-Motorised Users (NMUs) by:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.

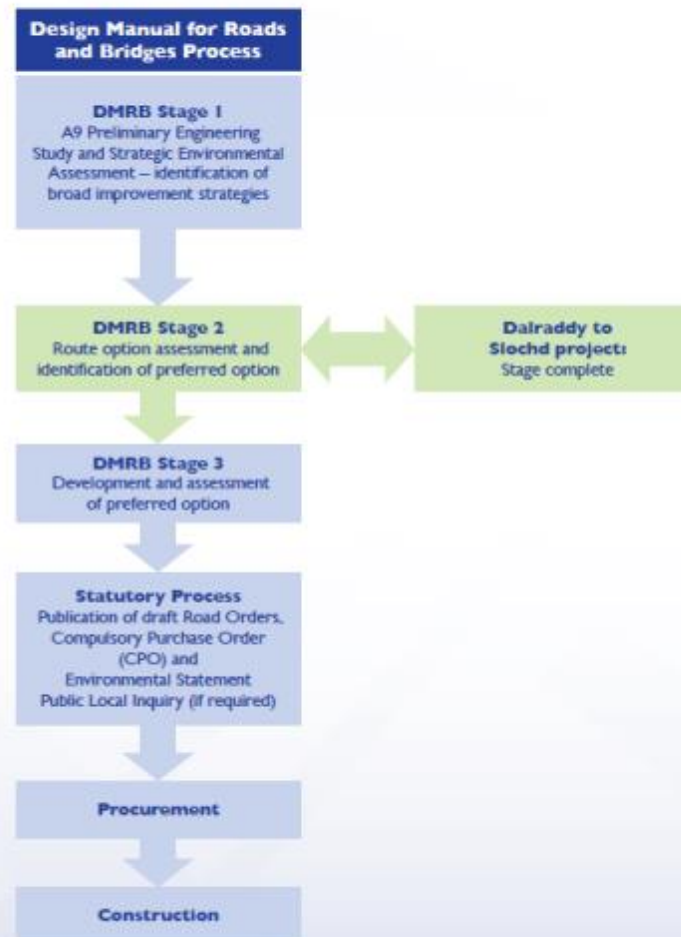


Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, local communities, members of the public, stakeholders and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the previous public exhibitions, the route option assessment (DMRB Stage 2 Assessment) process for the Dalraddy to Slochd project has been completed.





Consultation

As part as the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

The most recent public exhibitions were held in Aviemore Community Centre and Carrbridge Village Hall on the 16 and 17 June 2016 respectively.

In total, 209 people attended and 27 feedback forms and 16 comments were received by letter and email after the event.

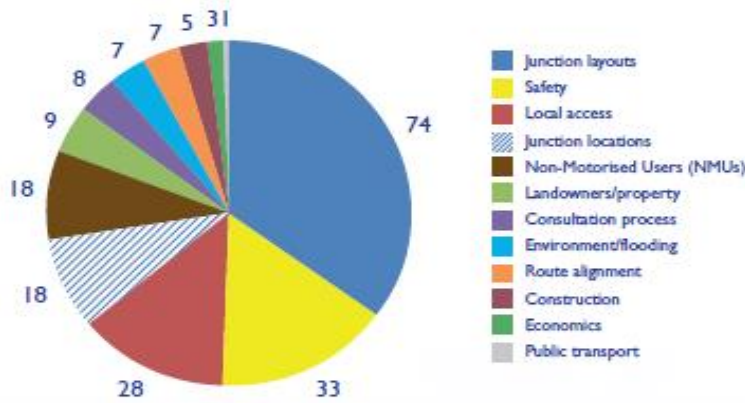
Most visitors were generally supportive of the project, particularly the finalised junction locations. Comments received related mainly to junction layouts.

Each comment was reviewed and the key points were summarised into broad categories shown on the adjacent chart. This is also documented in an exhibition report, which is available on the A9 Dualling website.

The feedback provided by members of the public will continue to inform the design development of the Dalraddy to Slochd project.



Aviemore public exhibition – June 2016



Summary of public exhibition comments



Carrbridge public exhibition – June 2016





Stage 2 – Preferred option overview

The Dalraddy to Slochd project involves dualling 25km of the existing A9, from the northern end of the new dual carriageway currently under construction between Kincaig and Dalraddy, to the tie-in with the existing dual carriageway at Slochd Summit.

For the DMRB Stage 2 Assessment process, three different mainline widening options were considered, as well as three junction locations.

The mainline options considered were based on:

Mainline Option 1: Predominantly southbound widening along the complete length of project

Mainline Option 1a: Predominantly southbound widening based on Option 1, with a variation to the alignment south of Aviemore to avoid properties

Mainline Option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts.

Junction layouts considered included three options at Aviemore South, four options at Granish and six options at Black Mount.



The A9 northbound on approach to Granish junction



The following exhibition panels present an overview and details of the preferred option for this project and also provide the main findings of the route assessment process. Plans of the preferred option are available to view here today.

A member of the team can assist you with any queries that you may have.





Stage 2 – Preferred option summary



A9 carriageway dualling	Aviemore South grade-separated junction	Granish grade-separated junction	Black Mount grade-separated junction
The preferred option is Mainline Option 1a	The preferred option is a half cloverleaf layout	The preferred option is a half-dumbbell cloverleaf layout	The preferred option is a left-right stagger diamond layout
<p>This includes:</p> <ul style="list-style-type: none">• a predominantly southbound widening• a best-fit alignment to the south of Aviemore to avoid properties• introduction of localised northbound widening past Loch Alvie and Avie Lochan.	<p>This includes:</p> <ul style="list-style-type: none">• a grade-separated junction serving all directions, including connection with B9152 for onward travel to Aviemore or Kinraig• a loop layout with a bridge structure over the A9• southbound mainline widening close to the junction.	<p>This includes:</p> <ul style="list-style-type: none">• a grade-separated junction serving all directions, including connection with existing A95 and B9152• a loop arrangement on the northbound side and roundabout on the southbound connected by an underpass structure• southbound mainline widening close to the junction.	<p>This includes:</p> <ul style="list-style-type: none">• a grade-separated junction serving all directions, including connection with A938 and U2400• a diamond layout with a bridge structure over the A9• southbound mainline widening close to the junction.



Preferred option: mainline

The preferred mainline widening option is Option 1a, which is based on mostly southbound widening including a best-fit alignment south of Aviemore to avoid properties. This option also includes localised northbound variations close to Loch Alvie and Avie Lochan.

Option 1a is preferred for the following reasons:

- provides the best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
- results in the least volume of rock cut. This reduces impacts and difficulties associated with construction
- avoids a direct impact on properties located to the south of Aviemore
- has the least encroachment into areas of ancient woodland
- results in a reduced impact on Loch Alvie Site of Special Scientific Interest (SSSI) through localised northbound carriageway widening
- has least impact on Craigellachie National Nature Reserve (NNR) and SSSI
- has no direct impact to cultural heritage sites located along the route
- constructing the dual carriageway mainly on the southbound side will reduce the number of carriageway cross-overs required during construction. This will simplify construction and traffic management.



The A9 southbound at Carrbridge



The A9 northbound at Slochd



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



Preferred option: Aviemore South junction

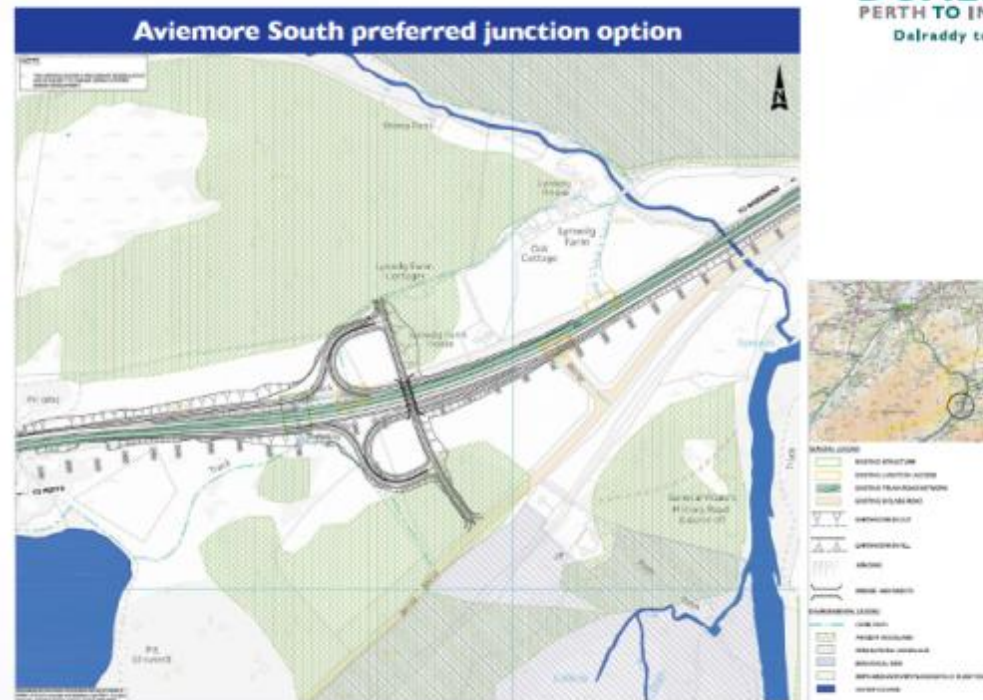
The preferred junction option at Aviemore South is a half-cloverleaf layout, based on southbound mainline widening, with a bridge structure over the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout has the least impact and land-take on agricultural land immediately surrounding the junction
- the junction layout offers the best earthworks balance, by reducing impacts associated with transporting material to and from site and waste disposal
- the junction layout offers the lowest cost of construction.



Aviemore South junction



As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA



Preferred option: Granish junction

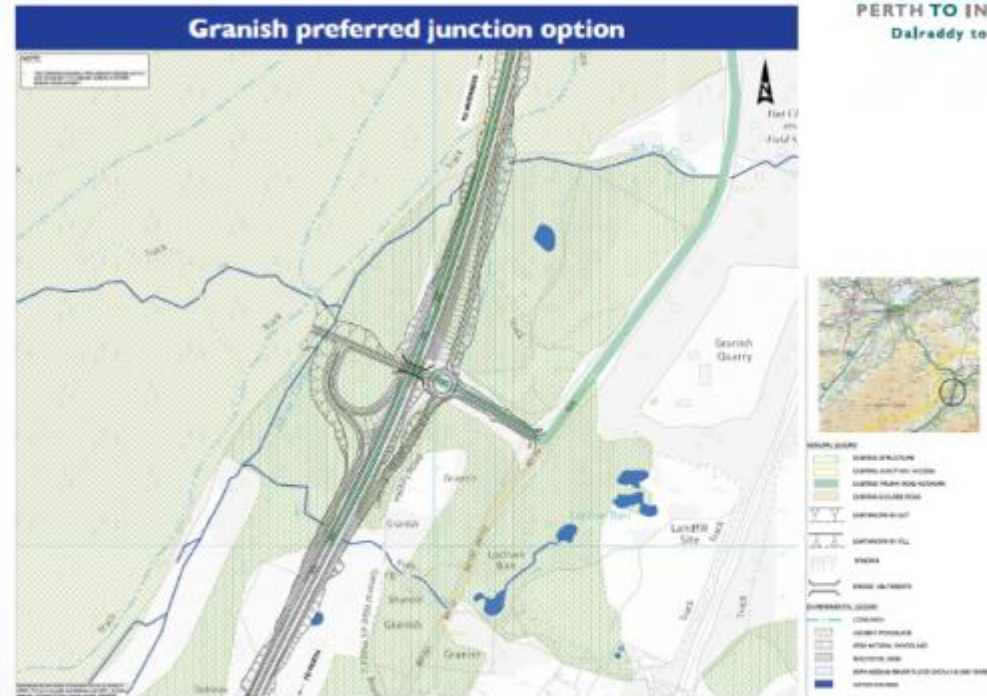
The preferred junction option at Granish is a half-dumbbell cloverleaf layout, based on southbound mainline widening, with an underpass structure below the A9.

The cloverleaf layout is preferred for the following reasons:

- the junction layout results in the least amount of earthworks and cut requirements. This reduces impacts associated with transporting material to and from site and waste disposal
- the junction layout results in a reduced impact on groundwater compared to the other layouts.



Granish junction



As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.





Preferred option: Black Mount junction

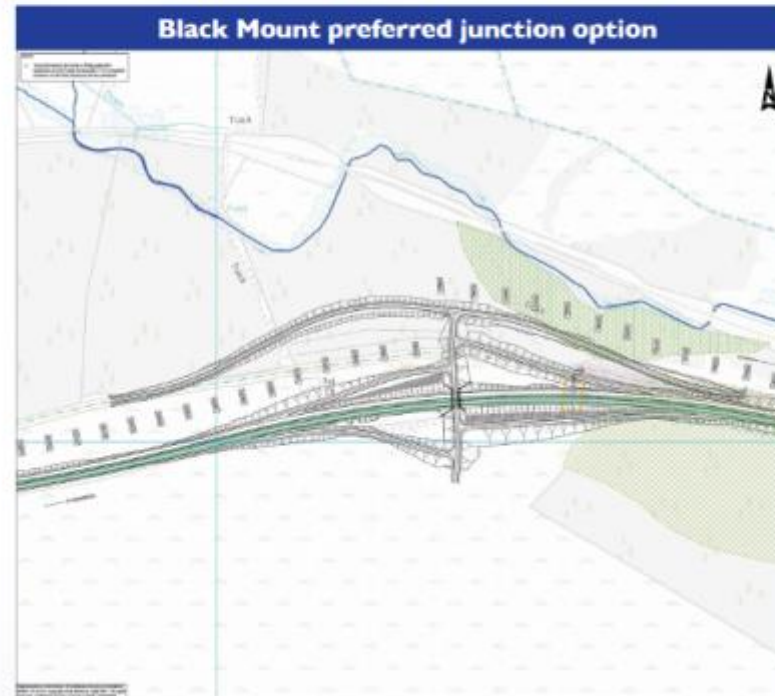
The preferred junction option at Black Mount is a left-right stagger diamond layout, based on southbound mainline widening, with a bridge structure over the A9.

The diamond layout is preferred for the following reasons:

- to meet the demands of the road, an all movements junction is preferred which allows traffic to go in any direction, with access to the A938, U2400 unclassified road to Slochd and National Cycle Network (Route 7).
- the junction layout offers the least adverse landscape impact on the open nature of the site.
- the junction layout means reduced encroachment into ancient woodland.



Black Mount junction



As part of initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred junction layout, details of which are available at this exhibition.





A9 DALRADDY TO SLOCHD (Page 1 of 3) - PREFERRED OPTION

Stage 2 option assessment – preferred option

- The following figures show the entire preferred route option which includes: Mainline Option 1a with northbound widening at Loch Alvie and Avie Lochan and the preferred junction layouts at Aviemore South, Granish and Black Mount.
- The preferred option is indicative and will be developed further during the next stage of the design development (DMRB Stage 3).
- Further consideration of environmental issues and proposals for environmental mitigation will be a key element of the project's design development.





A9 DALRADDY TO SLOCHD (Page 2 of 3) - PREFERRED OPTION





A9 DALRADDY TO SLOCHD (Page 3 of 3) - PREFERRED OPTION



Stage 3 – further design development



As part of the ongoing design development, we are considering how to apply design changes to accommodate a smaller junction layout.

This offers the following potential benefits:

- reduced junction footprint
- reduced costs to purchase land
- reduced need for imported material for construction
- reduced impact on environmentally sensitive sites
- improved junction flow of traffic and priority to A9 trunk road traffic
- potential for more direct tie-ins for local access requirements (to be developed during DMRB Stage 3).

The smaller junction layouts presented here are indicative options at this stage. These will be subject to further design changes during DMRB Stage 3.

We would welcome your comments and feedback on these design refinements.



Aviemore South Junction



Granish Junction




Black Mount – northern layout



Black Mount – southern layout



 Pink hatch area denotes extent of the Stage 2 preferred junction option.



What happens next?

We will continue to consult throughout the DMRB Stage 3 Assessment process and the comments and feedback that you provide on the information presented at this exhibition will be considered in the next stage of the project design development.

At the next public consultation event, which is likely to be a drop-in session, Transport Scotland will look to provide you with an update on the preferred route and junction options, details of design developments, including side roads and local accesses.

An Environmental Impact Assessment will be carried out and additional mitigation measures may be included to establish the land-take boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Dalraddy to Slochd project.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of the public will be able to formally comment on the proposals.

After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.



A9 southbound at Slochd

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

Therefore, progress after publishing the draft Orders will depend on the formal comments received to the proposals.



Comments and feedback

Transport Scotland welcomes your comments and feedback, particularly on the following topics:

- the preferred mainline route
- the preferred junction options
- options being considered at junctions as part of DMRB Stage 3 design development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by **14 April 2017**.

Email to:
a9dualling@mouchel.com

Or by post to:
Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

Further information

Further public consultation is planned during the DMRB Stage 3 Assessment process and we will keep you updated through a range of direct communications and consultations.

Feedback from stakeholders and members of the public, including from this exhibition, will be considered as part of the further development, refinement and assessment of the preferred route option.



Further consultation and engagement will also be undertaken on the junction access strategy, as we address access to properties and land adjacent to the existing A9.

You can contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: a9dualling@mouchel.com

For further information on the Dalraddy to Slochd project, and to view the exhibition materials, drawings and strip plans, please visit

www.transport.gov.scot/project/a9-dalraddy-slochd

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling





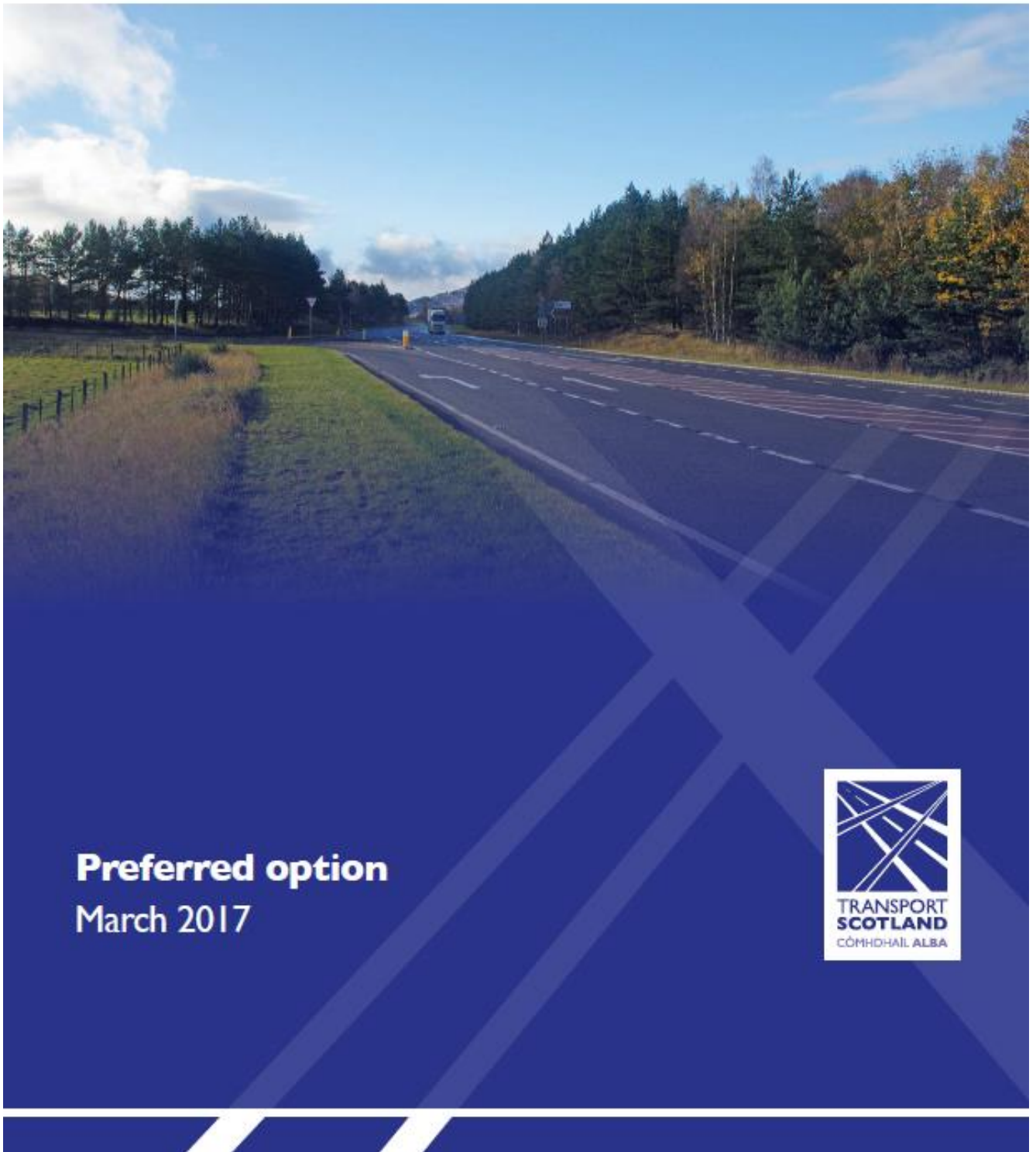


Appendix F. Exhibition leaflet





A9 Dualling Dalraddy to Slochd project



Preferred option
March 2017



Preferred option overview

The Dalraddy to Slochd project involves dualling 25km of the existing A9, from the northern end of the new dual carriageway currently under construction between Kincaig and Dalraddy, to the tie-in with the existing dual carriageway at Slochd Summit.

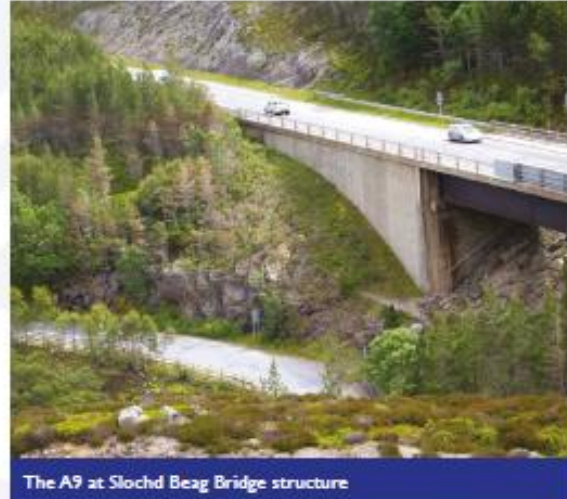
For the DMRB Stage 2 Assessment process, three different mainline widening options were considered, as well as three junction locations. The mainline options considered were based on:

Mainline Option 1: Predominantly southbound widening along the complete length of project.

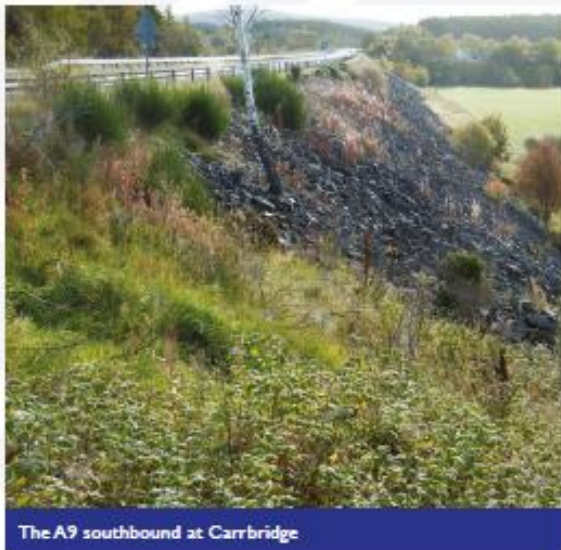
Mainline Option 1a: Predominantly southbound widening based on option 1, with a variation to the alignment south of Aviemore to avoid properties.

Mainline Option 2: Predominantly northbound widening with localized variations to avoid properties and minimize rock cuts.

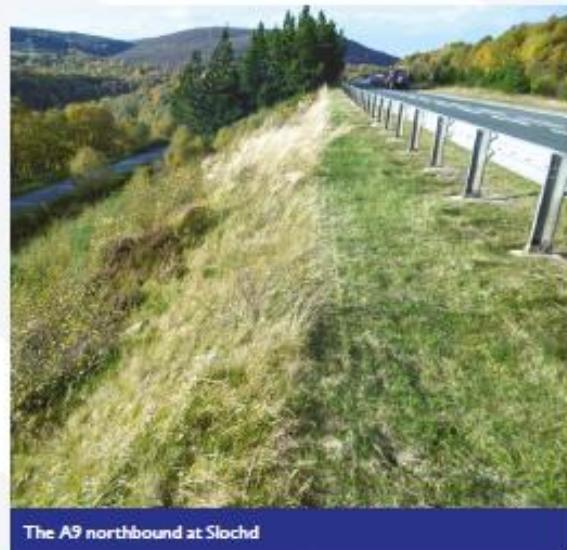
Junction layouts considered included three options at Aviemore South, four options at Granish and six options at Black Mount.



The A9 at Slochd Beag Bridge structure



The A9 southbound at Carrbridge



The A9 northbound at Slochd

Preferred option summary

The preferred mainline option is **Option 1a** for the following reasons:

- provides the best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
- results in the least volume of rock cut. This reduces impacts and difficulties associated with construction
- avoids a direct impact on properties located to the south of Aviemore
- has the least encroachment into areas of ancient woodland
- results in a reduced impact on Loch Alvie Site of Special Scientific Interest (SSSI) through localised northbound carriageway widening

- has least impact on Craigellachie National Nature Reserve (NNR) and SSSI
- has no direct impact to cultural heritage sites located along the route
- constructing the dual carriageway mainly on the southbound side will reduce the number of carriageway cross-overs required during construction. This will simplify construction and traffic management.

As part of the initial work on the next stage of the project (DMRB Stage 3 Assessment) we are considering further design changes to the preferred mainline option. Further consideration of environmental issues and proposals for environmental mitigation will be a key element of the project's design development.



Dalraddy to Slochd project

Preferred option scheme

The figures below show the entire preferred route option which includes: Mainline Option 1a with northbound widening at Loch Alvie and Avie Lochan and the preferred junction layouts at Aviemore South, Granish and Black Mount.

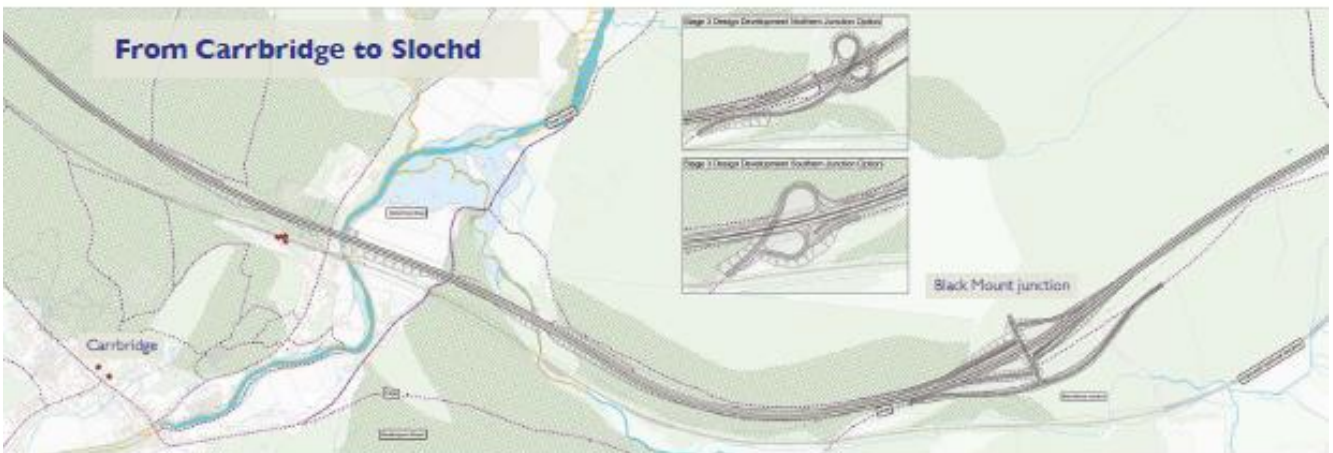
From Dalraddy to Aviemore



From Aviemore to Carrbridge



From Carrbridge to Slochd





Dalraddy to Slochd project

Preferred junction options

Aviemore South junction

The preferred junction option at Aviemore South is a half-cloverleaf layout, based on southbound mainline widening, with a bridge structure over the A9.

- The cloverleaf layout is preferred for the following reasons:
- the junction layout has the least impact and landtake on agricultural land immediately surrounding the junction
 - the junction layout offers the best earthworks balance, by reducing impacts associated with transporting material to and from site and waste disposal
 - the junction layout offers the lowest cost of construction.



Aviemore South preferred junction option

Granish junction

The preferred junction option at Granish is a half-dumbbell cloverleaf layout, based on southbound mainline widening, with an underpass structure below the A9.

- The cloverleaf layout is preferred for the following reasons:
- the junction layout results in the least amount of earthworks and cut requirements. This reduces impacts associated with transporting material to and from site and waste disposal
 - the junction layout results in a reduced impact on groundwater compared to the other layouts.



Granish preferred junction option

Black Mount junction

The preferred junction option at Black Mount is a left-right stagger diamond layout, based on southbound mainline widening, with a bridge structure over the A9.

- The diamond layout is preferred for the following reasons:
- to meet the demands of the road, an all movements junction is preferred which allows traffic to go in any direction, with access to the A938, U2400 unclassified road to Slochd and National Cycle Network (Route 7)
 - the junction layout offers the least adverse landscape impact on the open nature of the site
 - the junction layout means reduced encroachment into ancient woodland.



Black Mount preferred junction option

Stage 3 – further design development

As part of the ongoing design development, we are considering how to apply design changes to accommodate a smaller junction layout.

This offers the following potential benefits:

- reduced junction footprint
- reduced costs to purchase land
- reduced need for imported material for construction
- reduced impact on environmentally sensitive sites
- improved junction flow of traffic and priority to A9 trunk road traffic
- potential for more direct tie-ins for local access requirements (to be developed during DMRB Stage 3).

The smaller junction layouts are indicative options at this stage and can be viewed on the project website. These will be subject to further design changes during DMRB Stage 3.

We would welcome your comments and feedback on these design refinements.



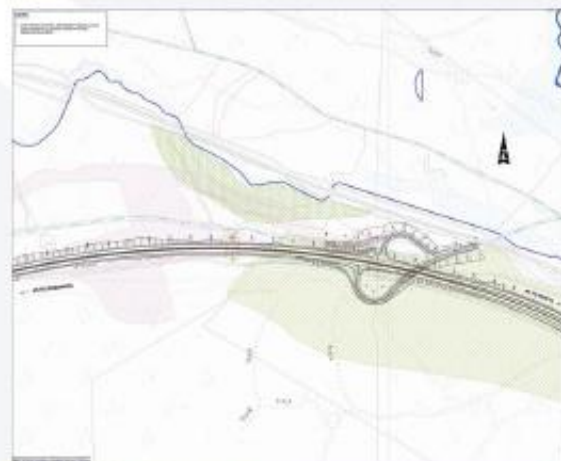
Aviemore South junction




Granish junction



Black Mount – northern layout



Black Mount – southern layout

 Pink hatch area denotes extent of the Stage 2 preferred junction option.



Dalraddy to Slochd project

What happens next?

We will continue to consult throughout the DMRB Stage 3 Assessment process and the comments and feedback that you provide will be considered in the next stage of the project design development.

At the next public consultation event, which is likely to be a drop-in session, Transport Scotland will look to provide you with an update on the preferred route and junction options, details of design developments, including side roads and local accesses.

An Environmental Impact Assessment will be carried out and additional mitigation measures may be included to establish the land-take boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Dalraddy to Slochd project.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of the public will be able to formally comment on the proposals.

After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

Therefore, progress after publishing the draft Orders will depend on the formal comments received to the proposals.



Aviemore public exhibition – June 2016



A9 Southbound at Slochd

Comments and feedback

Transport Scotland welcomes your comments and feedback, particularly on the following topics:

- the preferred mainline route
- the preferred junction options
- options being considered at junctions as part of DMRB Stage 3 design development.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by Friday 14 April 2017**.

Email to:
a9dualling@mouchel.com

Or by post to:
Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

For further information on the Dalraddy to Slochd project, and to view the exhibition materials, drawings and strip plans, please visit:
www.transport.gov.scot/project/a9-dalraddy-slochd

For further information

Further consultation and engagement will also be undertaken on the junction access strategy, as we address access to properties and land adjacent to the existing A9.

You can contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: a9dualling@mouchel.com

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team by telephone or email.

Telephone: **0141 272 7100**
Email: a9dualling@transport.gov.scot





Appendix G. Feedback form





A9 Dualling Programme

Dalraddy to Slochd project

Preferred route public exhibition



Feedback form

Introduction

Thank you for attending our A9 Dualling Dalraddy to Slochd project public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and **by 14 April 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 14 April 2017** to the AMJV A9 Dualling Project team, to whom any queries may be directed.

Email:
a9dualling@mouchel.com

Further information on the A9 Dualling Dalraddy to Slochd project: www.transport.gov.scot/project/a9-dalraddy-slochd

Information on the wider A9 Dualling Programme:
www.transport.gov.scot/a9dualling

Post to:
Robin Smith
A9 Dualling Project Team
Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.





A9 Dualling Programme Dalraddy to Slochd project

We would appreciate your comments and feedback, particularly on the following topics:

- **The preferred route and junction options**
- **Stage 3 further design development of the junction layouts**

Comments:







Appendix H. Comments





Reference	Comment	Response
Aviemore_001	<p><u>Aviemore to Carrbridge - Granish</u></p> <p>The current A95, bearing an inordinate number of HGVs, has lorries stop to turn right up a significant slope. When this junction was altered a number of years ago, The Scottish office failed to take this into consideration, making the B9152 the priority rather than the A95. This is still the same arrangement in the current proposal.</p> <p>The A95 going south should be the priority road and should be graded to allow lorries to approach A9 at a gentler slope and less of an angle.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to the Granish junction and its connection with the side road network, specifically the A95 and B9152, traffic data indicates that the predominant traffic flow is along the A95/B9152. However, we are aware of and have received comprehensive feedback with respect to HGV movements which make up a large percentage of the A95/A9 traffic turning movements at this junction. Accordingly, this connection is subject to further development during DMRB Stage 3 which will take account of traffic flows, accident data, traffic composition and constraints. Proposals on the layout and configuration of these connections will be made available at the next public consultation event in autumn 2017.</p> <p>With regards to the side road gradients the proposals for the connection from A95/B9152 to the A9 show this connection link going under the A9. The gradient of the existing link will be reduced (flattened out) under the proposals in order to achieve an underbridge crossing of the A9.</p>
Aviemore_002	<p><u>Dalraddy to Aviemore. South option</u></p> <p>Having gone for the option to cross the field, I'm very disappointed to see the preferred option is a junction on the B9152 through ancient woodland.</p> <p>The preferred option to the south shows a proposed roundabout</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p>



Reference	Comment	Response
	<p>connecting traffic coming into Aviemore with traffic looking to go south. If this roundabout was changed to allow access from B9152 to come off the existing junction to the A9 to come across a field to the new roundabout, this allows traffic coming from Kincaig easier access and traffic from A9 north easier access to Aviemore.</p>	<p>We note your comments regarding the Aviemore South junction regarding the ancient woodland. On balance of impacts from all options assessed at Stage 2, the small loss of Ancient Woodland was found to be minimal and where necessary compensatory planting would be promoted to offset any potential loss. In addition to this, overall the Stage 2 Aviemore South junction was identified as preferred for the following reasons:</p> <ul style="list-style-type: none">• the junction layout has the least impact and land-take on agricultural land immediately surrounding the junction• the junction layout offers the best earthworks balance, by reducing impacts associated with transporting material to and from site and waste disposal• the junction layout offers the lowest cost of construction <p>However, as part of our Stage 3 design development we will be working to minimise, and where appropriate mitigate, losses and impacts to ancient woodland.</p> <p>You also commented on, and suggested alternatives to, the layout and location of the Aviemore South Junction preferred option. Please note the public exhibition in March presented the DMRB Stage 2 preferred junction options.</p> <p>As part of the ongoing design development during DMRB Stage 3, we are considering how to apply design changes to accommodate a smaller junction layout, as shown at the exhibitions.</p> <p>You make comment that the preferred junction option, “to the south shows a proposed roundabout”. Please note that the preferred junction option at Aviemore South is a half-cloverleaf layout which caters for all turning movements to and from the A9 dual carriageway</p>



Reference	Comment	Response
		via dedicated slip roads. The mainline within the extents of the junction is based on southbound widening, with a bridge structure taking the link road over the A9.
Aviemore_003	<p><u>Aviemore</u></p> <p>This “preferred” option seems not to have been thought through properly. The impact on Milton woods, Aviemore would be devastating. Already we have lost a sizeable chunk of the woods with the construction of the water main. Widening on the south side here would mean the water main would need to be moved again, involving greater expenditure and probably eradicating more of what is a small gem. Along with the new carriageway would wood be left? This wood is widely used by locals and tourists and has many rare varieties of wild flower along with cover for deer and red squirrels living in the woods. Surely it would be more sensible to construct the new carriageway behind Aviemore northbound, as already there is a space due to the Tulloch houses being built. Also, where can the carriageway go behind Macdonald Hotel? Already the road is practically sitting on top of the hotel. Surely making temporary crossovers during construction is a small price to pay for an eventual outcome of saving the villages precious woodland?</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We note that you sent two pieces of feedback under separate cover. We have addressed both in this response.</p> <p>Your comments with regards to southbound carriageway widening in the vicinity of Aviemore and Milton Wood have been noted, as has your suggestion to widen the carriageway to the northbound side of the existing A9.</p> <p>Widening on the northbound carriageway (where you have noted that there is more open space) would result in encroachment into Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). This site has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p>



Reference	Comment	Response
		<p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>We note your comments regarding flora and fauna within the Milton Woods and the potential impacts on them. These ecological aspects form part of our Environmental Impact Assessment (EIA) during Design Manual for Roads and Bridges (DMRB) Stage 3 and have additionally been considered during all our assessments to date throughout DMRB Stage 2. During the EIA, surveyors carrying out a wide variety of ecology surveys such as red squirrel, pine marten, national vegetation classification (NVC), trees and other surveys. This work will culminate in the publication of the draft Environmental Statement which the public will be able to view and comment on. The Environmental Impact Assessment will also identify the need for any mitigation and this may be undertaken by means such as planting and landscaping / landform.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>We have noted the non-motorised user (NMU) access that you have</p>



Reference	Comment	Response
		<p>identified (the cattle creep to access the woodlands at High Burnside). Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn of 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>
Aviemore_004	<ol style="list-style-type: none"> 1. The preferred general widening on the southbound side does not take into account the need to relocate at least one mile of the main water pipeline serving Aviemore. 2. The additional carriageway on the southbound side also interferes with the large LPG installation serving the Macdonald Resort. These two items will result in a significant cost increase for this option. 3. Adding an extra carriageway on the southbound side will also lead to a need to move more material to build up embankments than would be the case if the northbound carriageway was widened. 4. Why is there such antipathy to changing the side to which the widening is done? It hasn't caused that much hassle with the Dalraddy/Kincraig stretch? 5. What arrangements will be put in place to protect the railway at Kinveachy where road and rail approach closely. Widening on the Northbound side would eliminate that problem (and again reduce costs!) 	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Taking each of your points in turn in your first response:</p> <ol style="list-style-type: none"> 1. With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and that this was taken into account in arriving at the preferred option selection during Design Manual for Roads and Bridges (DMRB) Stage 2. We are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. 2. Similarly, with regards to the liquefied petroleum gas (LPG) installation in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and that this was taken into account in arriving at the preferred option selection at DMRB Stage 2. We are consulting with the landowner with



Reference	Comment	Response
		<p>respect to their utility apparatus to understand where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this, the Scottish Water main and other utilities where possible. Your comments regarding the costs associated with each of these utilities has been noted. The preferred main line option is subject to detailed assessments during DMRB Stage 3 against the criteria of engineering, traffic, environment, as well as economics. Accordingly, the detailed assessments described previously will also consider the comparable costs associated with each of the options.</p> <p>3. We note your comments regarding the preferred mainline option, particularly in relation to construction requirements. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, which offers a number of benefits including: simplifying construction and therefore minimising disruption including traffic delays to road users, reduction in construction duration, reduction in construction costs and a safer working environment for the construction workforce.</p> <p>4. We note your comments regarding the preferred mainline option between KinCraig and Dalraddy. Please note that the Dalraddy to Slochd projects presents a unique set of challenges and constraints, and as such engineering and construction issues are unique to each of the A9 dualling projects. Option 1a is preferred</p>



Reference	Comment	Response
		<p>as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>5. With regards to your comment about the railway at Kinveachy we confirm that we are working with Network Rail with respect to any works adjacent to the Highland Mainline Railway. There are strict processes and procedures that are required in order to ensure the safety of rail operations.</p>
Aviemore_005	<p>Aviemore South Junction and Passing Aviemore. Have you allowed for 2000 cars/hour going skiing and into Glenmore and Rothiemuchus? Are you considering replacement and new trees for noise screening for this otherwise quiet environment - noting echo of the cliffs. Very good consultation, presentation and assistance.</p> <p>Thank you.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to the Aviemore South junction and traffic numbers, both the Design Manual for Roads and Bridges (DMRB) Stage 2 preferred junction and DMRB Stage 3 design development junction</p>



Reference	Comment	Response
		<p>(which was also on display at the exhibition) allow for forecasted future traffic movements. All of the junctions selected have been subject to traffic modelling to assess how the junction layout performs and accommodates the turning movements at the time of the scheme opening and at a future date of 15 years post opening. In addition to the traffic modelling, a detailed assessment against criteria under the headings of environment, engineering and economics has been undertaken to ensure a robust assessment was completed.</p> <p>During DMRB Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>Building on the visual impact assessment which was undertaken as part of DMRB Stage 2, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases. As mentioned previously with regards to noise, an Environmental Impact</p>



Reference	Comment	Response
		Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential visual mitigation will be reported in the Environmental Statement.
Aviemore_006	I am happy overall with the decision to widen to the southbound c/w. However, I would ask that in light of the growth of mountain biking in the last few years in the area, and the importance of the sport for the local economy, provision be made for a number of suitable crossings for bike riders, and slower other uses such as horse riders. The popularity of MTB trails in the area above high Burnside, Aviemore, requires particular consideration. Many families ride these trails and need a safe crossing back to the Route 7 cycle path	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Thank-you for your comments with respect to the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your request for suitable non-motorised user (NMU) crossings around Aviemore. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>



Reference	Comment	Response
Aviemore_007	<p>As well as number of vehicles using the junctions North and South of Aviemore, the weather conditions and experience of drivers into a holiday area should be taken into account. 24-hour fuel, snow showers and freezing conditions November to April and a lot of visiting drivers not used to driving on snow or icy roads. It will not be possible to keep the junctions gritted and there could be a risk of vehicles sliding off the turning road, causing the exit and entrances to the A9 to be blocked. Experience here is that it only takes a small amount of snow on an icy road for inexperienced drivers to skid. Also, small accidents are not reported to the police.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments with respect to vehicle movements at junctions, particularly during periods of inclement and winter weather. We confirm that the safe use and operation of the road is a key consideration in developing the scheme proposals and we confirm that design is being undertaken in accordance with the national Design Manual for Roads and Bridges (DMRB) standards. We also confirm that we are consulting closely with both the Trunk Road Operating Company and The Highland Council both with respect to design and the future operation and maintenance following dualling of the A9 to ensure that a safe and resilient solution is provided.</p>
Aviemore_008	<p>I recently attended the public exhibition at Aviemore community hall on the 2 March.</p> <p>It became apparent that your department is under the impression that Scandinavian Village Limited (SVL) is part of the Macdonald Hotel Consortium. This is certainly not the case as SVL has a 100 year lease which has 67 years remaining.</p> <p>SVL is a Timeshare Resort with 2950 weeks which were available for purchase to the general public. The resort was constructed in 1982 and is sold out and therefore owned by the members of the association of which we have approximately 2,600 owners - some own more than 1 week.</p> <p>I find it incredulous that Transport Scotland have not contacted the</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for bringing to our attention the nature of Scandinavian Village Limited (SVL)'s lease with respect to Macdonald Hotels. We will update our records accordingly and now that we have established the information with regards to Scandinavian Village Limited, we look forward to engaging with you throughout Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>Please note that the events were well advertised, with event posters</p>



Reference	Comment	Response
	<p>resort management for their input to be taken into consideration when this project was first put forward.</p> <p>With regards to the effect the project will have to SVL owners, my concern is the increase in noise level during the construction and later with the traffic being close to the SVL boundary fence once the dual carriageway is widened at the west side of the Village.</p> <p>The noise level at present has been extenuated by the removal of the trees along the full length of the boundary fence by the Scottish Water during the laying of the new water pipes system around Aviemore. The water main is 4 meters from our boundary and 26 meters from the dual carriageway. When the plans were submitted, they agreed to reinstate the trees which they have since refused to do.</p> <p>I am concerned the same result will take place, and that SVL views will simply be ignored yet again.</p> <p>I believe a sound barrier will be required before the construction begins, this would minimize the disruption to our owners, who come to Aviemore for a quiet and peaceful holiday experience.</p> <p>We would be willing for a tree line barrier to be formed on the north and west sides to be inside our boundary fence line. This would act as a natural sound barrier to minimize the noise before and after construction.</p>	<p>issued to the Macdonald Hotel in Aviemore, as well as shops, churches, libraries and schools through towns and villages in the Badenoch and Strathspey area. AMJV / TS also sent an invite via email to the reception@scandinavian-village.co.uk email address on the 21st February 2017, requesting that this be circulated to all of your members.</p> <p>We have noted your comments with regards to noise, particularly in respect of SVL's owners during construction and your request for some form of noise attenuation. We can advise that during DMRB Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options may include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>We acknowledge your willingness for a tree barrier to be formed inside the Scandinavian Village boundary and we will discuss both mitigation and accommodation works with you further as the scheme details develop.</p>
Aviemore_009	<p>I attended the public exhibition for the Dalraddy to Sloch project in Aviemore on Thursday 2nd March 2017. My concerns and worries, which I notified you about at an earlier date, were lifted when I saw the</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide</p>



Reference	Comment	Response
	<p>preferred route option. I look forward to seeing future development and wish you luck. Many thanks to your team who were most helpful and professional.</p>	<p>comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the staff present at the event, we are glad that you found the information helpful.</p> <p>We would also like to thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
Aviemore_010	<ol style="list-style-type: none">1. Southern route widening as proposed is preferred.2. Agree with northbound widening at Loch Alvie and Avie Lochan.3. Prefer smaller footprint options to junctions around Aviemore.4. Would like current footpath underpass at High Burnside, Aviemore to be retained.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)



Reference	Comment	Response
		<ul style="list-style-type: none">• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your preference for the smaller footprint Design Manual for Roads and Bridges (DMRB) Stage 3 design development junctions at Aviemore South and Granish. Your feedback will be considered as we look at developing and refining these layouts during our DMRB Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>We have noted the non-motorised user (NMU) underpass that you have identified at High Burnside. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>
Aviemore_011	<p>I would like to amplify some of the comments made at the exhibition:</p> <ol style="list-style-type: none">1. Closeness to the railway at Kinveachy: Placing the new carriageway on the southbound side, as proposed in Options 1 and 1a, means that the route is very close to the railway in an	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at</p>



Reference	Comment	Response
	<p>area where a train driver has somewhat limited view of any obstruction ahead. Additional (and probably costly) safety measures will be needed to stop errant vehicles falling onto the line. If the new carriageway was on the northbound side (which there is space to do) then no extra work would be needed at all.</p> <p>2. Water main in Aviemore:</p> <p>Options 1 and 1a will lead to considerable additional expense in re-locating at least a mile of the main water pipeline, together with associated valve stations, for the Aviemore area. This work would have to be completed and commissioned before any roadway works start, as there is no longer the "back-up", as there was when the new main was initially put in, of an alternative supply from Loch Einich. This substantial extra cost, and complication of construction programme, would not be incurred if Option 2 was used around Aviemore once clear of the housing at the South end. Looking at the general slope of the land, it would also appear that putting the new carriageway on the Northbound side would give less excavation and less need to build up an embankment for the new carriageway.</p> <p>3. LPG installation at Macdonald Resort:</p> <p>With Options 1 and 1a the new carriageway would go almost over the top of the LPG tank serving the resort. This is a potential safety issue, which would be expensive to rectify. Using Option 2 would eliminate this issue. I also note that Options 1/1a would put the road so close to the hotel that residents would object, and there is no space to install a noise reduction earthwork between the road and the hotel. Again, Option 2 would eliminate the problem.</p>	<p>these exhibitions.</p> <p>Taking each of your points in turn:</p> <ol style="list-style-type: none">1. With regards to your comment about the railway at Kinveachy we confirm that we are working with Network Rail with respect to any works adjacent to the Highland Mainline Railway. There are strict processes and procedures that are required in order to ensure the safety of rail operations.2. With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and that this was taken into account in arriving at the preferred option selection during Design Manual for Roads and Bridges (DMRB) Stage 2. We are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required.3. Similarly, with regards to the liquefied petroleum gas (LPG) installation in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and that this was taken into account in arriving at the preferred option selection at DMRB Stage 2. We are consulting with the landowner with respect to their utility apparatus to understand where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this, the Scottish Water main and other utilities where possible. Your comments regarding the costs associated with each of these utilities has been noted. The preferred main line option is subject to detailed assessments during DMRB Stage 3 against the criteria of engineering, traffic, environment, as well as economics.



Reference	Comment	Response
	<p>4. Noise reduction:</p> <p>I've noted that using the Average Speed Cameras has, subjectively, resulted in a reduced noise level from A9 traffic. Any option will lead to increased noise, since the speed of traffic will increase to 70mph (or more). What measures will be employed in the Aviemore area to reduce the noise experienced by residents?</p> <p>5. Emergency cross-overs:</p> <p>North of the Black Mount junction, as at some other parts of the A9, there will be no alternative route that can be used in the event of an 'incident' closing one carriageway. Since investigation of accidents these days tends to lead to a closure for several hours, what provisions will be made over the whole length of the road to allow the police to set up a temporary contraflow on the other carriageway around the site of an incident?</p> <p>6. Granish Junction:</p> <p>The design proposed does not address the major problem at that junction, which is turning from the access road onto the A95/A9152. Traffic travelling along the A95 tends to be moving at close to 60mph, and right turns across the traffic are a potential safety risk. The small roundabout on the southbound slip-roads doesn't do much good, and would be better placed where the access road joins the A95/A9152. I would prefer to see the alternative junction proposal used, with the roundabout placed as mentioned earlier.</p> <p>7. Logic for choice of Options 1/1a:</p> <p>There is evidently a tension in this area between what is good for nature, what is good for the local people and what is cost-effective. The logic</p>	<p>Accordingly the detailed assessments described previously will also consider the comparable costs associated with each of the options.</p> <p>4. We have noted your comments with regards to noise reduction and the difference you have noticed since the introduction of the average speed cameras along the A9. During Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>5. Your comments regarding emergency crossovers in the event of an accident on the A9 trunk road have been noted. Your comments regarding road resilience have been noted and we can confirm that we are consulting with the emergency services and the trunk road operator amongst others to fully understand their requirements.</p> <p>6. With regards to the Granish junction and its connection with the side road network, specifically the A95 and B9152, our traffic data indicates that the predominant traffic flow is along the A95/B9152. However, we recognise from local feedback that</p>



Reference	Comment	Response
	<p>tends to favour nature. A lot of this tension could be resolved if there is a willingness to consider using new construction on either the northbound or southbound sides at different places depending on the local circumstances. My experience of driving along the new construction between Dalraddy and Kinraig is that most of the carriageway changes are due to re-surfacing and re-levelling of the old carriageway rather than the new carriageway changing sides. This situation will arise on the Dalraddy to Slochd section as well. These changes aren't a real problem, they just need careful planning. Reduction of carriageway changes during construction does not justify the adoption of the sub-optimal route that slavish adherence to "Option 1" would imply.</p>	<p>whisky lorries and other HGVs make up a large percentage of the A95/A9 traffic turning movements and feedback received suggests that this location is seen as unsafe. Accordingly, this connection is subject to further development during DMRB Stage 3 which will take account of traffic flows, traffic composition and constraints and we thank you for your feedback in this regard. Proposals on the layout and configuration of these connections will be made available at the next public consultation event in autumn 2017.</p> <p>7. We note your comments regarding the preferred mainline option, particularly in relation to construction requirements. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, which offers a number of benefits including: simplifying construction and therefore minimising disruption including traffic delays to road users, reduction in construction duration, reduction in construction costs and a safer working environment for the construction workforce.</p> <p>We note your comments regarding the preferred mainline option between Kinraig and Dalraddy. Please note that the Dalraddy to Slochd projects presents a unique set of challenges and constraints, and as such engineering and construction issues are unique to each of the A9 dualling projects. Option 1a is preferred as it:</p> <ul style="list-style-type: none">i. avoids direct impacts on residential propertiesii. has the least impact on Craigellachie Site of Special Scientific



Reference	Comment	Response
		<p>Interest (SSSI) and National Nature Reserve (NNR)</p> <ul style="list-style-type: none"> iii. has the least impact on Alvie SSSI iv. has a lower number of crossovers during construction, simplifying construction and traffic management v. best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p>
Aviemore_012	<p>The "preferred" option seems not to have been thought through properly. The impact on Milton Woods would be devastating. Already we have lost a chunk of the woods with the construction of the water main. Widening on the southbound side means the water main would have to be moved, involving more expenditure and probably eradicating more of what is a small gem. Along with the new carriageway would any wood be left? This wood is used by locals and tourists, and has many varieties of wild flowers along with cover for the deer and red squirrels which live in the woods. Surely it would be far more sensible to construct the new carriageway behind Aviemore on the Northbound side as already there is space due to the disruption caused when the Tulloch houses were built? Also, where can the carriageway be built behind the MacDonald Hotel? Already the road is practically sitting on top of the building! Surely having crossovers temporarily during construction would be a small price to pay for an eventual outcome of saving the village's precious woodland. A compromise between the options given would be the best outcome for the local residents.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We note that you sent two pieces of feedback under separate cover. We have addressed both in this response.</p> <p>Your comments with regards to southbound carriageway widening in the vicinity of Aviemore and Milton Wood have been noted, as has your suggestion to widen the carriageway to the northbound side of the existing A9.</p> <p>Widening on the northbound carriageway (where you have noted that there is more open space) would result in encroachment into Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). This site has been designated for its wildlife interest at a UK level and is nationally important for upland birch</p>



Reference	Comment	Response
	<p>In addition to the above paragraph, which summarises the feedback I gave at the exhibition, I am also concerned that we could possibly lose the cattle creep access to the woodlands at High Burnside. This path is well used to access the upper woods by-passing the Tulloch houses. I trust you will give full consideration to these comments.</p>	<p>woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>We note your comments regarding flora and fauna within the Milton Woods and the potential impacts on them. These ecological aspects form part of our Environmental Impact Assessment (EIA) during Design Manual for Roads and Bridges (DMRB) Stage 3 and have additionally been considered during all our assessments to date throughout DMRB Stage 2. During the EIA, surveyors carrying out a wide variety of ecology surveys such as red squirrel, pine marten, national vegetation classification (NVC), trees and other surveys. This work will culminate in the publication of the draft Environmental Statement which the public will be able to view and comment on. The Environmental Impact Assessment will also identify the need for any mitigation and this may be undertaken by means such as planting and landscaping / landform.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical</p>



Reference	Comment	Response
		<p>constraint and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>We have noted the non-motorised user (NMU) access that you have identified (the cattle creep to access the woodlands at High Burnside). Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn of 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>
Aviemore_013	<p>We are very pleased with the decision to go option 1A predominantly southbound widening, also the junction layouts. Our only concern now is hopefully the small footpath tunnel at the south end of the High Burnside is re-instated and also that any laybys are away from the houses for security reasons.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI



Reference	Comment	Response
		<ul style="list-style-type: none"> • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your comments with respect to non-motorised user (NMU) access and laybys. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU and layby provisions for the Dalraddy to Slochd project, as part of the DMRB Stage 3 assessment. We expect to be able to report on our initial work with regards to layby provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p> <p>With respect to lay-bys, the location and siting of lay-bys which are required for the safe operation and use of the trunk road will be developed during the next phase of design. We do however acknowledge your comments with respect to security of properties in relation to the siting of lay-bys.</p>
Aviemore_014	<p>Background</p> <p>The properties on both sides of the A9 in the Milton area – High Burnside, Allt Mor, The Shieling etc. – comprise one of the largest residential complexes adjacent to, and mostly un-screened from, the A9 in the Dalraddy-Slochd section of the A9 Dualling programme. This area has been subject to ‘creeping urbanisation’ over several years, and we feel that particular attention needs to be given to minimising the impact of the Dualling proposals in this area, particularly on the east side of the A9.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your detailed comments and imagery with regards to embankments and potential noise impacts associated with southbound widening in the vicinity of Aviemore. We will consider these as part of the detailed design during our Design Manual for</p>



Reference	Comment	Response
	<p>Embankment</p> <p>We consider that the existing embankment extending from the old Edenkillie Underpass at NH 8937 1394 to a point at NH 8947 1418, i.e. to the north-west of The Shieling, is an in-your-face and out-of-character eyesore, although softened slightly in recent years at its northern end by the maturing of trees. We understand that the widening of the A9 is to take place on the southbound (east) side of the existing A9 and will require this embankment to be extended in this area.</p> <p>We presume that the structural core of the new embankment need only have the same gradient as the existing one, although study of the ‘Preferred Route Strip Plan’ suggests that this gradient may be reduced slightly. However, we suggest that the visual and environmental impact of the proposed new carriageway in this area could be softened considerably by reducing the surface gradient still further and extending the base of this slope outwards (the area bounded in orange in the plan below). We estimate that the resultant mean gradient of the slope to the top of the noise barrier described later under ‘Noise’ would be around 20°.</p> <p>We suggest that the ground should undulate to enhance the natural impression. Boulders – which are plentiful locally, for example from the burn at point A on the plan, which would have to be piped under the new carriageway - could be scattered on the upper part of the slope, which should be planted with heather and grass in keeping with the local environment. A few scattered trees and shrubs, e.g. juniper, would complete the natural appearance, and the combined effect of all these features would be a huge and very welcome reduction in the visual impact of the extended embankment.</p>	<p>Roads and Bridges (DMRB) Stage 3 assessment.</p> <p>During DMRB Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>Building on the DMRB Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best ‘landscape fit’) phases. As mentioned previously with regards to noise, an Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential visual mitigation will be reported in the Environmental Statement.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the</p>



Reference	Comment	Response
	<p>Noise</p> <p>Our most serious concern is noise. Many houses have line-of-sight to the A9, and experience correspondingly high noise levels more appropriate to an urban environment, and which can be intrusive in summer when windows are open and gardens are being ‘enjoyed’. It should be borne in mind that a new residential development is proposed between Allt Mor and the A9. We submit that the aim should be not simply to contain the new noise levels within existing levels but to take reasonable steps to reduce them further, not least in the interests of any such proposed new houses.</p> <p>To this end the proposal for the extended embankment as outlined above could facilitate the erection of a noise barrier - which would also act as a visual screen - either as a raised bank similar to that on the other side of the A9 in the area between Lodge Lane and the A9 (preferred), or in the form of acoustic fencing against which trees should be planted – or a combination of both these measures. The ideal arrangement would be for the top of the raised bank to be the top of the slope of the embankment, although of course in way of the road tunnel, fencing would be the only option. We believe that this noise barrier would only need to extend for about 250-300m.</p> <p>Access Tunnels</p> <p>In this area, there are two pedestrian access tunnels and one road tunnel. We believe that all three should be retained. The one furthest south, although less obvious, is frequently used by residents in Carn Elrig View, and in the older houses, some of whom have no transport, when walking to the Aviemore shops. It is also used by walkers, in particular those heading for Craigellachie and other hills behind Aviemore. It is</p>	<p>scheme design.</p> <p>We have noted the non-motorised user (NMU) access tunnels that you have identified. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. Please note that crossing of the dualled A9 will be accommodated for by way of underpasses or overbridges (for both non-motorised users [NMU] and vehicles) and at-grade crossing of the A9 will be prohibited, significantly improving safety. We expect to be able to report on our initial work with regards to NMU provision (including the Orbital Path) at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p> <p>Your comments regarding the Stage 2 preferred junctions at Aviemore South, Granish and Black Mount have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine the junction layouts to take account of feedback we have received surrounding traffic priorities and to reduce the footprint. In addition, we will also be refining the mainline design to consider opportunities to adjust side slopes and incorporate environmental mitigation measures as you have suggested within the vicinity of Milton.</p>



Reference	Comment	Response
	<p>currently the only access under the A9 between Milton and Loch Pulladern – a distance of nearly two miles. There are points at which walkers frequently cross over the A9 but of course these will disappear. We therefore consider that it is unacceptable to have no access across (under) the A9 between these two points.</p> <p>Footpaths</p> <p>The extended embankment would locally obliterate the existing Aviemore Orbital Footpath, which should be reinstated on the new slope.</p> <p>On the ‘Preferred Route Strip Plan’ (sheet 2) a footpath is shown running parallel to, and on the west side of, the A9 from near Carn Elrig View to link up with the main footpath up Craigellachie. Although this would have been very welcome to walkers in this area it was never built. It would be hugely popular for residents in this area who want good access to the hills to the west of Aviemore.</p> <p>Junctions</p> <p>We have no strong feelings about the design of the junctions other than that they should be as simple as possible – some options illustrated appear to be unnecessarily complicated and occupy an unnecessarily large area.</p>	
Aviemore_015	<p>Mainline Route</p> <p>I am pleased to see that the Mainline Option 1a has been selected, especially as it minimises damage to the Craigellachie NNR and the two SSSI.</p> <p>Junctions</p> <p>While I understand the reasons detailed for selecting the junction options</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments in support of the preferred</p>



Reference	Comment	Response
	<p>at Aviemore South and Granish, I still wonder if the apparently sharp curves will present problems to the many articulated lorries, serving the timber and whisky industries, that will use these junctions. I still prefer the diamond layout with the B9152 re-aligned at the former and the diamond left/right stagger at Granish.</p> <p>I was very pleased to see that the Blackmount junction will be an all movements junction. To be able to divert traffic back into Carrbridge, if the The Slochd is closed due to bad weather, is essential.</p> <p>Junction Options</p> <p>As regards the smaller junction layouts, I fully appreciate the reasons detailed. However, I am concerned that they all appear to have the turn off with no run-in lane. This means that traffic will be decelerating in the inside carriageway, before suddenly turning sharp left. I would have thought this was potentially dangerous. And especially so with the impatience shown by some drivers today.</p> <p>At all three junctions, the curves on the smaller junctions appear to be very sharp. While not a lorry driver, I would not like to drive a 44 tonne (or whatever is the upper weight limit) lorry round those bends in wet or icy conditions. I recall junction 1A on the M9 - the turn off for the Forth Road Bridge. It was a very sharp left hand curve, that I always found a bit worrying, even in a car. In a lorry, it must be quite demanding.</p> <p>For the above reasons, I favour the preferred options over the smaller junction layouts. Although, I would rather see the options at Aviemore South and Granish detailed in “Junctions” above.</p> <p>Toilets</p> <p>In previous comments, I have mentioned the need for roadside toilets on</p>	<p>mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none"> avoids direct impacts on residential properties has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) has the least impact on Alvie SSSI has a lower number of crossovers during construction, simplifying construction and traffic management best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your comments regarding the Design Manual for Roads and Bridges (DMRB) Stage 3 design development junctions at Aviemore South and Granish. Your feedback will be considered as we look at developing and refining these layouts during our DMRB Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic. We note your comments with respect to diverge arrangements off the A9 and vehicle movements, particularly HGVs at junctions, during periods of inclement and winter weather. We confirm that the safe use and operation of the road is a key consideration in developing the scheme proposals and we confirm that design is being undertaken in accordance with the national Design Manual for Roads and Bridges (DMRB) standards. As part of this work the detail of the diverging arrangements will be considered further. We also confirm that we are consulting closely with both the Trunk Road Operating Company and The Highland Council both with respect to design and the future operation and maintenance following dualling of the A9 to ensure that a safe and resilient solution is</p>



Reference	Comment	Response
	<p>the A9. It is all very well to get drivers off the A9 and into the adjacent towns and villages, but very few have toilets open all night. If Scotland is to promote itself as a destination for tourists, then I think it must offer toilets open 24 hours and at realistic distances apart. I know there are cost implications, but the consequences of not providing facilities are unhygienic for motorists and very unpleasant for the landowner.</p>	<p>provided.</p> <p>We note your comment with respect to toilet facilities alongside the A9. As part of the next stage of design development, we are assessing appropriate locations for lay-by provisions and as part of this we are considering what type of facilities would be appropriate to be included. At this stage, we are unable to provide any decision regarding toilet provisions and note that this is being considered across the A9 dualling programme in conjunction with Highland Council, Visit Scotland and CNPA.</p>
Aviemore_016	<p>I would like to object in the strongest terms to the proposed route of the A9 dualling at the High Burnside area of Aviemore.</p> <p>I feel the proposed route is highly unfair to the owners of the properties that are to the east of the proposed route whilst those on the west aspect escape scot free!</p> <p>I would urge the planners to recognise that the proposed route should impact fairly on all those in the vicinity of the works.</p> <p>I would also like to know how the owners on the western side of the proposed route knew that the route wouldn't impact on them? I suspect some dodgy dealings may have been going on if they knew that several years before the route was publicised. I believe the sales people in the Tulloch homes development were able to tell them this. Very strange!</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to</p>



Reference	Comment	Response
		<p>be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads.</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>Symmetrical widening (i.e. building one new carriageway on both the northbound and southbound side of the current A9) through the Milton / High Burnside location was discounted as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 process in order to minimise the disruption to road users and the community that would be associated with symmetrical widening of the underpass structure to High Burnside. Parallel widening at this location allows the existing structure to be retained and helps to minimise disruption to access for residents during the construction phase. In addition, symmetrical widening is considered to increase the overall construction duration and result in increased costs due to the added complexity of maintaining traffic flows throughout the construction period.</p>



Reference	Comment	Response
		<p>With regards to your comment regarding Tulloch Homes and the mainline widening option selected, please be advised that in December 2011, the Scottish Ministers confirmed a commitment to upgrade the A9 between the cities of Perth and Inverness to full dual carriageway by 2025 as part of their Infrastructure Investment Plan (IIP).</p> <p>Three mainline options, as outlined below, were presented to the public in February 2016, and again in June 2016.</p> <ul style="list-style-type: none"> • Mainline option 1: Predominantly southbound widening along the complete length of project • Mainline option 1 alternative: Predominantly southbound widening based on option 1, incorporating a variation to the alignment south of Aviemore to avoid properties • Mainline option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts <p>Through a robust assessment process during DMRB Stage 2, mainline option 1a was announced as the preferred option in February 2017 and no decision was made by Scottish Ministers with respect to the preferred option prior to this date.</p>
Aviemore_017	<p>Delighted with the extension to the southbound carriageway.</p> <p>With reference to Granish junction, heading out of Aviemore and travelling north, I have concerns with long sweeping loop entering A9 northbound during the winter period due to snow and ice.</p> <p>I have experienced a similar junction type at North Kessock. This was notoriously dangerous during iced conditions and obviously, this would be more dangerous due to the extreme winter weather in the Aviemore</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <p>avoids direct impacts on residential properties</p>



Reference	Comment	Response
	<p>area. I hope that road surface would be laid, that reduces dangers to vehicles using this junction, especially early morning commuting traffic.</p>	<p>has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) has the least impact on Alvie SSSI has a lower number of crossovers during construction, simplifying construction and traffic management best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal Your comments regarding the Design Manual for Roads and Bridges (DMRB) Stage 2 preferred junction at Granish has been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>With respect to your comments regarding vehicle movements at junctions, particularly during periods of inclement and winter weather, we confirm that the safe use and operation of the road is a key consideration in developing the scheme proposals and we confirm that design is being undertaken in accordance with the national Design Manual for Roads and Bridges (DMRB) standards. We also confirm that we are consulting closely with both the Trunk Road Operating Company and The Highland Council both with respect to design and the future operation and maintenance following dualling of the A9 to ensure that a safe and resilient solution is provided.</p>
Aviemore_018	<p>I am seriously concerned and displeased at the new preferred route proposed for the carriageway.</p> <p>Representatives of the project informed me that the reason for the route being revised is a SSSI to the south. The SSSI is no different to the surrounding area on either side of the carriageway or to the land which</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p>



Reference	Comment	Response
	<p>was given over to the Tulloch development on the western side of the carriageway. I ask that the SSSI is re-designated and the proposed route reverted to its original path. SSSI protection is not absolute—generally it requires the SSSI interest to be considered properly against other factors.</p> <p>The preferred route will impact severely on the Aviemore Orbital Path which is both important to the vital tourist industry of the village and which the community use and benefit from on a wide scale. Primary school children walk or cycle a large part of the way to school in safety, adults of all ages use it as a safe and pleasant path to run, cycle, and walk or ride whilst others benefit from a quicker and pleasant route to access the village. If the Scottish Government is serious about encouraging us to become more active and healthy then removing this path from its present location would be a strange way to go about it. The closer the carriageway gets to the Orbital Path the greater the impact on related health problems and overall enjoyment in using it. There is a suggestion that the Orbital Path may be re-routed along the western boundary of the new carriageway. This would completely remove any connection or utility to current users and be an expensive white elephant, increasing the waste of public funds which the current preferred route will bring. Scottish Water incurred huge costs installing a new mains pipeline along the eastern edge of the A9 together with a water sampling station, sited immediately at the top of our drive. It is beyond belief to think the enormous amount of public money invested in this can be ignored. The engineering works associated with this plant were very lengthy with costs exacerbated by problems encountered during the works - including terrain issues. I was subjected to many, many ... many months of disruption and upheaval which would now be forfeit because of an SSSI. The money spent on this plant and pipeline is from the public purse and</p>	<p>With regards to your comments about de-notifying and re-designating Craigellachie’s Site of Special Scientific Interest (SSSI) status, this is not something that Transport Scotland has authority to change.</p> <p>Please note that Craigellachie is both a National Nature Reserve (NNR) and SSSI. It has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017.</p> <p>We have noted your comments with respect to the Scottish Water main and sampling plant in the vicinity of the A9 as it passes</p>



Reference	Comment	Response
	<p>to dismantle and re-site it can readily be interpreted as a gross misuse of public money and incompetence.</p> <p>HGVs which use the A9 are predominantly fully laden when making the journey south due to the fish, shellfish, whisky, game and processed timber and logging industries to name a few. This louder traffic will be brought even closer to the Orbital Path with noise issues compounded even more by the proximity of the closer still underpasses and their associated elevated noise level.</p> <p>Economic figures for 2016 show an 8% growth in export sales of fish, seafood and whisky, the vast majority of which travels south on the A9. The initial preferred route was to the western side with allowance made to accommodate A9 dualling when the Tulloch development was built – a development which is widely used as holiday letting accommodation by absentee owners. I ask that the SSI be revised and the carriageway realigned to redress the appalling impact the proposed route will have on the public purse, residents and visitors.</p> <p>Should this not be considered acceptable I would like to know exactly why and to be informed fully of the proposals for reducing the impact of the increased traffic noise to the east. I would expect the most cutting edge sound reduction and absorption road surface together with substantial walling also employing sound reduction and absorption materials and thoughtful natural screening to lessen the eyesore and assist with further sound reduction. This would of course have to run from points well to the north and south of current housing on the newly affected/eastern side of the carriageway. Finally, given the horrendous carnage traffic on the A9 delivers to wildlife and the associated impact on those using it, adequate fencing, such as is widely used in the near continent on its arterial roadways must be included in the new layout.</p>	<p>Aviemore. We can confirm that we are aware of these physical constraints and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>Your comments with respect to potential increases in traffic noise, visual impacts and request for mitigation have been noted. During DMRB Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>In addition to this, and building on the DMRB Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p>



Reference	Comment	Response
	<p>Finally, whatever the route, there should be no layby anywhere near housing. I await your response.</p>	<p>With respect to animal casualties on the A9, we confirm that the design will be developed and informed by ecological surveys and appropriate mitigation such as mammal passage provision through structures and corresponding fencing will be included where surveys identify it is necessary to minimise mammal casualties on the trunk road. As with noise and visual impacts, the outcomes of these ecology surveys and details of any mitigation will be reported in the Environmental Statement.</p> <p>With respect to your comments regarding “The initial preferred route was to the western side with allowance made to accommodate A9 dualling when the Tulloch development was built”, please be advised that in December 2011, the Scottish Ministers confirmed a commitment to upgrade the A9 between the cities of Perth and Inverness to full dual carriageway by 2025 as part of their Infrastructure Investment Plan (IIP).</p> <p>Three mainline options, as outlined below, were presented to the public in February 2016, and again in June 2016.</p> <ul style="list-style-type: none">• Mainline option 1: Predominantly southbound widening along the complete length of project• Mainline option 1 alternative: Predominantly southbound widening based on option 1, incorporating a variation to the alignment south of Aviemore to avoid properties• Mainline option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts <p>Through a robust assessment process, mainline option 1a was announced as the preferred option in February 2017 and no decision was made by Scottish Ministers with respect to the preferred option</p>



Reference	Comment	Response
		<p>prior to this date.</p> <p>We have noted your comments with respect to laybys and their proximity to properties. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of layby provisions for the Dalraddy to Slochd project, as part of the DMRB Stage 3 assessment. We expect to be able to report on our initial work with regards to layby provision at the next round of public engagement events planned for autumn 2017.</p> <p>With regards to vandalism at the underpass near to your house, we acknowledge your concerns with respect to anti-social behaviour at locations such as underpasses and while difficult to design out we will consider these concerns in relation to the developing design for underpasses.</p>
Aviemore_019	<p>I refer to the A9 Dualling Dalraddy to Slochd project and must inform you that we object to the preferred option of widening southbound opposite Aviemore and to the junction designs to the north and south of Aviemore, for the following reasons;</p> <ol style="list-style-type: none">1. The maps used in the consultation are out of date and inaccurate.2. They show a path that is not there. The path from High Burnside to the Craigellachie National Nature Reserve does not exist, has never existed and is not shown on any other maps and being included in the map is totally misleading.3. A core path which forms part of the Aviemore Orbital route is missing from the maps.4. A proposed housing development west of Allt Mor, presently going through planning is not shown. The southbound widening will impact seriously on it.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We have noted your comments with regards to the mainline widening as it passes Aviemore.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment identified that for the Dalraddy to Slochd project the preferred mainline widening option was Option 1a, which is based on mostly southbound widening including a best fit alignment south of Aviemore to avoid properties. This option also includes localised northbound variations close to Loch Alvie and Avie Lochan. Overall the predominantly southbound widening option was identified for the following reasons:</p> <ul style="list-style-type: none">• provides the best overall earthworks balance by reducing impacts



Reference	Comment	Response
	<p>5. At High Burnside/Milton there is an area in blue which is apparently a flood risk area. This area bears no resemblance whatsoever to the flood risk map on the Scottish Environmental Protection Authority (SEPA) website. It is interesting to note that the flood area shown in the consultation documents is on an uphill piece of ground. Also 23 houses have been built in the middle of the flood area. The houses were not objected to by SEPA or the Highland Council Flood team.</p> <p>6. The flooding risk on the northbound has never existed. The minor amount of water that pools there now is due to a defective culvert caused, most likely, when Scottish Water put in their pipeline. It was not there before the pipeline was installed.</p> <p>7. The maps show a preferred option for the road and the junctions. The maps also included insets with possible other designs. We object to the preferred junctions and would rather see any of the other junction designs shown in the insets being used.</p> <p>8. We are disappointed that no effort has been made to alleviate the problems posed at the A95/B9152 junction.</p> <p>9. Widening the road southbound will mean that for the entire length of Aviemore the road will be built in the settlement.</p> <p>10. The settlement boundary for Aviemore, in the Cairngorms National Park Local Development Plan is the present A9. This settlement boundary was agreed upon, after much discussion, as the community were keen to protect the Milton Wood and Horsefield area for community use. Widening to the southbound will result in a large part of that woodland and community amenity being lost. The path and woodland is very heavily used by walkers, horse riders, cyclists and dog owners. Although Aviemore sits in the middle of some of the most beautiful countryside in Scotland it is built up and does not have a lot in the way of such amenity.</p>	<p>associated with transporting material to and from site and waste disposal</p> <ul style="list-style-type: none"> • results in the least volume of rock cut. This reduces impacts and difficulties associated with construction • avoids a direct impact on properties located to the south of Aviemore • has the least encroachment into areas of ancient woodland • results in a reduced impact on Loch Alvie Site of Special Scientific Interest (SSSI) through localised northbound carriageway widening • has least impact on Craigellachie National Nature Reserve (NNR) and SSSI • has least impact on Loch Puladdern • has no direct impact to designated cultural heritage sites located along the route • constructing the dual carriageway mainly on the southbound side will reduce the number of carriageway cross-overs required during construction. This will simplify construction and traffic management. <p>In terms of your particular area of interest adjacent to Aviemore, the preferred mainline widening option in this location is based on the new carriageway being formed on the southbound side. Within the DMRB Stage 2 assessment it was identified that this option was preferable due to there being less interaction with existing rock slopes just north of High Burnside, including requirements for rock cuttings and a lower impact on flood storage and operational flood plain adjacent to Aviemore Burn. Moreover, the DMRB Stage 2 assessment identified that widening on the northbound side would result in loss of approximately 3ha of Craigellachie National Nature Reserve (NNR)/Site of Special Scientific Interest (SSSI) statutory designation,</p>



Reference	Comment	Response
	<p>11. Further south, at the Macdonald Aviemore Highland Resort, the preferred route will come within metres of Scandinavian Village, a timeshare resort, the Aviemore Highlands Resort staff accommodation block and the Aviemore Highlands Hotel and swimming pool/fitness complex. The widening southbound will also affect a wildlife photography business at a pond in the Resort. The pond is now an important fishing area for osprey and was included in a condition attached to the resort masterplan to maintain it for wildlife. The road then goes on to affect the High Range Caravan Park.</p> <p>12. The main water supply for Badenoch and Strathspey runs along the east verge of the present A9. Nobody at the consultation was able to say where the pipe would go. This is very important as, if the southbound widening goes ahead, the pipe will have to be moved. A serious concern is that more of Milton Wood will be destroyed. To not be able to say where the pipe is going is intolerable. What make it even worse is that we now know that Scottish Water has not even been consulted.</p> <p>13. There is no indication of where the non-motorised transport path will be. It surely forms part of the road and should be shown.</p> <p>14. A reason given for widening the road southbound was the proximity of the houses on the northbound side. Those houses are over 60 metres from the present road, as are the houses on the southbound side. The big difference is that on the southbound side there is also a well-used Core Path, a large diameter water pipe and a Scottish Water installation.</p> <p>15. At the south end of the northbound side is Craigellachie National Nature Reserve. There is no doubt that northbound widening would affect the reserve but not to a great extent. At an absolute maximum,</p>	<p>including approximately one third of Loch Puladdern.</p> <p>As part of the current DMRB Stage 3 assessment we are continuing design development covering all aspects of the project in order to reduce the footprint and refine the design to minimise the impact on environmentally sensitive sites and local communities. The Environmental Impact Assessment considers the concerns you have raised and will be reported on in the Environmental Statement which forms part of the Statutory Process.</p> <p>To address each of the specific comments included in your feedback, we have provided further responses below to each of the individual points raised and numbered:</p> <ol style="list-style-type: none"> 1. The base mapping used in the March 2017 exhibition material is produced by Ordnance Survey (OS MasterMap 2015) and the aerial imagery was taken in 2013. Whilst it is recognised that there may always be some limitations in terms of map representation of the newest developments on the ground, AMJV employs a web-based Geographical Information System (GIS) where mapping data is regularly updated. Please also note that AMJV's designs are based on up-to-date topographic survey data, although OS base maps are preferred for presentation purposes as they extend beyond the immediate road corridor allowing a greater understanding of the wider context of the project. 2. The mapping identifies all non-motorised user (NMU) routes (i.e. Core Paths, Rights of Way and Other NMU Routes but does not differentiate between these on this particular map). AMJV can confirm that the route referred to is not a Core Path and will be excluded from future mapping. 3. It is acknowledged that there is a short section of the Aviemore



Reference	Comment	Response
	<p>and bearing in mind that the reserve boundary does not run along the edge of the road, the loss to the reserve would be minimal, compared with the wholesale loss of woodland on the Aviemore side.</p> <p>16. The widening of the road southbound will remove in the region of 6 hectares (14.8 acres) of naturally regenerated Scots Pine from the Horsefield and mature Silver Birch from Milton Wood. It should be noted that prior to the present A9 being built Milton wood was part of the same wood that forms the Craigellachie National Nature Reserve and carries pretty much the same assemblage of plants, birds, animals and insects.</p> <p>17. Compared with the amount of habitat that will be lost in Milton Wood and Horsefield, the loss of habitat in the Craigellachie National Nature Reserve is minimal and can be easily mitigated. The loss in Milton Wood / Horsefield cannot be easily mitigated and will be completely lost to the people and wildlife that use it.</p> <p>18. Widening to the southbound is contrary to the all the Aims of the Cairngorms National Park.</p> <p>19. Widening the road in either direction is going to affect the First Aim of conserving and enhancing the natural and cultural heritage of the area. It is a question of scale. There is no doubt whatsoever that there will be more damage caused to that heritage by widening southbound.</p> <p>20. Widening the road southbound compared with northbound means more infill, more embankments, more loss of habitat, extra expense of moving a water pipe and diminished amenity for the public. And will do nothing to promote sustainable use of the natural resources of the area.</p> <p>21. Widening the road southbound will also have an economic effect on businesses bordering the road and have a knock-on effect on others</p>	<p>Orbital Core Path, in the vicinity of the Milton Burn crossing, which is partially obscured by the preferred scheme layout on the exhibition mapping. This has been taken into account as part of the DMRB Stage 2 assessment and AMJV will ensure that the route is made clearer for any future mapping presented.</p> <p>4. We are aware of this proposed housing development located to the west of Allt Mor and have taken this into account as part of the DMRB Stage 2 assessment to identify the preferred option. AMJV will continue to monitor the status of all planning applications located along the length of the dualling corridor and incorporate these within the detailed DMRB Stage 3 Environmental Impact Assessment and Environmental Statement where appropriate. We note that this proposed development is pending determination following submission of additional information in April 2017 and a date is still to be set with the planning committee.</p> <p>5. The SEPA flood map is based on national data sets and its accuracy is limited by the availability of accurate elevation data, the limitations of flow estimation methods and the representation of hydraulic structures. For example, bridges and culverts are not accurately represented and underpasses may not be represented at all (see http://www.sepa.org.uk/media/163436/how-were-the-maps-developed.pdf for a more detailed explanation of how the SEPA maps were developed). AMJV discussed these limitations with SEPA in January 2016 and it was agreed that AMJV should develop an independent flood map at all locations where the A9 crosses a floodplain.</p> <p>As part of the DMRB Stage 2 assessment for the proposed A9</p>



Reference	Comment	Response
	<p>and will not promote sustainable economic and social development of the community. More the opposite.</p> <p>22. The community have a much loved easily accessible area that is very well used and brings the countryside into the town. That will be seriously compromised with widening of the road southbound and cannot in any way be seen to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public.</p> <p>In conclusion –</p> <p>The consultation was marred by the complete inadequacy of information available to the public attending. The map relating to Aviemore was inaccurate. When pressed, the staff could not give justifications for the preferred route or any information about related infrastructure such as the Scottish Water pipe or non-motorised transport path. The little they did say was based on inaccurate information and maps. Saying that it was fine detail that would be worked out later is intolerable and not the way the public should be treated. How is it possible to come to a decision on a preferred route without that information? In short, there was no indication of the collateral damage that will be caused by the southbound widening of the road.</p>	<p>dualling, AMJV undertook hydraulic modelling of the Aviemore Burn based on detailed topographical survey adjacent to the carriageway, and river crossing sections of the Aviemore burn and its floodplain. The model included the existing A9 culvert and the underpasses located to the north and south of this culvert. The inclusion of the underpasses is important as they can convey flood water following extreme storms. The model was used to estimate the extent and depth of the 1 in 200-year flood event (i.e. the flow with a 0.5% annual exceedance probability) for the proposed alignment and to compare it with the existing floodplain.</p> <p>The results of the AMJV flood modelling for the DMRB Stage 2 assessment indicated that the scheme is likely to impact on the floodplain of the Aviemore Burn in the Milton/High Burnside area and that more detailed modelling is required to inform DMRB Stage 3. Therefore, since March 2017 AMJV have reviewed the ground levels around Grampian View and where necessary undertaken additional topographical surveys to confirm ground levels. Flood modelling has been updated with the revised ground levels and as a result the new residential area located off Grampian View is now shown to be out with the 0.5% (200year) flood extents, as indicated in your response. We are unable to make any comments on the ground levels for this area prior to the construction of the new housing development.</p> <p>It is worth noting that the flood maps produced by AMJV are for a 1 in 200 year event, this is a rare event and may not have been witnessed to date. The last known significant flooding in Aviemore was in 1990, when the former primary school and Craig-na-Gower Avenue were flooded, and our revised mapping confirms this flow pathway. AMJV continue to liaise with SEPA hydrologists to give confidence in the modelled floodplain.</p>



Reference	Comment	Response
		<p>As the design progresses, flood mapping and modelling, informed by additional surveys where necessary, will be refined and further flood risk assessment undertaken as standard practice as part of the DMRB Stage 3 design and assessment.</p> <p>6. Adjacent to the northbound carriageway (west of the A9), the Aviemore Burn only begins to overtop its banks for events which have return periods of 30 years or more (i.e. an annual exceedance probability of 3.3% or less). It is therefore considered that flooding in this area is very infrequent and is unlikely to have been experienced. The flood risk from the Aviemore Burn to the northbound side of the A9 is not expected to be observed at low return periods (i.e. less than 10 years), as the channel of the Aviemore Burn can contain these flows. AMJV note the comment regarding an existing issue of ponding water associated with the Scottish Water pipeline and will investigate this as part of the DMRB Stage 3 design development and through ongoing consultation with Scottish Water.</p> <p>7. AMJV note the preference of the Community Council to the smaller junction layouts which were included as insets in the exhibition panels and drawings. It should be noted that these are indicative at this stage and are subject to ongoing design development during the DMRB Stage 3 as we consider applying design changes to accommodate these smaller junction layouts. These layouts offer a range of benefits and will be refined further to ensure that they provide a robust junction layout which caters for all vehicle and Non-Motorised User (NMU) movements and minimises impacts to the surrounding area. Details of junction development will be made available at the next public</p>



Reference	Comment	Response
		<p>consultation event currently scheduled for autumn 2017.</p> <p>8. AMJV has undertaken a review of the traffic data available for the A95/B9152 junction which indicates that the predominant traffic flow is along the A95/B9152. This connector junction, which links to the Granish grade separated junction, will be subject to design development during DMRB Stage 3 which will take account of traffic flows, traffic composition and constraints. Proposals on the junction layout and connections will be made available at the next public consultation event currently scheduled for autumn 2017.</p> <p>9. A full DMRB Stage 2 Assessment has been completed which took account of a wide range of criteria covering engineering, environmental and economics. On review of all the criteria, a predominantly southbound widening scheme including the section adjacent to Aviemore has been progressed to the DMRB Stage 3. The main reasons for identifying this option are set out in the introductory paragraphs of this letter which shows that on balance across the scheme length and also at the specific area of interest at Milton and High Burnside the preferred option presents the least overall impacts. It is noted that the preferred option applies a best fit alignment which encompasses symmetrical widening in the area to the southern end of Aviemore in order to avoid direct impacts to properties.</p> <p>As part of the ongoing DMRB Stage 3, design development is being undertaken to apply refinements to the mainline alignment and earthworks, with further consideration also being given to environmental mitigation measures to minimise potential impacts arising from the project where required. At the next consultation event scheduled for autumn 2017 we aim to provide an update</p>



Reference	Comment	Response
		<p>and more information on the design refinement.</p> <p>10. The Cairngorms National Park Local Development Plan (2015) (LDP) notes that ‘outside the settlement boundary there are a number of developments which play an intrinsic role in serving the needs of the community’. As part of the DMRB Stage 3 ongoing design work, AMJV will look to refine the design to minimise land-take and scheme footprint within the community recreational areas and woodland. Where this cannot be avoided, AMJV will look for opportunities to ensure connectivity of the existing path network, including Core Paths and other NMU routes in this recreational area, with realignment of paths where necessary. As part of the detailed ecological and landscape and visual assessments carried out at DMRB Stage 3 Environmental Impact Assessment, mitigation in the form of compensatory woodland planting will be considered, as required, in relation to all woodland land-take along the entire length of the proposed scheme. This will include woodland land-take in the Milton area, loss of which was not a key differentiator at DMRB Stage 2. Mitigation measures will be clearly set out in the Environmental Statement, including the Schedule of Environmental Commitments which will be a key reference document for the appointed contractor; ensuring that all mitigation measures are implemented.</p> <p>11. AMJV is aware of the private interests referred to above and have spoken with these parties and their representatives. As part of the ongoing design work, consultation and surveys will continue. The Environmental Impact Assessment, currently underway, involves detailed assessment of any direct impacts through land-take, as well as other environmental aspects for properties, businesses and</p>



Reference	Comment	Response
		<p>other receptors in close proximity to the route, including noise, access and visual impact. Business viability will also be assessed, where relevant, in the case of commercial interests.</p> <p>12. As part of the DMRB Stage 2 Assessment, AMJV undertook preliminary enquiries referred to as a C2 Enquiry as part of the New Roads and Street Works Act (NRSWA) 1991 to all the statutory undertakers (utility companies) with apparatus located within the extents of the project, including Scottish Water. This enquiry identified the existing position and nature of utility apparatus and informed the DMRB Stage 2 Assessment to identify the preferred route option. The next stage of the project development forming the DMRB Stage 3 Assessment will involve more detailed consultation with Scottish Water, whereupon a NRSWA C3 budget estimate and outline design will be obtained. AMJV can confirm that this consultation is currently ongoing with Scottish Water to determine the necessary measures, which may include relocation and or protection works, required to be undertaken. As stated previously, as part of ongoing design work we are looking to refine the design to minimise land-take from Milton Wood where possible.</p> <p>13. We are unclear on which specific path is referred to within this particular comment. However, we can confirm that a Non-Motorised User (NMU) strategy is being developed as part of the DMRB Stage 3 assessment and we are aware of the existing routes and crossing points along the scheme extents. We are consulting with a wide range of NMU representative groups to assist in the development of the dualling proposals to ensure that all views are taken into account. Furthermore, we are in consultation with The</p>



Reference	Comment	Response
		<p>Highland Council and the other design consultants working on the A9 dualling to ensure consistency is applied to NMU routes across the A9 dualling programme. In conjunction with assessing NMU provisions, we are also developing a strategy and assessing options with respect to vehicular access to properties as part of the developing design. Where appropriate, some NMU routes and local accesses will be combined to offer shared facilities to minimise impacts and maintain a similar level of connectivity. At the next consultation events currently scheduled for autumn 2017 we will be able to provide information on the proposed NMU path network and show how these will be incorporated as part of the access strategy. We would welcome any comments from the Community Council and wider community on the proposals on display at this event.</p> <p>14. The preferred option of predominantly southbound widening was identified based on the key issues as outlined in previous paragraphs and at the public exhibition itself. It is noted that the reason you have referenced with regards to 'proximity of the houses on the northbound side' was not considered or reported as a specific differentiating factor within the DMRB Stage 2 assessment. As part of the identification of the preferred option, a range of pertinent environmental aspects for properties in close proximity to the route were assessed which included noise, access and visual impacts. This was assessed and considered for both northbound and southbound widening options. AMJV is aware of the core path network and utility apparatus within this area and considered these aspects in determining the preferred option.</p> <p>15. As part of the DMRB Stage 2 assessment it was calculated that</p>



Reference	Comment	Response
		<p>approximately 3ha of Craigellachie National Nature Reserve (NNR)/Site of Special Scientific Interest (SSSI) statutory designation would be lost, including approximately 27% of Loch Puladdern and areas which support the notable moth assemblage, if northbound widening were pursued. Impacts on the NNR/SSSI were therefore a differentiator in relation to ecology and nature conservation at this location. It should be noted that the preferred route follows a hybrid alignment at this location to avoid properties at the southern end of Aviemore, and geometric alignment parameters limit the scope to provide any other alignment through this section without directly impacting on private properties. Through ongoing detailed design work, as part of DMRB Stage 3, AMJV will seek to minimise loss of woodland and ancient woodland.</p> <p>16. In contrast to the western side of the existing A9 Trunk Road, the Horse Field and Milton Wood areas to the east do not form part of Craigellachie NNR/SSSI designations and are located within areas of land allocated for housing (EP1/EP4) within the Cairngorms National Park LDP (2015). As part of the detailed design, AMJV will seek to minimise loss of woodland, notably including ancient woodland. Where this is not possible, compensatory planting will be undertaken to mitigate any losses.</p> <p>17. Please refer to the response to comment No.15 and No.16 above.</p> <p>18. Transport aspirations set out within national and regional policy (e.g. Scotland's National Transport Strategy 2016 and HITRANS Regional Transport Strategy 2008) are echoed in the Cairngorms National Park Local Development Plan (LDP) 2015 in terms of support for improvements to rural transport links and further integration of transport modes. The proposed scheme will require</p>



Reference	Comment	Response
		<p>to comply with environmental policies in the LDP and will incorporate appropriate mitigation measures. An assessment of the impact of the proposed scheme on the achievement of national and local planning policy objectives is being carried out as part of DMRB Stage 3 and will be included in the Environmental Statement. AMJV continues to consult on a regular basis with the Cairngorms National Park Authority, The Highland Council and other statutory consultees.</p> <p>19. A full DMRB Stage 2 Environmental Assessment has been completed and on balance across the assessment criteria, a predominantly southbound widening scheme has been progressed to DMRB Stage 3 as outlined above. The preferred option has no direct impact to designated cultural heritage sites along the route. Comments were sought on the DMRB Stage 2 Environmental Assessment from Consultation Authorities including Cairngorms National Park Authority, Scottish Natural Heritage (SNH), the Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES) and The Highland Council (THC).</p> <p>20. The preferred widening option identified through the DMRB Stage 2 assessment is based on predominantly southbound as across the assessment criteria it was considered overall preferred. A key differentiator in the assessment was earthworks, where southbound widening was identified as providing the best overall earthworks balance with less bulk cut and fill requirements over the project extents together with reduced impacts associated with transporting material to and from site which improves sustainable use of materials. Furthermore, AMJV are aware of the potential habitat loss and will aim for this to be minimised and where this is</p>



Reference	Comment	Response
		<p>not possible, compensatory planting will be undertaken. The implications of the widening on the Scottish Water pipe is currently being reviewed as part of the NRSWA consultation process as outlined in response No.12. Any works necessary to the Scottish Water asset will be considered as part of the DMRB Stage 3 assessment and development of the preferred option.</p> <p>21. The economic effect of the project has been considered as part of the DMRB Stage 2 assessment in terms of community and private assets which included agricultural, sporting and forestry interests, community, residential, commercial and development land. The assessment identified specific impacts arising from all the mainline options during temporary construction as well as permanent operational impacts arising following project completion. Appropriate mitigation measures will be further developed as part of the ongoing DMRB Stage 3 Assessment.</p> <p>22. The importance and amenity value of recreational areas and Non-Motorised User (NMU) routes, to the community is recognised and has been assessed as part of the DMRB Stage 2 assessment. Specific sections within the Environmental Assessment section of the Stage 2 report included 'Community and Private Assets' and 'Effects on all Travellers' which set out all the factors, identified constraints and potential impacts associated with each of the mainline widening options.</p> <p>We should clarify that at this stage your feedback does not form a formal objection to the project which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and Draft Orders associated with the project in 2018 and this marks the start of the of the formal Statutory</p>



Reference	Comment	Response
		<p>Process. It is at this time that stakeholders will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the Draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / Scottish Ministers, this would allow Orders to be Made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland’s website at: https://www.transport.gov.scot/transport-network/roads/promoting-new-trunk-roads/#</p> <p>Thank-you for your continued engagement with the project and we look forward to further consultation during Design Manual for Roads and Bridges (DMRB) Stage 3. Up to date information on the Dalraddy to Slochd project, including materials presented at the March 2017 public exhibitions, is available on the Transport Scotland website at https://www.transport.gov.scot/project/a9-dalraddy-slochd</p>
Aviemore_020	<p>I am delighted to hear that the preferred option for dualling the A9 from Dalraddy to Slochd is by widening the southbound carriage with exception to the area south of Aviemore.</p> <p>I am keen to understand what actual changes will be made to the north-bound carriageway.</p> <p>I am assuming that the road and banks will need to be upgraded which may affect the hundreds of newly planted trees.</p> <p>Will there be any sound-reducing features (banks, screens or new trees etc) and what aesthetic planting will be carried out?</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI



Reference	Comment	Response
	<p>Do you have a rough intended start and finish date please?</p> <p>I like the South and North junction designs in your preferred options and hope they are accepted.</p> <p>I would be grateful for any information that you are able to provide me.</p> <p>Thank you in anticipation</p>	<ul style="list-style-type: none">• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>With regards to the northbound carriageway embankment and the works required, some minor alterations to the earthworks may be required and some of the newly planted trees may potentially be removed. During Design Manual for Roads and Bridges (DMRB) Stage 3, we are looking to refine the design where possible to minimise these types of impacts. Please refer to the Transport Scotland website and the drawings from the most recent Dalraddy to Slochd exhibition (March 2017), to understand what level of earthworks on the northbound carriageway in this area are proposed</p> <p>https://www.transport.gov.scot/publication/exhibition-materials-mar-2017-dalraddy-to-slochd-a9-dualling/</p> <p>With regards to noise, during DMRB Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the latest projected flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>With regards to a start date for construction, we can confirm that we</p>



Reference	Comment	Response
		<p>intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process and it is at this time that the public will be able to formally comment on the proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. A procurement process would then follow and a Contractor would be appointed to undertake the works. It is difficult to therefore predict timescales for construction works at this time, but Transport Scotland will keep local landowners and the community informed of progress and programme as we move forward. Please note that the whole route from Perth to Inverness is to be dualled by 2025.</p> <p>Your comments regarding the Stage 2 preferred junctions at Aviemore South and Granish have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine these junctions to take account of feedback we have received surrounding traffic priorities, and to reduce the footprint of these layouts. The DMRB Stage 3 design development junctions, which were on display</p>



Reference	Comment	Response
		at the exhibition, will be assessed against the criteria listed previously.
Aviemore_021	<p>FORMAL OBJECTION</p> <p>According to plans shown at a recent meeting, it was shown that the dualling would affect the Southbound direction. This would bring the road considerably closer and necessitate the removal of the few trees which at present act as a partial screen from the traffic. Should the carriageway be even closer, the increased noise and pollution would have severe negative effects on a large number of nearby residents.</p> <p>A major consideration in deciding the layout for the new A9 should be the effect on local amenities. The Aviemore Orbital Path is an incredible asset to Aviemore and is not only used by residents regularly, but by the many visitors – walking, cycling, skiing etc. The path at present goes through mature birch woodland, which is a superb haven for diverse flora and fauna and is so accessible to the residents and visitors to Aviemore of all abilities. Putting the carriageway on the southbound side would necessitate the destruction of a large tract of this woodland which is part of the environment which attracts the many visitors to the area.</p> <p>Because of the effect of the proposed plan for dualling the A9 on the residents of this area in particular and the whole of Aviemore in general, we wish to make a formal objection to dualling on the Southbound carriageway.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland’s website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>Your comments with regards to potential noise impacts have been noted. During Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer</p>



Reference	Comment	Response
		<p>modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>In addition to this, and building on the DMRB Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p> <p>Similarly, air quality will be subject to a detailed assessment during DMRB Stage 3 to understand the baseline of air quality in the project corridor. We will then carry out calculations to understand any impacts to air quality during and post-construction with respect to current legislation, and then make recommendations for mitigation if required. As with noise, an Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of our air quality assessments will be reported in the Environmental Statement.</p> <p>With regards to your comment about being unaware of the A9 dualling project when purchasing your property, we can advise that in December 2011, the Scottish Ministers formally confirmed a</p>



Reference	Comment	Response
		<p>commitment to upgrade the A9 between the cities of Perth and Inverness to full dual carriageway by 2025 as part of their Infrastructure Investment Plan (IIP).</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p>
Aviemore_022	<ol style="list-style-type: none">1 We live in Aviemore and will be affected by the closer proximity of the A9. As a suggestion to reduce the noise and visual impact at this part, there could be some screening such as fencing with trees or other vegetation planted in front of the fence on our side2. The Aviemore Orbital will be affected in parts and this is well used by members of the community and we would like an assurance that all affected parts are re-routed and/or improved. It would be sad to lose a wonderful amenity such as this.3. We would be in favour of the smaller junction layouts for the benefits you have already stated.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>During Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the latest traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>We have noted your comments with regards to the potential visual impact of mainline widening as a resident in close proximity to the A9.</p>



Reference	Comment	Response
		<p>Building on the Design Manual for Roads and Bridges (DMRB) Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases. As with noise, an Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential visual mitigation will be reported in the Environmental Statement.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>We have noted your support for the DMRB Stage 3 design development junctions at Aviemore South, Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our DMRB Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Aviemore_023	I am writing to you in relation to the feedback requested on the forms given to residents of Aviemore after the latest consultation process and also in response to a letter I believe you have received from the Aviemore and Vicinity Community Council.	Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at



Reference	Comment	Response
	<p>The meeting where the points raised in this letter took place was not widely advertised, if at all, and at no point have I or any other residents of High Burnside been consulted on the Council's letter. Indeed, at point 10 it is stated that the Aviemore settlement boundary is the A9, so perhaps the Council do not deem the residents of High Burnside to be part of their ward.</p> <p>High Burnside is not, as some would believe, full of holiday homes or second homes. We have found it to be a vibrant neighbourhood full of local workers and local business owners, many with young families. These children enjoy the run of the whole estate to play in, including the excellent children's playground and the small football pitch, both located near the entrance to High Burnside just to the West, or non-town side of the current A9. The estate not only charges the residents an up-keeping fee for the maintenance of the grounds, trees and play areas within its boundaries but I feel, should the dualling encroach to this side of the current A9 all these areas will be lost, as well as having a major fast road right up next to some of the residents' houses and gardens.</p> <p>The proposal as I understand it, is to mainly build on the East or town side of the current A9 by building up embankments along the new Southbound carriageway. Although a strip of Milton Woods would be effected it would only be that part (an embankment zone) which is not fully mature next to the existing A9, with the woods proper starting the other side of the public footpath (called a core path in the Council's letter). It is wrong to suggest that the path is heavily used by walkers, cyclists and horse riders, it is used but mainly by residents of High Burnside to get to the high street and back (also contrary to point 22).</p> <p>"Although Aviemore sits in the middle of some of the most beautiful countryside in Scotland it is built up and does not have a lot in the way of</p>	<p>these exhibitions.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions.</p> <p>We have noted all the points you have raised in relation to the Community Council's submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to the Community Council in response to the matters raised by its feedback. We note that we would not make comment with respect to the running and organisation of the Community Council.</p> <p>We can advise that the mainline widening option 1a is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your comments regarding the Stage 3 design development junctions at Aviemore South and Granish. Generally we do not propose to develop these further such to include roundabouts at the slip roads, however we will be looking further into the appropriate connection with the B9152 and A95 connections from these junctions. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for</p>



Reference	Comment	Response
	<p>such amenity." This statement does not make any sense as we are within the largest national park in the UK with easy and ready access the beautiful countryside surrounding us.</p> <p>The loss of a strip of Milton Woods is smaller in environmental impact to the loss of the full length of widening along the whole of the Northbound carriageway into the ancient forest. This would ensure that the important nature sites of Craigellachie, its lochs and peregrine falcons and the Burnside Woods where they hunt are least affected. Many of the Council's points (10, 15, 16,17) would seem to wish to encroach into a National Nature Reserve rather than a strip of woodland for reasons of the environment. This makes no sense whatsoever. Milton Woods is a small area indeed in comparison with widening the Northbound carriageway.</p> <p>To the northern end the impact on a small new build at Allt Mor (at proposed stage only) and to the southern end, the impact on the commercial site of the Macdonald Resort is less disruptive then the entire High Burnside estate residents being affected. The measurements of 60 metres on both sides for the nearest houses (mentioned at point 14) are questionable as I know much of High Burnside along Cairn Elrig is adjacent to the road already. If there are some houses the same distance on the Southbound side there must only be half a dozen or so. The only local businesses affected will possibly be the Macdonald resort (but unlikely due to its situation and popularity) and the mentioned wildlife photography business at the pond.</p> <p>In relation to feedback for the proposed junctions I would prefer to see those in Stage 3 further design development used at both Aviemore South and Granish junctions, as these seem to be least impactful and have a smaller footprint. However if there was an option to include (on</p>	<p>Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>



Reference	Comment	Response
	<p>both sides) a mini roundabout served by slip roads, as seen on one side of the proposed Granish junction then surely this would ease traffic flow, take up less of a footprint and provide a safer deceleration slip for heavy vehicles and fast moving traffic.</p> <p>In summary I, like many other residents of High Burnside I have spoken to, are very disappointed with the Community Council's letter and are totally against their proposal suggesting to build up the Northbound carriageway only. We are highly sceptically of all the facts listed; both geographical in relation to distances and businesses and also those stated as scientific or environmental. The facts the Council list need to be questioned independently. At no point was it widely advertised that the Council were to discuss the proposals (indeed the minutes of the 02nd March meeting are not yet published on their website), nor were we ever consulted or canvased by the Community Council or made aware of the contents of the letter before it was sent.</p>	
Aviemore_024	<p>To whom it may concern.</p> <p>I formally object to the proposed route this new road will be taking.</p> <p>The noise from the road is already disturbing and to bring it closer is not something I would appreciate. I value being able to walk on the Orbital path and to follow the rest of the track through woodland to the village. I do not believe I will benefit from the proposed changes to this and will certainly not benefit from the widening of the road.</p> <p>I also feel that the disruption to the newly laid water supply and the sampling works would be a further huge waste of public money. I see the use made of this building on a daily basis and do not believe it can be simply moved elsewhere with no cost to an already stretched public</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week</p>



Reference	Comment	Response
	<p>purse or budget. This cannot be a justifiable use of our money.</p>	<p>objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design. We expect to be able to report on our initial work with regards to NMU provision at the next round of public</p>



Reference	Comment	Response
		<p>engagement events planned for autumn 2017.</p> <p>With regards to the water main and water sampling plant in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of these physical constraints and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p>
Aviemore_025	<p>With regard to the public consultation in Aviemore on March 2nd 2017, I'd like to make a few comments.</p> <p>At an earlier consultation, I asked the question "If there are more properties in close proximity on one side of the road than the other, will that influence the decision as to which side of the road the A9 is widened?" The answer I was given was "No, the decision will be based on the most cost effective solution and lay of the land to minimise the amount of infill required.</p> <p>On arrival at the latest consultation, the first reason I was given for the choice of preferred route was that there were more properties affected on the other side. No consistency there.</p> <p>The only other reason given was that there was a flooded area on the High Burnside side which made construction of the road difficult. I find it really difficult to understand that draining a small flooded area will be much more expensive than rerouting a water pipe and the huge amount of infill required bringing the road towards the lower level.</p> <p>Reasons against the preferred route: -</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to the area of flooding at High Burnside, the constraint is loss of existing flood storage which would require to be mitigated by establishing compensatory flood storage of the same volume. The A9 crosses the floodplain of Aviemore Burn at this location and therefore A9 Dualling could potentially increase flood risk to surrounding properties and infrastructure due to the loss of floodplain storage. The preferred option for mainline widening has been selected, among the other criteria noted, to minimise impacts to the existing floodplains upstream of the A9 in order to avoid increases in flood risk to properties downstream of the A9 and to minimise the requirement for compensatory storage and the associated footprint associated with such mitigation.</p> <p>Points 1 and 2 with regards to southbound carriageway widening in</p>



Reference	Comment	Response
	<ol style="list-style-type: none"> 1. Close proximity to Scandinavian village 2. Close proximity to the Highlands hotel 3. Resiting of LPG gas storage facility behind Highlands hotel 4. Loss of amenity of the orbital path. In some places the path will be very close to the road. This is a well used path both by locals and visitors. F.Y.I. the path from High Burnside to Craigellachie shown on your map does not exist 5. Rerouting the water pipe. The pipe was installed close to the existing A9 to avoid encroaching Milton Woods which is protected from development. If the pipe has to remain on the same side of the A9 then Milton wood will be affected. It's not as if it's an old pipe that needs replacing. It can't be any more than 5 years old. 6. Loss of affordable housing. There is a planning application to build houses by the underpass to High Burnside which is currently being considered by the CNPA. Choosing the preferred route means less land available at this site, so a reduced number of houses will be built. New housing is one of the main priorities for the CNPA. 7. More infill required, higher cost. <p>If the preferred route goes ahead then I would like to see a substantial barrier, preferably a mound of earth between the road and myself.</p> <p>I look forward to seeing the cost comparison between the two options that proves that the preferred option is in fact the most economical.</p>	<p>the vicinity of Aviemore have been noted.</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>Points 3 and 5 with regards to the water main and liquefied petroleum gas (LPG) installation in the vicinity of the A9 have been noted. We can confirm that we are aware of both of these physical constraints. We are consulting with their respective operators with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on these utilities and others where possible.</p> <p>With regards to Point 4 and the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>Point 6 with regards to the Allt Mor planning application, we can</p>



Reference	Comment	Response
		<p>confirm that we are aware of this development which remains an active planning application which was called-in by the Cairngorms National Park Authority in June 2016. We can confirm that this was considered alongside criteria under the headings of environment, engineering, economics, and traffic when selecting the preferred option. This, and all live planning applications, will be taken in to account as we continue our assessments during DMRB Stage 3.</p> <p>With regards to Point 7 and as outlined previously, mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal – a reduction in both of these also leads to a reduction in costs. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>We have noted your request for visual mitigation under mainline option 1a. Building on the DMRB Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best ‘landscape fit’) phases. In conjunction with the assessment on mitigation measures, a review will be undertaken on the need for including safety barrier provision which may require to be promoted.</p>



Reference	Comment	Response
Aviemore_026	<p>Please note my formal objection to the proposed route of the Dalraddy to Slochd section of the A9.</p> <p>As an Aviemore resident I strongly oppose the proposal to extend to the east of the current carriageway the stretch between the Lynwilg and Granish junctions at Aviemore for several reasons.</p> <p>Aviemore is highly dependent on tourism and the inevitable increasing noise - already at disturbing levels - from the A9 traffic being even closer to the village, is bound to irritate visitors and residents alike.</p> <p>Despite being surrounded by open countryside, access to it from Aviemore is very limited for those on foot as the village is hemmed by the River Spey on the east, fenced estate lands to the north and south, and the existing A9 to the west. As a result, Milton Wood, the narrow, wooded area between the village and the A9 is a valuable and very well-used resource for residents and visitors alike. Extending the A9 to the east of its current route will inevitably dramatically reduce this area.</p> <p>Finally, there is adequate room on the west side of the existing A9 at Aviemore to accommodate the necessary extension. Presumably the Craigellachie nature reserve will partially effect the route but it must be possible to design a route to overcome this.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>We have noted your comments regarding southbound widening in the vicinity of Aviemore and Craigellachie. Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI) has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The</p>



Reference	Comment	Response
		<p>reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to your comments about noise in the town of Aviemore, during Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>
Aviemore_027	I would like to lodge a formal objection to the proposed route which is to pass the villages of Aviemore and Carrbridge.	Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the



Reference	Comment	Response
	<p>I feel the route needs to be kept as far as possible to the West to avoid noise which would affect those communities if it is to come closer towards the East.</p> <p>Tourism is vital to those villages and the impact of traffic and noise would not be good and therefore must be kept as far away from the villages as possible.</p>	<p>consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The</p>



Reference	Comment	Response
		<p>preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>Please note that during Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the forecasted traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>
Aviemore_028	<p>Please accept this letter as my formal objection to the proposed route of the A9 as it passes Aviemore to the north.</p> <p>I recently attended the public exhibition in Aviemore which illustrated the preferred route of the A9 following the completion of the dualling exercise. As someone who lives in our community and runs a business that will be affected by the proposed “upgrade”, I wish to formally object in the strongest terms to the preferred route.</p> <p>The proposed new southern carriageway brings the A9 closer to one of the most important tourist communities within the Cairngorms National Park and is completely at odds with the aims of our community. The noise and fumes will be brought closer to our community rather than away from it as logic would dictate. We are increasingly hearing of the ill</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to</p>



Reference	Comment	Response
	<p>effect of diesel emissions on people’s health and the proposed will do nothing but make this risk higher. As the main tourist centre within the CNPA, Aviemore does not need more traffic noise and an unsightly road brought closer to our town.</p> <p>HGVs travelling south on the A9 are predominantly fully laden with timber, seafood, whisky and food from Morayshire, meaning the bulk of the heavy traffic will be brought closer to our communities than is currently the case.</p> <p>More business and homes will be affected by the proposed route than those on the west of the current road and it seems totally illogical that the Scottish Water mains pipeline, water sampling plant and the much-used Orbital Footpath will be rerouted at a significant cost to the public purse when the alternative western route would avoid these costs. The loss of business to The Scandinavian Village and Macdonald Hotels will have an impact on Aviemore in particular and the wider area as a whole. This is not what Aviemore wants or needs and the voice of our Community Council should be listened to as this proposal will be with us all for the rest of our lives! They after all speak for the vast majority of us and as a democratically elected body, they should be listened to.</p> <p>The new development of largely holiday homes with absentee owners known as High Burnside was designed to accommodate an additional carriageway and again there has been no explanation given as to why this has not happened.</p> <p>The inevitable cutting down of the existing trees on the eastern embankment to accommodate the new carriageway, will significantly increase the noise levels and make the visual impact of a proposed southern carriageway a horrendous sight for those running their business</p>	<p>formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland’s website at https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>We have noted your comments with regards to a:</p> <ul style="list-style-type: none"> • Potential increase in noise level from the preferred mainline option 1a. • Potential decrease in air quality from the preferred mainline option 1a. • Potential negative visual impact from the preferred mainline option 1a. <p>Building on the Design Manual for Roads and Bridges (DMRB) Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best ‘landscape fit’) phases.</p> <p>Additionally, during DMRB Stage 3 a detailed assessment of</p>



Reference	Comment	Response
	<p>and living on the eastern side of the A9. The Cairngorms National Park Authority has pointed out in their response to this proposal that “These excavated areas may take a long time to fully revegetate back to woodland.” and this is totally unacceptable to us as a community.</p> <p>We are told that the Craigellachie National Nature Reserve is an important factor in arriving at the proposed route, but the reality is, only a very small area would be affected if the new carriageway was moved to the western side of the existing road. I would suggest that the land owner to the north of the NNR would be more than happy for some of their land to be included in a redefined NNR, all to the benefit to the many business, residents and visitors that would suffer from the current proposal. Has such a proposal been put to SNH? Many examples exist where NNR’s have been affected in a neutral way where good planning is put in place and I suggest that this is no exception.</p> <p>The new Speyside Way extension from Aviemore to Kinraig utilises a pavement/cycleway which lies between the A9 and the B9152 as it heads south out of Aviemore. This forms part of the National Cycle Route 7 (NCR7) and the line of this route and its development took some years to achieve and would be adversely impacted by adopting the current preferred route.</p> <p>The current project as it stands is presented in only three options, although it is in fact broken down into 13 sections. It difficult to see why more options could not have been developed using these individual sections as a basis, rather than the two main options presented i.e. entirely to the east or predominantly to the west. Permutations other than those presented should be possible with the application of a bit of lateral thinking and careful planning, with the result that communities such as Aviemore could be spared this lifelong imposition. These may be</p>	<p>operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>Similarly, air quality will be subject to a detailed assessment during DMRB Stage 3 to understand the baseline of air quality in the project corridor. We will then carry out calculations to understand any impacts to air quality during and post-construction with respect to current legislation, and then make recommendations for mitigation if required. As with noise, an Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of our noise assessments will be included in the Environmental Statement.</p> <p>We have noted your comments with regards to the loss of trees adjacent to the southbound carriageway. As part of our DMRB Stage 3 assessments, we will be looking at opportunities for new tree planting where appropriate, as well as looking into the feasibility of retaining mature trees and will endeavour to retain these where we can.</p> <p>With regards to the water main and water sampling plant in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of these physical constraints and we are consulting with Scottish Water with respect to their utility apparatus to understand</p>



Reference	Comment	Response
	<p>harder to construct but would be worthwhile as far as public wellbeing and the future is concerned.</p> <p>I look forward to your detailed response to the above points.</p>	<p>where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>With regards to the Orbital Path in the vicinity of the Milton Woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions and we will be issuing a response directly to the Community Council.</p> <p>Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI) has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage [SNH]) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>We can confirm that we are actively and regularly consulting with SNH with regards to the A9 dualling project, as well as other statutory consultees such Cairngorms National Park Authority (CNPA), Scottish Environment Protection Agency (SEPA), Historic Environment Scotland (HES) and The Highland Council.</p>



Reference	Comment	Response
		<p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>Your comments with regards to the number of options on display have been noted. The three options for mainline widening that Atkins Mouchel Joint Venture have assessed are:</p> <ul style="list-style-type: none">• Mainline option 1: Predominantly southbound widening along the complete length of project.• Mainline option 1 alternative: Predominantly southbound widening based on option 1, incorporating a variation to the alignment south of Aviemore to avoid properties.• Mainline option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts. <p>AMJV have been consulting on these options since they were first displayed to the public in February 2016 and again in June 2016. We have now arrived at option 1a following a robust assessment against the criteria of environment, traffic, safety and economics.</p>
Aviemore_029	<p>In addition to my original email (included below) I wish to add the following objections.</p> <p>The A9 is essentially the Aviemore bypass. Bringing its path physically closer to the village flies in the face of its purpose and makes a mockery of the people who should benefit.</p> <p>The pedestrian underpass is already a gathering point for youths at night.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to vandalism at the underpass near to your house, we acknowledge your concerns with respect to anti-social behaviour at</p>



Reference	Comment	Response
	<p>I have previously complained to the local police about the vandalism and noise which occurs, this combined with the litter and broken glass which is left behind is unwelcome enough without it coming closer still. I do not care if this is viewed as a social issue, it affects me and I am extremely unhappy at the prospect.</p> <p>The Scottish Water sampling facility immediately beside the A9 current eastern route is visited on a timed, regular basis as well as various random times throughout the day and at night - 05/04/2017 after 22:00 as an example. This cannot be a facility which is readily relocated without someone having to justify the cost. I stress again the huge cost of the new mains pipeline.</p> <p>The village/eastern side of the carriageway at the northern end of the village has a considerable amount of farmland, to the west is birchwood or forestry. I do not accept that it is preferable to concrete over farmland.</p> <p>I am also concerned that a member of the project team who informed me that it was an SSI was the reason for the direction of the preferred route was mis-informed, or at best mis-informed me. We are talking about an NNR. This is not acceptable if we are expected to enter into a reasoned discourse.</p> <p>Property and businesses will be directly impacted by the result of this route affecting the tourist/visitor industry that Aviemore and the surrounding area is heavily reliant on. To bring the carriageway closer will have a hugely detrimental effect on this and should the eastern extension be the final preferred route I will look for very appropriate compensation.</p>	<p>locations such as underpasses and while difficult to design out we will consider these concerns in relation to the developing design for underpasses.</p> <p>We have noted your comments with respect to the Scottish Water main and sampling plant in the vicinity of the A9 as it passes Aviemore. We can confirm that we are aware of these physical constraints and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>Please note that Craigellachie is both a National Nature Reserve (NNR) and SSSI. It has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p>



Reference	Comment	Response
Aviemore_030	<p>Having attended the public consultation exhibition at the school on the 2nd of March and chatted to various member of staff and was passed along the queue as there were no great answers or reasons to my questions, eventually ending with a project manager who still failed to give adequate reasons, except it is cheaper to go one side or the other rather than both sides.</p> <p>I realise that the nature reserve on one side and Macdonalds resort on the other is very challenging. but after you clear the reserve the north side ground contours are generally flatter and smaller all the way up to the Granish turn off and beyond.</p> <p>This would presumably be less engineering work, less filling in.</p> <p>The housing development at High Burnside was built well back of the existing A9. Most folk saw that as a bit forward thinking, leaving that space for when the A9 was dualled.</p> <p>Another major obstacle and cost of bringing the carriage way to the south side is the replacing of the new water mains pipe. Moving the pipe further south will require ploughing through Milton Woods, which local folks fought hard to have this amenity space protected from development so what was the point if you press ahead to destroy or devastate it.</p> <p>One of the revelations of the discussion with the project engineer was that Scottish Water haven't been consulted about moving or replacing the water pipe, surely this can't be right!</p> <p>Other questions asked. What was happening to the pedestrian underpasses, were they being kept, are they going? These are well used by tourists and locals alike.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Your comments with regards to southbound carriageway widening in the vicinity of Aviemore have been noted.</p> <p>Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI) has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and also that we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and /</p>



Reference	Comment	Response
	<p>What will become of the orbital footpath, where will it go? 15m for the carriageway another 10m for Scottish Water track, takes you onto the footpath and onto the older existing water mains.</p> <p>I would really like to understand by seeing or hearing how it is more beneficial and the validity from an engineering and economic viewpoint to build the new carriageway to the southside of the existing carriageway</p>	<p>or protection may be required. During the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>With regards to the Orbital Path in the vicinity of the Milton Woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>With regards to underpasses, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we are carrying out detailed design work in respect of NMU and access provision. We expect to be able to report on our initial work with regards to this provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>
Aviemore_031	<p>Feedback about A9 dualling – Dalraddy to Slochd project</p> <p>Specific Area of interest – High Burnside – Aviemore section</p> <p>Preferred option – Both lanes built on the southbound side</p> <p>Wildcard option – Keeping the section between the two junctions single carriageway as they have on the A1</p> <p>We were relieved to find out the planned route and preferred option was on the southbound side.</p> <p>We sent our feedback form earlier in the process and felt that you answered several questions and options when we visited the public</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide detailed comments and the included photographs. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to your reference to an option of retaining a section of single carriageway past Aviemore, please be advised that in December 2011, the Scottish Ministers confirmed a commitment to upgrade the A9 between the cities of Perth and Inverness to full dual carriageway by 2025 as part of their Infrastructure Investment Plan (IIP). The A9 dualling programme will bring several benefits for locals and road</p>



Reference	Comment	Response
	<p>consultation/display at the local school.</p> <p>As we stated in our earlier feedback we would prefer the expansion of the A9 to be done on the other side of the road which is the southbound side. On that side of the A9 there is room for the A9 to be accommodated without encroaching onto other people’s houses as there is a road and stream between them and the open woodland.</p> <p>At the High Burnside development, we have a play park and playing field that is used by not only the resident’s children but also children from the wider community. If we were to lose it the children would have to walk a considerable distance crossing a busy road to access the next available park.</p> <p>We are stating our preferences which directly affect and concern us.</p> <p>On a further note, Aviemore Community Council (ACC) have sent a statement supposedly on behalf of the Community objecting to the south bound side option but at no time have the community of Aviemore been asked or approached by the ACC for our feedback. We feel it’s a personal statement from them under the pretence it is the voice of Aviemore residents. We have contacted ACC who advised this was discussed at their last meeting and that the Community Council members decided to object. The agenda for this meeting was not published on their website and they did not invite residents to attend via letter or their Facebook page. To date the minutes are also not available to read on their website. So, we would like to point out that this statement does not reflect the views of all the Community purely the committee members who just happen to live on the south side and not directly in contact with the A9. Some of the points raised by the Community Council we strongly disagree with. For example:</p>	<p>users when fully dualled. The programme will lead to:</p> <ul style="list-style-type: none"> • journey time reductions between Inverness and the Central Belt and improved journey time reliability • improved operational effectiveness of the A9 and ability to respond to accidents • reduced numbers and severity of accidents • lower driver frustration <p>Thank you for noting that your preferred option is for southbound widening around Aviemore, which is what the preferred mainline option 1a proposes. This option is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>With regards to the children’s play park at High Burnside, please note that the intention is not to widen the carriageway on this side and we do not anticipate significant land take in this area. However the next stage of design will include for drainage and any mitigation required as a result of our environmental assessment. Additionally, please note that crossing of the dualled A9 will be accommodated for by way underpasses or overbridges (for both non-motorised users [NMU] and vehicles) and at-grade crossing of the A9 will be prohibited. This will lead to an increase in safety for both NMUs and road users.</p>



Reference	Comment	Response
	<p>No.4 Land west of Allt Mor - this has lain empty for over 7 years. Our understanding was that it was going to be a retirement home complex. However, in reality, it has just been a dumping ground for building materials, rubbish and generally an eyesore.</p> <p>No.10 The Community Council would prefer that the road encroach into a National Nature Reserve than a strip of woodland which has not fully matured and is close to the road. The strip of woodland they mention hosts the remains of the old derelict Primary School which has also become a dumping ground.</p> <p>No.11 The Ospreys fish within remote lochs and are generally shy birds. Much like shark bating around the world, businesses change the habits of wildlife in order to attract them with easy meals so the tourist doesn't have to travel far. Also, the Scandinavian village comment suggests they have a higher priority than us full time residents.</p> <p>Please acknowledge you have received this feedback as we did not receive feedback from our last one. We would be happy to meet with any of your team to discuss our concerns.</p>	<p>We have noted all the points you have raised in relation to the Community Council's submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to The Community Council.</p>
Aviemore_032	<p>I refer to the above and the public consultation that is currently underway.</p> <p>I am a resident of Aviemore and note with interest that the Aviemore and Vicinity Community Council has objected to the plan to widen the A9 to the south. As a member of the community I can assure you that there has been no consultation on this issue between the Council and members of the Community. There has been no public debate that would allow the Council to make a representation on behalf of the people of Aviemore and as such I can assure you that the Aviemore and Vicinity Community</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions. Equally, whilst we cannot directly comment on the aims of the Cairngom National Park Authority (CNPA), we can confirm that we consult</p>



Reference	Comment	Response
	<p>Council does not speak on my behalf and nor do I or many people I know support their views.</p> <p>For clarity, there is no resident of Aviemore that is unbiased in their view on the A9 dualling and I do not claim that I am either. The widening will clearly have a significant impact on the town as a whole regardless of the whether it happens north or south of the existing road however I would prefer that the decision was made on a fact-based submission rather than spurious ill-founded claims that I have seen in the Community Councils submission which, if I may, I will address specifically.</p> <p>The Community Council suggest that the impact on the Aviemore Orbital path is a reason to build north rather than south. It is true that the path is utilised by a number of people, including myself, for various pursuits. However, its precise location is not relevant to my enjoyment and frankly should not play a role in the dualling decision. If the path were moved north or south of its present position I do not accept that there would be a strong feeling one way or the other from the community. Indeed, many of the people I talk to tend to complain about the inadequate signage rather than the paths position. As long as the path exists, my belief is that the community would be happy.</p> <p>The proposed housing development west of Allt Mor is not one that has received universal support. Indeed, there are various complaints about the proposed development and it is highly likely that the plans will have to be redesigned. As they are merely in the process of going through planning today, the plans can easily be amended.</p> <p>The Community Council submission suggests that there is no flooding issue north of the A9. Anyone who has walked north of the A9 at the High Burnside development can assure you that there is absolutely a flooding</p>	<p>regularly with the CNPA with regards to the A9 dualling project.</p> <p>We have noted all the points you have raised in relation to the Community Council’s submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to the Community Council.</p> <p>Thank-you for your supportive comments in respect of the preferred route. We can advise that the mainline widening option 1a is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>In addition to this, and with respect to your various comments about the environment surrounding Aviemore, mainline option 1a has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). Craigellachie NNR and SSSI has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods,</p>



Reference	Comment	Response
	<p>problem and the flooding issues are not in any way connected or related to the pipeline installed by Scottish Water. Having lived in the area I can assure you that the impact is not, as stated in the Community Councils response, restricted to minor pools. Flooding is a fundamental problem which exists throughout the High Burnside development but is concentrated north of the A9 due to it lying at the bottom of the hill.</p> <p>I read with interest that the Community Council suggests that the community is solely interested in preserving the Milton Wood and Horsefield area. This clearly suggests that the area to the north of the A9 and the Craigellachie National Nature Reserve, which is also popular with walkers, mountain bike enthusiasts and those interested in wildlife, is not so relevant or well thought of. This, frankly, is not the case. It is fair to say that all areas of woodland are enjoyed and important to the local community and building north or south will clearly have an impact on the woodland bordering the A9. However, the impact is, at best, the same regardless of whether the north or south option is chosen and at worst is far more significant if the development is carried out to the north and therefore impacts the Craigellachie National Nature Reserve. Whilst I have seen no scientific study one way or the other it seems logical to suggest that building to the north of the existing A9 into an area which has seen little human involvement will have a significantly greater impact on the local animal and plant life than in the area to the south of the existing A9 which is already surrounded by human development.</p> <p>If the main concern here is environmental, surely the solution for the A9 is to build within the current settlement of Aviemore thus reducing the impact on areas that are currently undeveloped.</p> <p>In respect of the Macdonald Aviemore Resort, I am certain that the company will make its own representations but to suggest that a reason</p>	<p>the Dalraddy to Slochd team are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>We are aware of the Allt Mor planning application and this development was considered alongside criteria under the headings of environment, engineering, economics, and traffic when selecting the preferred option. This, and all live planning applications, will feature as we continue our assessments during Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>Your comments with regards to High Burnside have been noted. Building on the Design Manual for Roads and Bridges (DMRB) Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p> <p>Additionally, during Design Manual for Roads and Bridges (DMRB)</p>



Reference	Comment	Response
	<p>to reconsider the southbound route because the new carriageway would pass close to the swimming pool is ridiculous. I utilise that pool on a regular basis with my family and if the road were right outside the window it wouldn't interfere with my enjoyment. It is an inside pool not an outside pool.</p> <p>I also note that there is an indication that a local wildlife photography business would be impacted a business which, the Community Council inference suggests, exists because of a pond in the resort grounds. I accept fully that there are Ospreys in the area and that they may occasionally frequent the pond. It is, however, not a main feeding source for them according to the literature presented by the RSPB. Nor do I accept that the livelihood of the business owner is entirely dependent on the existence of the pool. Were this the case, I would suggest the business would have closed some time ago.</p> <p>I fully accept the existence of the water pipe along the A9, but as the water supply for the village comes from the High Burnside area, widening the A9 will clearly have an impact on the supply regardless of whether the route is north or south. Indeed, the installation that Scottish Water has in the High Burnside area would be impacted by a north bound development and I wonder as to the relative cost of re positioning this installation.</p> <p>The housing to the north of the A9 at High Burnside is extensive and relatively poorly insulated from the current A9. Building to the north would have a substantial impact on the quality of life for the residents. This would equally impact on the children's play area and play pitch, which is heavily utilised by local children and paid for and maintained by the residents of High Burnside.</p>	<p>Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>



Reference	Comment	Response
	<p>It is suggested that widening to the south would be contrary to the aims of the Cairngorms National Park. Specifically, what aims and how? The fact that the road is being dualled impacts the aims but the Park Authority is keen to attract people to live and work in the area. I have seen nothing in their charter, or indeed aims, that presents a position one way or the other on this issue. Equally, I am certain that you are in discussion with the Park Authority and your choice of route was influenced by their views.</p> <p>The final point that the Community Council raises is the economic impact on local business if the A9 was widened on the south side. What exactly is that impact? Where is the study to substantiate this claim? The whole reason for dualling the A9 is because of the volume of traffic and I would suggest that upon completion, Aviemore may be the beneficiary of greater tourist traffic - shorter journey times must provide people with a greater ability to cut their journey to enjoy the sights and surroundings. That clearly would have an economic benefit to the town as a whole. I would suggest the Council should be looking at the greater good than some localised opinions.</p> <p>In summary, I am a supporter of the proposed route and see nothing fact-based in the submission of the Aviemore and Vicinity Community Council that should cause a rethink of the route. As I have already stated there are no unbiased positions on this development and I do not claim to be unbiased. However, I can't help but think that the Council's submission is derived from the self-interests of its members rather than the true views of the Community.</p>	
Aviemore_033	I refer to the above and the public consultation that is currently underway.	Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the



Reference	Comment	Response
	<p>I am a resident of Aviemore and note with interest that the Aviemore and Vicinity Community Council has objected to the plan to widen the A9 to the south. As a member of the community I can assure you that there has been no consultation on this issue between the Council and members of the Community. There has been no public debate that would allow the Council to make a representation on behalf of the people of Aviemore and as such I can assure you that the Aviemore and Vicinity Community Council does not speak on my behalf and nor do I or many people I know support their views.</p> <p>For clarity, there is no resident of Aviemore that is unbiased in their view on the A9 dualling and I do not claim that I am either. The widening will clearly have a significant impact on the town as a whole regardless of the whether it happens north or south of the existing road however I would prefer that the decision was made on a fact-based submission rather than spurious ill-founded claims that I have seen in the Community Councils submission which, if I may, I will address specifically.</p> <p>The Community Council suggest that the impact on the Aviemore Orbital path is a reason to build north rather than south. It is true that the path is utilised by a number of people, including myself, for various pursuits. However, its precise location is not relevant to my enjoyment and frankly should not play a role in the dualling decision. If the path were moved north or south of its present position I do not accept that there would be a strong feeling one way or the other from the community. Indeed, many of the people I talk to tend to complain about the inadequate signage rather than the paths position. As long as the path exists, my belief is that the community would be happy.</p> <p>The proposed housing development west of Allt Mor is not one that has received universal support. Indeed, there are various complaints about</p>	<p>consultation period, thank you for taking the time to provide comments.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions. Equally, whilst we cannot directly comment on the aims of the Cairngom National Park Authority (CNPA), we can confirm that we consult regularly with the CNPA with regards to the A9 dualling project.</p> <p>We have noted all the points you have raised in relation to the Community Council’s submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to the Community Council.</p> <p>Thank-you for your supportive comments in respect of the preferred route. We can advise that the mainline widening option 1a is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>In addition to this, and with respect to your various comments about the environment surrounding Aviemore, mainline option 1a has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). Craigellachie NNR and SSSI has been designated for its wildlife interest at a UK level and is nationally</p>



Reference	Comment	Response
	<p>the proposed development and it is highly likely that the plans will have to be redesigned. As they are merely in the process of going through planning today, the plans can easily be amended.</p> <p>The Community Council submission suggests that there is no flooding issue north of the A9. Anyone who has walked north of the A9 at the High Burnside development can assure you that there is absolutely a flooding problem and the flooding issues are not in any way connected or related to the pipeline installed by Scottish Water. Having lived in the area I can assure you that the impact is not, as stated in the Community Councils response, restricted to minor pools. Flooding is a fundamental problem which exists throughout the High Burnside development but is concentrated north of the A9 due to it lying at the bottom of the hill.</p> <p>I read with interest that the Community Council suggests that the community is solely interested in preserving the Milton Wood and Horsefield area. This clearly suggests that the area to the north of the A9 and the Craigellachie National Nature Reserve, which is also popular with walkers, mountain bike enthusiasts and those interested in wildlife, is not so relevant or well thought of. This, frankly, is not the case. It is fair to say that all areas of woodland are enjoyed and important to the local community and building north or south will clearly have an impact on the woodland bordering the A9. However, the impact is, at best, the same regardless of whether the north or south option is chosen and at worst is far more significant if the development is carried out to the north and therefore impacts the Craigellachie National Nature Reserve. Whilst I have seen no scientific study one way or the other it seems logical to suggest that building to the north of the existing A9 into an area which has seen little human involvement will have a significantly greater impact on the local animal and plant life than in the area to the south of the</p>	<p>important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, the Dalraddy to Slochd team are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>We are aware of the Allt Mor planning application and this development was considered alongside criteria under the headings of environment, engineering, economics, and traffic when selecting the preferred option. This, and all live planning applications, will feature as we continue our assessments during Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and we are consulting with Scottish Water with respect to their utility apparatus to understand where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>Your comments with regards to High Burnside have been noted. Building on the Design Manual for Roads and Bridges (DMRB) Stage 2</p>



Reference	Comment	Response
	<p>existing A9 which is already surrounded by human development.</p> <p>If the main concern here is environmental, surely the solution for the A9 is to build within the current settlement of Aviemore thus reducing the impact on areas that are currently undeveloped.</p> <p>In respect of the Macdonald Aviemore Resort, I am certain that the company will make its own representations but to suggest that a reason to reconsider the southbound route because the new carriageway would pass close to the swimming pool is ridiculous. I utilise that pool on a regular basis with my family and if the road were right outside the window it wouldn't interfere with my enjoyment. It is an inside pool not an outside pool.</p> <p>I also note that there is an indication that a local wildlife photography business would be impacted a business which, the Community Council inference suggests, exists because of a pond in the resort grounds. I accept fully that there are Ospreys in the area and that they may occasionally frequent the pond. It is, however, not a main feeding source for them according to the literature presented by the RSPB. Nor do I accept that the livelihood of the business owner is entirely dependent on the existence of the pond. Were this the case, I would suggest the business would have closed some time ago.</p> <p>I fully accept the existence of the water pipe along the A9, but as the water supply for the village comes from the High Burnside area, widening the A9 will clearly have an impact on the supply regardless of whether the route is north or south. Indeed, the installation that Scottish Water has in the High Burnside area would be impacted by a north bound development and I wonder as to the relative cost of re positioning this installation.</p>	<p>visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p> <p>Additionally, during Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>



Reference	Comment	Response
	<p>The housing to the north of the A9 at High Burnside is extensive and relatively poorly insulated from the current A9. Building to the north would have a substantial impact on the quality of life for the residents. This would equally impact on the children's play area and play pitch, which is heavily utilised by local children and paid for and maintained by the residents of High Burnside.</p> <p>It is suggested that widening to the south would be contrary to the aims of the Cairngorms National Park. Specifically, what aims and how? The fact that the road is being dualled impacts the aims but the Park Authority is keen to attract people to live and work in the area. I have seen nothing in their charter, or indeed aims, that presents a position one way or the other on this issue. Equally, I am certain that you are in discussion with the Park Authority and your choice of route was influenced by their views.</p> <p>The final point that the Community Council raises is the economic impact on local business if the A9 was widened on the south side. What exactly is that impact? Where is the study to substantiate this claim? The whole reason for dualling the A9 is because of the volume of traffic and I would suggest that upon completion, Aviemore may be the beneficiary of greater tourist traffic - shorter journey times must provide people with a greater ability to cut their journey to enjoy the sights and surroundings. That clearly would have an economic benefit to the town as a whole. I would suggest the Council should be looking at the greater good than some localised opinions.</p> <p>In summary, I am a supporter of the proposed route and see nothing fact-based in the submission of the Aviemore and Vicinity Community Council that should cause a rethink of the route. As I have already stated there are no unbiased positions on this development and I do not claim</p>	



Reference	Comment	Response
	<p>to be unbiased. However, I can't help but think that the Council's submission is derived from the self-interests of its members rather than the true views of the Community.</p>	
<p>Aviemore_034</p>	<p>I refer to the above and the public consultation that is currently underway.</p> <p>I am a resident of Aviemore and note with interest that the Aviemore and Vicinity Community Council has objected to the plan to widen the A9 to the south. As a member of the community I can assure you that there has been no consultation on this issue between the Council and members of the Community. There has been no public debate that would allow the Council to make a representation on behalf of the people of Aviemore and as such I can assure you that the Aviemore and Vicinity Community Council does not speak on my behalf and nor do I or many people I know support their views.</p> <p>For clarity, there is no resident of Aviemore that is unbiased in their view on the A9 dualling and I do not claim that I am either. The widening will clearly have a significant impact on the town as a whole regardless of the whether it happens north or south of the existing road however I would prefer that the decision was made on a fact-based submission rather than spurious ill-founded claims that I have seen in the Community Councils submission which, if I may, I will address specifically.</p> <p>The Community Council suggest that the impact on the Aviemore Orbital path is a reason to build north rather than south. It is true that the path is utilised by a number of people, including myself, for various pursuits. However, its precise location is not relevant to my enjoyment and frankly should not play a role in the dualling decision. If the path were moved north or south of its present position I do not accept that there would be</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions. Equally, whilst we cannot directly comment on the aims of the Cairngom National Park Authority (CNPA), we can confirm that we consult regularly with the CNPA with regards to the A9 dualling project.</p> <p>We have noted all the points you have raised in relation to the Community Council's submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to the Community Council.</p> <p>Thank-you for your supportive comments in respect of the preferred route. We can advise that the mainline widening option 1a is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated



Reference	Comment	Response
	<p>a strong feeling one way or the other from the community. Indeed, many of the people I talk to tend to complain about the inadequate signage rather than the paths position. As long as the path exists, my belief is that the community would be happy.</p> <p>The proposed housing development west of Allt Mor is not one that has received universal support. Indeed, there are various complaints about the proposed development and it is highly likely that the plans will have to be redesigned. As they are merely in the process of going through planning today, the plans can easily be amended.</p> <p>The Community Council submission suggests that there is no flooding issue north of the A9. Anyone who has walked north of the A9 at the High Burnside development can assure you that there is absolutely a flooding problem and the flooding issues are not in any way connected or related to the pipeline installed by Scottish Water. Having lived in the area I can assure you that the impact is not, as stated in the Community Councils response, restricted to minor pools. Flooding is a fundamental problem which exists throughout the High Burnside development but is concentrated north of the A9 due to it lying at the bottom of the hill.</p> <p>I read with interest that the Community Council suggests that the community is solely interested in preserving the Milton Wood and Horsefield area. This clearly suggests that the area to the north of the A9 and the Craigellachie National Nature Reserve, which is also popular with walkers, mountain bike enthusiasts and those interested in wildlife, is not so relevant or well thought of. This, frankly, is not the case. It is fair to say that all areas of woodland are enjoyed and important to the local community and building north or south will clearly have an impact on the woodland bordering the A9. However, the impact is, at best, the same regardless of whether the north or south option is chosen and at worst is</p>	<p>with transporting material to and from site and waste disposal</p> <p>In addition to this, and with respect to your various comments about the environment surrounding Aviemore, mainline option 1a has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). Craigellachie NNR and SSSI has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, the Dalraddy to Slochd team are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p> <p>We are aware of the Allt Mor planning application and this development was considered alongside criteria under the headings of environment, engineering, economics, and traffic when selecting the preferred option. This, and all live planning applications, will feature as we continue our assessments during Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>With regards to the water main in the vicinity of the A9 as it passes Aviemore, we can confirm that we are aware of this physical constraint and we are consulting with Scottish Water with respect to</p>



Reference	Comment	Response
	<p>far more significant if the development is carried out to the north and therefore impacts the Craigellachie National Nature Reserve. Whilst I have seen no scientific study one way or the other it seems logical to suggest that building to the north of the existing A9 into an area which has seen little human involvement will have a significantly greater impact on the local animal and plant life than in the area to the south of the existing A9 which is already surrounded by human development.</p> <p>If the main concern here is environmental, surely the solution for the A9 is to build within the current settlement of Aviemore thus reducing the impact on areas that are currently undeveloped.</p> <p>In respect of the Macdonald Aviemore Resort, I am certain that the company will make its own representations but to suggest that a reason to reconsider the southbound route because the new carriageway would pass close to the swimming pool is ridiculous. I utilise that pool on a regular basis with my family and if the road were right outside the window it wouldn't interfere with my enjoyment. It is an inside pool not an outside pool.</p> <p>I also note that there is an indication that a local wildlife photography business would be impacted a business which, the Community Council inference suggests, exists because of a pond in the resort grounds. I accept fully that there are Ospreys in the area and that they may occasionally frequent the pond. It is, however, not a main feeding source for them according to the literature presented by the RSPB. Nor do I accept that the livelihood of the business owner is entirely dependent on the existence of the pool. Were this the case, I would suggest the business would have closed some time ago.</p> <p>I fully accept the existence of the water pipe along the A9, but as the</p>	<p>their utility apparatus to understand where diversion and / or protection may be required. During the DMRB Stage 3 assessment, we are looking to refine the design and minimise impacts on this and other utilities where possible.</p> <p>Your comments with regards to High Burnside have been noted. Building on the Design Manual for Roads and Bridges (DMRB) Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p> <p>Additionally, during Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>



Reference	Comment	Response
	<p>water supply for the village comes from the High Burnside area, widening the A9 will clearly have an impact on the supply regardless of whether the route is north or south. Indeed, the installation that Scottish Water has in the High Burnside area would be impacted by a north bound development and I wonder as to the relative cost of re positioning this installation.</p> <p>The housing to the north of the A9 at High Burnside is extensive and relatively poorly insulated from the current A9. Building to the north would have a substantial impact on the quality of life for the residents. This would equally impact on the children’s play area and play pitch, which is heavily utilised by local children and paid for and maintained by the residents of High Burnside.</p> <p>It is suggested that widening to the south would be contrary to the aims of the Cairngorms National Park. Specifically, what aims and how? The fact that the road is being dualled impacts the aims but the Park Authority is keen to attract people to live and work in the area. I have seen nothing in their charter, or indeed aims, that presents a position one way or the other on this issue. Equally, I am certain that you are in discussion with the Park Authority and your choice of route was influenced by their views.</p> <p>The final point that the Community Council raises is the economic impact on local business if the A9 was widened on the south side. What exactly is that impact? Where is the study to substantiate this claim? The whole reason for dualling the A9 is because of the volume of traffic and I would suggest that upon completion, Aviemore may be the beneficiary of greater tourist traffic - shorter journey times must provide people with a greater ability to cut their journey to enjoy the sights and surroundings. That clearly would have an economic benefit to the town as a whole. I</p>	



Reference	Comment	Response
	<p>would suggest the Council should be looking at the greater good than some localised opinions.</p> <p>In summary, I am a supporter of the proposed route and see nothing fact-based in the submission of the Aviemore and Vicinity Community Council that should cause a rethink of the route. As I have already stated there are no unbiased positions on this development and I do not claim to be unbiased. However, I can't help but think that the Council's submission is derived from the self-interests of its members rather than the true views of the Community.</p>	
Aviemore_035	<p>This letter is to formally object the proposed route of the A9 through Aviemore.</p> <p>I have been made aware of this proposition through someone who attended the public exhibition in Aviemore. Being someone who has grown up in Aviemore, I am extremely disappointed in the plans to say the least. Aviemore is known for its location within the Cairngorm National Park and for its natural beauty, the proposed route will jeopardise this with the likely noise and fumes it will bring to the area. Logic would suggest that the route should be redirected in a way that creates minimum effect for the local community and in the interest of the National Park which brings so much business to the area.</p> <p>The effects to our area that this proposed route is not what this community needs. The local community work hard to ensure this is an attractive place for not only the vast amount of tourists we receive every year but also for ourselves who are proud to be from this beautiful area. It is of my strong opinion that the voices of the local community is listened to. After all, it is us who will be living with the consequences of</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to</p>



Reference	Comment	Response
	<p>whatever decision is made.</p> <p>I hope that the above points will be considered with time and respect for the local community and businesses that will be affected should the proposal go through.</p>	<p>be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>During Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the forecasted traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>



Reference	Comment	Response
		<p>Similarly, air quality will be subject to a detailed assessment during DMRB Stage 3 to understand the baseline of air quality in the project corridor. We will then carry out calculations to understand any impacts to air quality during and post-construction with respect to current legislation, and then make recommendations for mitigation if required.</p>
Aviemore_036	<p>Two issues with the representation of non-motorised users paths around Aviemore:</p> <p>1. 1:5000 sheet 2 of 8:</p> <p>The Burma Road path which comes down past Allt na Criche then heads roughly Eastwards, to come alongside the A9.</p> <p>Currently users continue alongside the A9 then cross either on the surface or via the tunnel to the houses on the north side, then make their way into Aviemore along the B9152. This is the route used by pedestrians and cyclists who use the train to get from Aviemore to Carrbridge in order to walk or cycle the Burma Road, and therefore need to get to Aviemore to complete the circuit.</p> <p>The path is shown getting lost in the widened A9 but access will still need to continue along the north side of the dualled A9 as far as the access tunnel.</p> <p>2. 1:5000 sheet 3 of 8:</p> <p>The existing route of the Aviemore orbital path is shown but with a section missing.</p> <p>The importance of this is that it shows the orbital path is continuous along the south side of the A9 at present, without the need to cross the</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted the non-motorised user (NMU) routes you have identified on sheets 2 and 3 at the 1:5000 scale. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p>



Reference	Comment	Response
	<p>A9 twice. It would be preferable for the eventual solution to maintain this, rather than crossing the dualled A9 into the High Burnside estate and then crossing back again.</p>	
<p>Aviemore_037</p>	<p>I understand that no matter what happens the dualling project is going ahead and it 'has to go either on the south or north bound side of the carriageway'. Regardless of where it goes it will affect some people's homes, business's, leisure activities and daily life.</p> <p>Within the last couple of days I became aware of the response that our local Community Council submitted which I had no previous knowledge of.</p> <p>There are a few general comments I wish to raise with regard to the response;</p> <ul style="list-style-type: none"> • There is very little mention of the residents in High Burnside, is this because the assumption is they are all holiday homes? - when in actual fact there a lots of local families living in the estate. • Why are they using a proposed housing development as a reason not to build the new lanes on the southbound carriage way when it has not even gone through planning yet, before thinking about current residents living near the A9? • Why are they quoting 'Scandanavian Village' - it is a timeshare development where people stay one week a year. • Why are they quoting 'Aviemore Resort Staff Accommodation' - this is primarily used by staff who are on short term contracts. • What difference does it make when you are in an indoor swimming pool? • I would question the wildlife photography business at the pond in the resort? 	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to the response submitted by Aviemore Community Council, we can confirm that the Community Council submitted this as part of the consultation period following the exhibitions.</p> <p>We have noted all the points you have raised in relation to the Community Council's submission. Please note that whilst we cannot directly comment on other feedback received, we can confirm that we will be issuing a response directly to the Community Council.</p> <p>We can advise that the mainline widening option 1a is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal



Reference	Comment	Response
	<ul style="list-style-type: none">• What about the play park and football pitch at High Burnside? - no one as considered this?• There doesn't appear to have been any consultation by the community council with local residents who live on the north bound carriage way side who would be affected if the proposed decision was reversed before this response was submitted.• Where do members of the community council stay? Do any of them stay in property backing onto Milton Woods or that would be affected if the southbound option is the preferred one? <p>I also wish to comment on a few of their specific points</p> <ul style="list-style-type: none">• Point 14 - there are more houses on the northbound side that will be affected if it goes at this side.• Point 15 - At the south end of the northbound side is Craigellachie National Nature Reserve. There is no doubt that northbound widening would affect the reserve but not to a great extent. At an absolute maximum, and bearing in mind that the reserve boundary does not run along the edge of the road, the loss to the reserve would be minimal, compared with the wholesale loss of woodland on the Aviemore side - Questionable• Point 16. The widening of the road southbound will remove in the region of 6 hectares (14.8 acres) of naturally regenerated Scots Pine from the Horse Field and mature Silver Birch from Milton Wood. It should be noted that prior to the present A9 being built Milton wood was part of the same wood that forms the Craigellachie National Nature Reserve and carries pretty much the same assemblage of plants, birds, animals and insects - Questionable• Point 17. Compared with the amount of habitat that will be lost in Milton Wood and Horse Field the loss of habitat in the Craigellachie	



Reference	Comment	Response
	<p>National Nature Reserve is minimal and can be easily mitigated. The loss in Milton Wood/Horse Field cannot be easily mitigated and will be completely lost to the people and wildlife that use it - Questionable</p> <ul style="list-style-type: none"> Point 21. Widening the road southbound will also have an economic effect on businesses bordering the road and have a knock-on effect on others and will not promote sustainable economic and social development of the community. More the opposite - what businesses bordering it? - I know one which it will affect but if they are talking about The Macdonald Resort and Scandanavian Village then this is simply not true. I would like to know what businesses border the road. 	
Aviemore_038	<p>I am writing to object to the proposed routing of the A9 route past Aviemore.</p> <p>I am a resident of Aviemore and object to the proposal to dual this section on the Aviemore side of the existing carriageway. This would bring the traffic closer to the already constrained village.</p> <p>Aviemore is sustained through tourism and its path network is important to visitors and residents. The proposed route would destroy the present established orbital path and reduce the Milton woodland in which a number of native deer live.</p> <p>The proposed route would also bring the road a lot closer to the Macdonald resort hotel complex which is a large contributor to Aviemore tourism.</p> <p>I see no benefit to dualling on the Aviemore side. I don't see that the Craigellachie reserve would be greatly affected by dualling on that side</p> <p>I also have concerns regarding the siting of the roundabout at Grainish junction and the proposed gradients of the road. The gradient at present</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot</p>



Reference	Comment	Response
	<p>causes difficulty in winter times for HGVs travelling from the A95 onto the A9. To shorten the stretch of road with a steeper gradient with a giveaway at the bottom is clearly unacceptable.</p>	<p>resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI) has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural Heritage) and acts as an important visitor attraction. Furthermore it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR.</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, the Dalraddy to Slochd team are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this</p>



Reference	Comment	Response
		<p>location as part of the scheme design.</p> <p>Your comments regarding the Stage 2 preferred junction at Granish have been noted. We confirm that the safe use and operation of the road network is a key consideration in developing the scheme proposals and we confirm that design is being undertaken in accordance with the national Design Manual for Roads and Bridges (DMRB) standards. As such we are bound by design standards with respect to maximum gradients and the proposals will be developed accordingly. We note that the connection from A95/B9152 to the A9 will go below the new A9 carriageway and will result in gradients on approach to the A95/B9152 from the A9 that will be considerably reduced under the dualling proposals when compared to the existing situation.</p> <p>We also confirm that we are consulting closely with both the Trunk Road Operating Company and The Highland Council both with respect to design and the future operation and maintenance following dualling of the A9 to ensure that a safe and resilient solution is provided.</p>
Aviemore_039	<p>Generally, please keep away from established housing and the orbital footpath as much as possible and screen against all noise and visual impact.</p> <p>A9 area Old Meal Road towards Granish Junction. It would be better to widen on the north side as it crosses Old Meal Road where there is space without taking valuable grazing land. The land on the south side is much lower; disturbance to residents would be greater if the A9 was widened there.</p> <p>Please keep all existing underpasses and with adequate headroom as all</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the</p>



Reference	Comment	Response
	<p>are regularly used.</p> <p>Please conserve as many tall and mature trees as possible.</p> <p>Re the junction options. The preferred routes are fine as long as they are suitable for the increasing traffic and large lorries. It should also be very difficult for foreign drivers to turn right onto the carriageway.</p>	<p>scheme design.</p> <p>Your comments with regards to southbound mainline widening in the vicinity of Old Meall Road have been noted. The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With regards to underpasses, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we are carrying out detailed design work in respect of NMU and access provision. We expect to be able to report on our initial work with regards to this provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p> <p>We have noted your comments with regards to retaining mature trees. Whilst we will endeavour to maintain as many trees as possible along the route, the nature of the A9 dualling project means that some tree removal is required. As part of our DMRB Stage 3 assessment, we will be looking at mitigation measures and opportunities for new tree planting including compensatory planting where appropriate.</p>



Reference	Comment	Response
		<p>Your comments regarding the Stage 2 preferred junctions at Aviemore South, Granish and Black Mount have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic. We have modelled the predicted future traffic flows along the Dalraddy to Slochd route, and can confirm that all of the junctions will be designed to accommodate these flows. With regards to signage, each junction will have an appropriate level of signage in accordance with the Design Manual for Roads and Bridges (DMRB), ensuring clear instructions for road users at each location.</p>
Aviemore_040	<p>Formal objection to part of route</p> <p>My wife and I are concerned that the widening to the southbound carriageway will increase traffic noise and the raise the level of air pollution expose to ourselves.</p> <p>Furthermore, a reduction in amenity will be suffered due to the loss of woodland walks at Burnside (Orbital path).</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. Should a PLI (if required) find in favour of</p>



Reference	Comment	Response
		<p>Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>During Design Manual for Roads and Bridges (DMRB) Stage 3 a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will</p>



Reference	Comment	Response
		<p>be reported in the Environmental Statement.</p> <p>Similarly, air quality will be subject to a detailed assessment during DMRB Stage 3 to understand the baseline of air quality in the project corridor. We will then carry out calculations to understand any impacts to air quality during and post-construction with respect to current legislation, and then make recommendations for mitigation if required.</p> <p>With regards to the Orbital Path in the vicinity of the Milton woods, we are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p>
Aviemore_041	<p>I would like to record my objection to the proposed routing of the new A9 at Aviemore particularly because it will encroach on the Orbital path and cause increased noise.</p> <p>I also feel the same at Avielochan as it will bring the road closer to the houses and the fishing Loch.</p> <p>There appears to be ample space to expand to the west/north.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>Widening on the northbound carriageway (where you have noted that there is more open space) would result in encroachment into Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI). This site has been designated for its wildlife interest at a UK level and is nationally important for upland birch woodland and its moth assemblage. The reserve is well-visited (in the region of 8,500 visitors per year according to Scottish Natural</p>



Reference	Comment	Response
		<p>Heritage) and acts as an important visitor attraction. Furthermore, it has been identified that there are environmental and constructability issues associated with widening into Loch Pulladern, which is located immediately to the northbound side of the existing A9 and is part of the SSSI and NNR</p> <p>Notwithstanding the above, the preferred route has been selected in order to obtain a balance that minimises impacts on the NNR/SSSI and to avoid direct impacts on residential buildings. Additionally, mainline option 1a provides the best overall earthworks balance and has a lower number of crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>With respect to the Avielochan location, we can confirm that as a result of the proximity of properties at this location, the preferred option as presented at the exhibitions includes for a short section of widening to the northbound side of the existing A9 in order to minimise any impacts to these properties.</p> <p>A detailed assessment of operational noise levels, involving computer modelling and using the latest traffic flow data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p>



Reference	Comment	Response
		<p>With regards to the Orbital Path in the vicinity of the Milton woods, the Dalraddy to Slochd team are aware of this non-motorised user (NMU) route around Aviemore and are currently developing options that aim to maintain continuity of the Orbital Path through this location as part of the scheme design.</p>
Boat_of_Garten_001	<p>Happy with the proposals. I was concerned about Craigellachie NNR but pleased to see the road came in the Aviemore side at that point</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments in support of the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal
Boat_of_Garten_002	<p>The main junction diagrams are a definite improvement so I hope they are able to go forward.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your positive comment regarding the Stage 3 design</p>



Reference	Comment	Response
		<p>development junctions at Aviemore South, Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The DMRB Stage 3 design development junctions will be subject to a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p>
Boat_of_Garten_003	<p>The further design options area great improvement on the original junction designs.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your positive comment regarding the Stage 3 design development junctions at Aviemore South, Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The DMRB Stage 3 design development junctions will be subject to a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p>
Boat_of_Garten_004	<p>Preferred junctions shown are our preferred junctions, particularly Black Mount due to ice/lorries jack knifing etc.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Your preference for the Stage 2 preferred junctions at Aviemore South, Granish and Black Mount have been noted. For all of the junction locations, we have selected the preferred option based on a</p>



Reference	Comment	Response
		<p>robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>Your comments regarding ice and lorries potentially jack knifing, with respect to the Design Manual for Roads and Bridges (DMRB) Stage 3 design development junctions, have been noted. Your feedback will be considered as we look to further refine these designs during DMRB Stage 3. We confirm that the safe use and operation of the road network is a key consideration in developing the scheme proposals and we confirm that design is being undertaken in accordance with the national Design Manual for Roads and Bridges (DMRB) standards. We also confirm that we are consulting closely with both the Trunk Road Operating Company and The Highland Council both with respect to design and the future operation and maintenance following dualling of the A9 to ensure that a safe and resilient solution is provided.</p>
Carrbridge_001	<p>1 Re: crossing of Dulnain and Station Road with new embankment.</p> <p>We are concerned at potentially heavy transport/machines passing to and from the site via Carrbridge centre and Station Rd (already plagued with wood transporters!) can you give us assurance that access to the site will be via the A9?</p> <p>2 Blackmount Access</p> <p>We prefer the underpass options to minimise the negative aspects of the view across the plain to the mountains.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Please note that it is too early in the process to be able to advise you of site access for the contractor in the Station Road area. However, we can advise you that the need to minimise impacts to road users and local residents during construction is a key criterion that will be considered in the development and assessment of the project during Design Manual for Roads and Bridges (DMRB) Stage 3. Public consultation provides valuable local information that informs this</p>



Reference	Comment	Response
		<p>process and will be taken into consideration during the detailed design.</p> <p>We have noted your comments regarding the Stage 3 design development junction options at Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_002	<ol style="list-style-type: none"><li data-bbox="293 724 1176 868">1. Crossing of Dulnain at Carrbridge. We are concerned that heavy machinery and large Lorries passing up Station Rd to the site will result in the red squirrel population being reduced as happens already with the wood lorries.<li data-bbox="293 895 1176 1002">2. North of Carrbridge junction to A9 should be an underpass as a bridge would destroy the enormous vista of the long stretch north of Carrbridge.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Please note that it is too early in the process to be able to advise you of site access for the contractor in the Station Road area. However, we can advise you that the need to minimise impacts to road users and local residents during construction is a key criterion that will be considered in the development and assessment of the project during Design Manual for Roads and Bridges (DMRB) Stage 3. Public consultation provides valuable local information that informs this process and will be taken into consideration during the detailed design.</p> <p>We have noted your comments regarding the Stage 3 design development junction options at Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment.</p>



Reference	Comment	Response
		<p>As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_003	Junc op: Page 3 of 3 Southern Junction. Junc.op.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your preference for the southern Stage 3 design development junction at Black Mount. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_004	Page 3 of 3. Southern route option	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your preference for the southern Stage 3 design development junction at Black Mount. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under</p>



Reference	Comment	Response
Carrbridge_005	For access on to A9 travelling North from Carr Bridge, my preferred option would be underpass option.	<p>the headings of environment, engineering, economics, and traffic.</p> <p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your preference for the southern Stage 3 design development junction at Black Mount. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_006	I would prefer access for wide agricultural machinery, either by widening the access road to Carrbridge and providing an underpass or having left-on left-off slip roads off of the new dual carriageway.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your suggestions. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, consideration is being given to specific access arrangements. In the coming months, we will be consulting with landowners, The Highland Council and emergency services to identify the most appropriate treatment of any realigned accesses or side roads.</p> <p>Proposals on accesses will be made available at the next public consultation event in autumn 2017. In advance of these events, we are planning to arrange a meeting to discuss the access proposals to</p>



Reference	Comment	Response
		your arable fields. We will be in touch with you in due course to arrange this.
Carrbridge_007	Very keen on Stage 3 Southern Layout A.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your preference for the southern Stage 3 design development junction at Black Mount. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_008	<p>I attended the above presentation in the Carrbridge Village Hall and I have made some comments below.</p> <p>Lots of detailed information with helpful consultants on hand.</p> <p>The three junctions in the preferred option seem to have been well thought out. Any amendments should take account of the visual impact, efficiency in handling traffic and impact on the ecology.</p> <p>The "German Soldier" rock formation at the Slochd should be considered as a monument and protected as part of the local folklore.</p> <p>There does not appear to be an underpass from Cycle Route 7 to link up with General Wade's Military Road on the opposite side of what will now be a dual carriageway. The current crossing point is approximately at Grid</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your comments with respect to the staff present at the event and we are pleased that you found the information helpful.</p> <p>Your positive comments regarding the Stage 2 preferred junctions at Aviemore South, Granish and Black Mount have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of</p>



Reference	Comment	Response
	<p>Ref NH 83576 25662 and is right at the start of the CNP. Indeed, the gated path is next to the Granite CNP sign when heading South. I appreciate Route 7 continues on at this point next to the Northern carriageway. However, crossing the carriageway gives an alternative route to Tomatin and retains the Historical interest of Wade's Road.</p> <p>Please give consideration to the speed limit during the construction phase. I appreciate disruption is inevitable on such a large project and that the workforce has to be kept safe. This has and will go on for years.</p> <p>Higher speed limits should be allowed outside working hours and during holiday shutdown periods, e.g. Christmas/New Year. 25Km is a considerable distance and I am sure you are aware of the frustrations that were built up over the period last year when the 40 mph was enforced and no work was being undertaken.</p>	<p>environment, engineering, economics, and traffic.</p> <p>As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine these junctions to take account of feedback we have received surrounding traffic priorities, and to reduce the footprint of these layouts. The DMRB Stage 3 design development junctions, which were on display at the exhibition, will be assessed against the criteria listed previously.</p> <p>We are aware of this undesignated feature and at present the mainline widening options on display do not indicate a direct impact. However, the project is not at a sufficiently developed stage whereby we can determine if there will be any impacts to this feature.</p> <p>We have noted the non-motorised user (NMU) route (NCN7) and crossing that you have identified. Your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017. We will also be consulting with various NMU groups during DMRB Stage 3 which encompass walking, cycling and equestrian users.</p> <p>We have noted your comments with respect to speed limits during construction. The need to minimise impacts to road users and local residents during construction is a key criterion that will be considered in the assessment of the project during Design Manual for Roads and Bridges (DMRB) Stage 3. Public consultation provides valuable local information that informs this process and will be taken into</p>



Reference	Comment	Response
		consideration during the detailed design.
Carrbridge_009	Regarding the route and junction options, I prefer the stage 3 design option for the Black Mount junction. It appears to be less complicated, and has a smaller footprint.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your comments regarding the Stage 3 design development junctions at Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Carrbridge_010	<p>Thank you for the further public consultation on the A9 dualling programme covering the section from Dalraddy to the Slochd. As intended it gave us the opportunity to discuss the latest stage in the plans with the (helpful) engineers engaged in the project.</p> <p>Others are probably more capable of making judgements on the junction options since I have little experience of driving a car at these points but I remain concerned about the cycle access between the points, particularly from Carrbridge to Aviemore so that the journey between them can be completed in under 40 minutes and in safe conditions. Of course, completing a cycle journey along this direct corridor is of even more importance to a cyclist than a motorist if time is the main consideration so I feel positioning a tarmacked cycle track beside the widened A9 at the time when the work is being completed makes economic sense and</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the staff present at the event and we are glad that you found the information helpful.</p> <p>Please note that no promise on segregated non-motorised user (NMU) routes has been made by either AMJV or Transport Scotland. In line with the recently published NMU strategy, opportunities for the provision of segregated routes will be considered on a project by project basis taking account of the constraints (engineering and</p>



Reference	Comment	Response
	<p>indicates forward thinking.</p> <p>I await with interest to see if the plans for such a cycle track are included at the next stage of planning and trust this promise is not reneged on at the last minute.</p>	<p>environmental) associated with those projects. Where possible dedicated facilities for NMUs may be accommodated within the final scheme designs where constraints allow and their provision aligns with the strategy.</p> <p>We can advise that we expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017, where we hope you can attend.</p>
Carrbridge_011	<p>A9 Dualling Programme Dalraddy to Sloch Project</p> <p>Firstly, I agree to the mainline option 1a.</p> <p>I have little comment on the Aviemore South and Granish junctions. I use them rarely, but find the preferred junction options acceptable.</p> <p>Regarding the Black Mount junction, the preferred junction looks invasive, as in very spread out, and I have some concern it would get quite confusing as a driver with so many junctions - no less than 5 on a short distance.</p> <p>The southern option is too close to the railway line. In my opinion in the medium term the road passing under the railway bridge with a current height restriction will need some upgrade and I would leave the nearby surroundings clear.</p> <p>The northern layout is by elimination my preferred option with less impact on the land, open flat land will give a better view of the road layout, and less junctions will make it less confusing.</p> <p>I would like to add a further two comments:</p> <ul style="list-style-type: none"> - keep the exit way North for the unclassified road coming from the 	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your comments regarding the Stage 2 preferred junction and Stage 3 design development junctions at Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>In line with the recently published non-motorised user (NMU) strategy, opportunities for the provision of segregated routes will be considered on a project by project basis taking account of the constraints (engineering and environmental) associated with those projects. Where possible dedicated facilities for NMUs may be accommodated within the final scheme designs where constraints</p>



Reference	Comment	Response
	<p>Slochd</p> <p>- in the past, there was a talk of providing an off the road bicycle track alongside the A9, I would like this to be a reality.</p>	<p>allow and their provision aligns with the strategy.</p> <p>We can advise that we expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017, where we hope you can attend.</p>
Carrbridge_012	<p>We totally object to a link road at Slochd junction leading onto the A9 north. We are well aware that when the dualling takes place from Black Mount to Slochd that a lot of traffic will continue to use the old A9 as a rat run, with HGVs, farm tractors and trailers heading onto the new dual A9 at Black Mount. We know all other vehicles (cars etc.) will not sit behind slow moving traffic heading onto the A9 north when they know they can now use a long rat run.</p> <p>We have also asked on previous correspondence what traffic calming will be put in place when the roadworks commence on the dualling? A police sergeant, who is now retired, told me many years ago, that if a police person or a council official lived here that some form of traffic calming would have been in place years ago.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>The A9 dualling programme will bring several benefits for locals and road users. The programme will lead to:</p> <ul style="list-style-type: none"> • journey time reductions between Inverness and the Central Belt and improved journey time reliability • improved operational effectiveness of the A9 and ability to respond to accidents • reduced numbers and severity of accidents • lower driver frustration <p>Therefore, it is anticipated that once the A9 dualling is complete, traffic using the local road network in the manner you have described will decrease, as overtaking opportunities on the fully dualled carriageway will be easier.</p> <p>The need to minimise impacts to road users and local residents during construction is a key criterion that will be considered in the assessment of the project during Design Manual for Roads and Bridges (DMRB) Stage 3. Public consultation provides valuable local</p>



Reference	Comment	Response
		<p>information that informs this process and will be taken into consideration during the detailed design.</p> <p>Your comments regarding traffic-calming measures on the local road network have been noted. Operation and maintenance of the local road network is the responsibility of The Highland Council.</p> <p>Proposals on accesses and side roads will be made available at the next public consultation event in autumn 2017. In advance of these events, we are planning to arrange a meeting to discuss the access proposals to your property at the Slochd. We will be in touch with you in due course to arrange this.</p>
Carrbridge_013	<p>I wish to comment on the latest public exhibition on A9 Dualling held in Carrbridge Village Hall.</p> <ol style="list-style-type: none"> 1. Blackmount Junction - I strongly favour the option suggested with the tunnel under the A9 for access to and from the northbound A9. This has a smaller footprint than the original "stop/go" design with its nonsensible junction features. 2. Granish Junction - I am opposed to the suggested extension to the carriageway being on the east side of the carriageway. This encroaches into the settlement and amenities of Aviemore and would be much more sensibly routed to the west of the road. 3. Slochd access - I would advocate a "left off/left on" facility to the north of the settlement. 4. Blackmount Junction - I remain totally opposed to the ugly initial proposal. 	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Your comment regarding the Stage 2 preferred junction at Black Mount has been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine these junctions to take account of feedback we have received surrounding traffic priorities, and to reduce the footprint of these layouts. The DMRB Stage 3 design development junctions (which we note you favour with respect to the Black Mount south option) will be assessed</p>



Reference	Comment	Response
		<p>against the criteria listed previously.</p> <p>With regards to mainline widening in the vicinity of the Granish and Aviemore area, please note that the preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities</p> <p>Your comment with regards to a left-in / left-out junction at Slochd has been noted. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, consideration is being given to specific access arrangements. In the coming months, we will be consulting with landowners, The Highland Council and emergency services to identify the most appropriate treatment of any realigned accesses or side roads.</p>
Carrbridge_014	<p>We are supportive towards the proposed option for the Blackmount, Carrbridge North Junction. However, we are not supportive and object to the proposed option for the Granish Aviemore North junction.</p> <p>Blackmount Carrbridge North</p> <p>We support the option titled Stage 3 Design Development Southern Junction Option. We make the following comments:</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with regards to the southern Stage 3 design development junction at Black Mount. Your feedback</p>



Reference	Comment	Response
	<ul style="list-style-type: none"> • We are pleased that four way north and south bound access and egress is provided. • We ask that lighting is included in the underpass section. • We ask that suitable signage is included to clarify the routing of Cycle Route 7 through the junction. • We are pleased that the minor road coming from the Slochd gives way to the exit road coming from the A9 and ask you to clarify that this is the intention. <p>Grainish Aviemore North</p> <p>This junction is the main route to the village from the south.</p> <p>We ask that the references to mapping inaccuracies are resolved. The arrangements fail completely to address the dangerous T junction to the A95 Aviemore Grantown road.</p> <p>The current T junction off the A95 is a dangerous movement of traffic. The arrangement makes no allowance for the profile of traffic making the right or left turn at the junction. Large lorries and tankers regularly use the junction heading to the Speyside whisky distilleries, farmlands and wood processors. The white lining is regularly rubbed away due to the turning trailers leaving the stop line indistinct and several occasions I have witnessed vehicles overshooting the give way lines, mistaking for the south bound right turn painted holding area.</p> <p>The route connects the A9 to the north east of Scotland, Aberdeen and Aberdeenshire. The movement of small and large vehicles, we feel, can be better managed and made safer by the provision of a single roundabout managing traffic leaving and entering the A9 and the through traffic on the A95.</p> <p>Thank you for the opportunity to make comment and look forward to</p>	<p>with regards to lighting and signage will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>With regards to Black Mount and the A938 / Slochd Road interface, the connections with the side road network at this location are subject to further development during DMRB Stage 3. We can confirm that at this stage, it is our intention to change the traffic priorities at this location to give the A938 traffic priority over the Slochd road traffic.</p> <p>Additionally, we have noted your concerns regarding the Granish and A95 interface and can advise that this has also been brought to our attention by members of the public. After an assessment of existing and predicted traffic flows, the predominant vehicle movements at this location are from Aviemore to Grantown. The A95 connection to the A9 at Granish is subject to further development during DMRB Stage 3 and your feedback in this regard is appreciated. Proposals on the layout and configuration of all connections will be made available at the next public consultation event in autumn 2017.</p>



Reference	Comment	Response
	continuing future consultations.	
Grantown_001	<p>Stage 3.</p> <p>I very much agree with the Blackmount Junction. To use the southern Junction.</p> <p>To go below the A9 is very much acceptable and less noticeable than over the top</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your preference for the southern Stage 3 design development junction at Black Mount. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
Grantown_002	A lay-by on Slochd Beg road at Blackmount Junction suitable for Car-Sharing.	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>We have noted your request for a lay-by on the Slochd Beg road suitable for car sharing at the Black Mount junction. This will be considered in the detailed design and assessment of lay-by provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to lay-by provision at the next round of public engagement events planned for autumn 2017.</p>



Reference	Comment	Response
Grantown_003	<p>Very helpful staff who patiently explained the project and how it was going to be completed. Good luck with the project.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions and taking the time to provide positive feedback.</p>
Grantown_004	<p>The intention to add the new carriageway on the south side where possible seems correct.</p> <p>The latest design for Aviemore South Junction is good and the Granish Junction acceptable.</p> <p>The southern layout now proposed for Black Mount is a far better option than the possible northern layout. The A938 is already at a low level as it passes under the railway and to then cross under the A9 makes a far less intrusive construction. This layout also makes the approach to the A9 the straight-ahead option and only local traffic would need to turn right for the U2400, along with the occasional vehicle heading South onto the A9 here.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management <p>best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal</p> <p>We have noted your comments regarding the Stage 3 design development junctions at Aviemore South, Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will</p>



Reference	Comment	Response
		<p>be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p>
<p>Grantown_005</p>	<p>Just a quick note regarding the event on Friday. It was well organised as always, so well done. I thought the display worked well too. It seemed well attended.</p> <p>I though it worth just recording my thoughts about the preferred route. I have no particular issues with the route itself as it pretty much follows what we felt was the best option and it is clear you have done your best to avoid dwellings. The two northern junctions are developing well from my perspective and I can see that a lot of new thinking has gone into them. I particularly like the underbridge at Black Mount. The Aviemore South Junction is, however, a concern because of the impact upon the woodland. It is one of very few Aspen hoverfly sites in the UK and so impact upon the species may be very significant.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your positive feedback regarding the Stage 3 design development junctions at Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>With respect to Aviemore South junction, we have taken on board your comments and concerns with respect to the Aspen Hoverfly site</p>



Reference	Comment	Response
		and are currently working on refinement to this junction layout to understand if this priority species can be avoided without compromising other constraints in the area.
Grantown_006	<p>Thank you for the recent exhibition at Carrbridge and for giving us the opportunity to comment.</p> <p>We wish to comment on the designs for the Black Mount Junction.</p> <p>We are frequent users of this junction traveling between Carrbridge and Inverness.</p> <p>The junction as proposed seems over complicated and inconveniences people joining and leaving the A9 from the A938, appearing to give preference to users of the minor road to Slochd which carries far fewer vehicles than the A938.</p> <p>The proposed layout entitled "Southern Layout" seems to work much better, A938 traffic could flow through this junction faster, wasting less energy in braking and accelerating, and, as it appears less complicated, we would imagine it will be safer.</p> <p>The proposed "Northern Layout" is highly undesirable as it involves a 360 degree turn for vehicles travelling North. Having experienced junctions like this further south, they are awful, potentially causing disorientation and nausea to drivers and passengers joining the A9 as well as unnecessary excessive tyre wear.</p> <p>We would be grateful if you could take our preference for the Southern Layout into account.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Your comments regarding the Stage 2 preferred junction at Black Mount have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine these junctions to take account of feedback (such as yours) we have received surrounding traffic priorities, and to reduce the footprint of these layouts. The DMRB Stage 3 design development junctions will be assessed against the criteria listed previously. Your preference for the southern DMRB Stage 3 design development junction option has been noted and we will consider this as part of our ongoing assessments.</p>
Inverness_001	Impressive exhibition with well-presented information on plan and	Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the



Reference	Comment	Response
	<p>satellite photography.</p> <p>My observations mainly relate to the proposed junctions and the commitment to grade separation. To have full blown motorway type junctions are unnecessary as junction flows are modest. I therefore favour the lower cost solutions despite a reduction in speed of manoeuvres. This type of junction was promoted 30 years ago in a TRRL report. However, the possibility of reducing acceleration /deceleration lanes in depth should not be considered as traffic would be negotiating tighter curves when entering and leaving these junctions.</p> <p>Next question is when!!</p>	<p>consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the staff present at the event and we are glad that you found the information helpful.</p> <p>We have noted your comments regarding the Stage 3 design development junctions at Aviemore South, Granish and Black Mount. Your feedback will be considered as we look at developing and refining these layouts during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>With regards to ‘when’, the timescales for the start of construction work on this project are not known at this time. The statutory process stage is scheduled to be complete by the end of 2018 and construction of the whole route Perth to Inverness is to be completed by 2025.</p>
Inverness_002	<p>Thank you for the opportunity to see the latest design proposals My concerns lie with the Aviemore south and North junction layouts. I use the Granish junction with the A95 a lot. The preferred layout is better than the Stage 3 Design. The use of tight bends for traffic leaving and joining the A9 is unsafe especially in winter conditions. Traffic should decelerate in a straight line to a roundabout or T-junction</p> <p>The A95 carries a lot of heavy traffic with the last overtaking</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for the Stage 2 preferred junction at Granish has been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under</p>



Reference	Comment	Response
	<p>opportunity at Dulnain Bridge (5miles North). The roundabout design only requires 2 turns (right and left) to head south. The Stage 3 design has 4 turns leading to more frustration and dangerous overtaking on joining the dual carriageway. I would recommend that only a diamond or dumbbell layouts be used for both north and south junctions. A better Junction with the A95/B9152 is also needed. The Granish Junction is the first major exit after 80 miles from Perth. It is where all Moray traffic (HGVs, cars and tourist) leave or join the A9.</p>	<p>the headings of environment, engineering, economics, and traffic. Your comments with regards to the A95 and B9152 connections have been noted. The connections with the side road network at the B9152 (Aviemore South) and A95 (Granish) are subject to further development during Stage 3. Proposals on the layout and configuration of these connections will be made available at the next public consultation event in autumn 2017.</p>
Inverness_003	<p>Great exhibition, very informative and well laid out. I would like it if you left the Slochd Junction as a left in/ left out because the Carrbridge – Slochd road is a good road to drive on and it would be a shame to have access to and from the A9 (N) closed off. I imagine it is too late but a left in/ left out at Tomatin South junction would be good also as it gives a break from driving on the A9 and adds some variation to the journey.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions and are glad you found it a useful event. Your comment with regards to a left-in / left-out junction at Slochd has been noted. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, consideration is being given to specific access arrangements. In the coming months, we will be consulting with landowners, The Highland Council and emergency services to identify the most appropriate treatment of any realigned accesses or side roads. With regards to the Tomatin South junction, an announcement was made by the Tomatin to Moy team at drop-in events on the 18th and 19th of May 2017. The Tomatin South will be retained as a left-in/left-out junction; please refer to the following link to view the most up-to-date proposals on the Tomatin to Moy project: https://www.transport.gov.scot/projects/a9-dualling-perth-to-</p>



Reference	Comment	Response
Kingussie_001	Feel preferred route is a good compromise. Good that Aviemore Central Junction not being considered. Layouts of Junctions good. Feel this is very positive.	<p>inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>Thank-you for your positive comments with respect to the preferred mainline widening option 1a. This option is preferred as it:</p> <ul style="list-style-type: none">• avoids direct impacts on residential properties• has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR)• has the least impact on Alvie SSSI• has a lower number of crossovers during construction, simplifying construction and traffic management• best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>We have noted your positive comments surrounding the discounted Aviemore Central junction. The potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p>
Environmental_001	<p>Thank you for allowing us to comment on the Dalraddy to Slochd Stage 3 Consultation for this section of A9 dualling.</p> <p>We welcome the 3 Stage approach that Transport Scotland is taking with dualling the A9. This approach helps to minimise adverse impacts to the</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p>



Reference	Comment	Response
	<p>environment and recognises the need to mitigate for environmental impact.</p> <p>The Dalraddy to Slochd section of the A9 program is of great concern as this section passes through the Craigellachie National Nature Reserve (NNR), Kinveachy Forest and Loch Vaa Special Protection Areas (SPA), and Kinveachy Forest and River Spey Special Areas of Conservation (SAC) and other sites (both designated and non-designated).</p> <p>Transport Scotland has a duty (under the Nature Conservation (Scotland) Act 2004) to exercise conservation and biodiversity functions within the remit of the A9 dualling program. We understand that this will present great challenges to the A9 Dualling team.</p> <p>Please find our comments below on the preferred Mainline Option and Junction Options for the Stage 3 DMRB process as presented at the public exhibition.</p> <p>Comments on the Preferred Mainline Option</p> <p>We are pleased to see that Mainline Option 1a has been accepted as the preferred route option. This option includes a predominant southbound widening which 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 as it causes the least habitat fragmentation to woodland habitats.</p> <p>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 breeding wading and</p>	<p>Thank-you for your positive comments with respect to the preferred mainline widening option 1a. As you have noted in your response, this option is preferred as it:</p> <ul style="list-style-type: none"> • has the least impact on Craigellachie Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) • has the least impact on Alvie SSSI <p>Additionally, option 1a:</p> <ul style="list-style-type: none"> • avoids direct impacts on residential properties • has a lower number of crossovers during construction, simplifying construction and traffic management • best overall earthworks balance by reducing impacts associated with transporting material to and from site and waste disposal <p>Your positive feedback regarding the Stage 2 preferred junctions at Aviemore South and Granish have been noted. For all of the junction locations, we have selected the preferred option based on a robust assessment against criteria under the headings of environment, engineering, economics, and traffic.</p> <p>We have noted your comments with regards to the Stage 2 preferred junction at Black Mount, for the reason that this requires a large land take. As part of our ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are looking to develop and refine these junctions to take account of feedback we have received surrounding traffic priorities, and to reduce the footprint of these layouts. The DMRB Stage 3 design development junctions, which were on display at the exhibition, will be assessed against the criteria listed previously.</p> <p>We welcome your interest in participating in habitat mitigation</p>



Reference	Comment	Response
	<p>wintering birds using this area.</p> <p>Comments on the Preferred Junction Options</p> <p>Aviemore South grade-separated junction and the Granish grade-separated junction are our preferred options.</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 adverse landscape impact on the surrounding landscape and reduce the amount of land take from ancient woodland.</p> <p>We would also like Transport Scotland to ensure that the issues and concerns we raised in our last response are addressed in the stage 3 EIA process. We would like to continue positive discussions with Transport Scotland and the Consultants as the project develops as we believe this will lead to the best possible outcomes.</p>	<p>related discussions and will be sure to extend an invitation to the relevant workshop(s) when we reach that stage.</p>
Tomatin_001	<p>We are concerned at the possible closure of the B336 junction at the Slochd.</p> <p>We submit that it is important for this junction to remain open to allow traffic to exist the A9 northbound onto the B336 + for traffic to access the A9 southbound at Slochd.</p> <p>In addition to use by residents, a significant volume of traffic comes to Tomatin and the Glen from the south, including numerous delivery lorries and vans, service and school buses and hundreds of visitors en-route to the Glen and Coignafearn. The B336 has also been used as a diversion route when the Slochd dual carriageway has been closed for gritting or due to RTCs.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Please note that the Tomatin South junction is not part of the Dalraddy to Slochd project, and is being considered as part of the Tomatin to Moy project.</p> <p>With regards to the Tomatin South junction, an announcement was made by the Tomatin to Moy team at drop-in events on the 18th and 19th of May 2017. The Tomatin South will be retained as a left-in/left-out junction; please refer to the following link to view the most up-to-date proposals on the Tomatin to Moy project:</p>



Reference	Comment	Response
	<p>It is important to note that there is nowhere in Tomatin village to the south for buses and HGVs to turn. If buses cannot exit at Slochd there is a risk of the village losing its bus services (dependent on by an increasingly elderly population) and school buses would be unable to enter from the south (as they currently do).</p> <p>In addition, if southbound traffic from the south side of the village, the Glen, Clune and Raigbeg was required to travel through the village to access the A9, it would seriously increase traffic flows in an already busy area (due to the confluence of several needs – from 4 housing developments, the school, the shop, village hall and sports centre). For the above reasons, we ask for an assurance that the Slochd junction will remain for access. It is not a complex junction and should not present problems for your engineers and designers.</p>	<p>https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p>
Nethy_001	<p>Thank you for presenting along with other members of the team the most recent proposals for the three junctions in Strathspey, Aviemore South, Granish and Black Mount recently in Aviemore.</p> <p>We feel that the designs largely meet our hopes and aspirations.</p> <p>We are keen that the Slochd Junction at Black Mount follows the South option ie. The underpass option which then comes up to join the dualled A9. This option will fit in to the landscape much better than a flyover and will be mostly hidden by trees while allowing on and off traffic from both south and north. We appreciate the ‘stubs’ or roads to nowhere being removed from previous design options.</p> <p>By being prepared to deviate from standard enables the side road to Carrbridge to have priority instead of the weight limited road to Slochd Cottages.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you and your members for your attendance at these exhibitions.</p> <p>We have noted your support for the southern Stage 3 design development junction at Black Mount and we are happy to have addressed the communities’ concerns surrounding the “stubs to nowhere” at this location by introducing the new junction layouts. Your feedback will be considered as we look at developing and refining this layout during our Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. As with the DMRB Stage 2 preferred junction layouts, the DMRB Stage 3 design development junctions will be assessed against criteria under the headings of environment,</p>



Reference	Comment	Response
	<p>This option received unanimous approval.</p> <p>The Granish /A95 junction has been much improved with the most recent options.</p> <p>We have one concern here which still relates to the junction itself joining with the A95. It is still felt that this should be a roundabout and not as presented as a 'T' junction. It is hoped that at the next stage this roundabout can be incorporated. Most heavy traffic at this junction is either going to or coming from the A9.</p> <p>By removing the stubs on the junction, we believe that traffic will flow much more smoothly without unnecessary 'T' junctions.</p>	<p>engineering, economics, and traffic.</p> <p>With regards to Granish / A95, the connections with the side road network at the B9152 (Aviemore South), A95 (Granish) and A938 (Black Mount) are subject to further development during DMRB Stage 3 and we thank you for your feedback in this regard. Proposals on the layout and configuration of these connections will be made available at the next public consultation event in autumn 2017.</p>
Unknown_001	<p>Please accept this letter as my formal objection to the proposed route of the A9 as it passes Aviemore to the north.</p> <p>There are numerous reasons for this:</p> <ul style="list-style-type: none"> • Noise and fumes • The aesthetic, ruining the views which the Cairngorm National Park has to offer. • Cutting down of existing trees. <p>The list does go on and on.</p>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments with regards to the mainline widening as it passes Aviemore. We should clarify that at this stage your feedback does not form a formal objection, which has a specific meaning in the Statutory Process. We would advise that we intend to publish the Environmental Statement and draft Orders associated with the project in 2018 and this marks the start of the formal Statutory Process. It is at this time that the public will be able to formally comment on proposals. After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement. Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before</p>



Reference	Comment	Response
		<p>the project can proceed. Should a PLI (if required) find in favour of Transport Scotland / the Scottish Ministers, this would allow Orders to be made which, if unchallenged, would permit the project to be constructed. There are more details on the process on Transport Scotland's website at</p> <p>https://www.transport.gov.scot/road/promoting-new-trunk-roads</p> <p>The preferred route has been selected in order to obtain a balance that minimises impacts on Craigellachie (a National Nature Reserve and Site of Special Scientific Interest) and to avoid direct impacts on residential buildings. Mainline option 1a provides the best overall earthworks balance, which considers the overall cut and fill requirements of the project. Where possible, an earthworks balance would be targeted in order to reduce the impacts associated with transporting material to and from the site and waste disposal. The preferred route also has a lower number of carriageway crossovers, simplifying construction and therefore minimising disruption to road users and adjacent communities.</p> <p>Building on the Design Manual for Roads and Bridges (DMRB) Stage 2 visual impact assessment, a detailed assessment of the refined preferred option will be carried out during DMRB Stage 3. The DMRB Stage 3 assessment will include the development of detailed and specific mitigation measures relating to both construction (e.g. screening and minimisation of artificial lighting) and operational (e.g. tree planting and sensitive slope profiling to achieve best 'landscape fit') phases.</p> <p>In addition to this, a detailed assessment of operational noise levels, involving computer modelling and using the projected traffic flow</p>



Reference	Comment	Response
		<p>data, will be carried out once the preferred option detailed design is sufficiently developed. An assessment of temporary noise impacts arising from construction activity will also be undertaken. Appropriate noise mitigation measures will be identified, where required, and options might include noise barriers or earth bunds, in addition to embedded mitigation in the form of lower noise road surfaces. An Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of this and details of any essential noise mitigation will be reported in the Environmental Statement.</p> <p>Similarly, air quality will be subject to a detailed assessment during DMRB Stage 3 to understand the baseline of air quality in the project corridor. We will then carry out calculations to understand any impacts to air quality during and post-construction with respect to current legislation, and then make recommendations for mitigation if required. As with noise, an Environmental Impact Assessment will be undertaken as part of DMRB Stage 3 and the outcomes of our air quality assessment will be reported in the Environmental Statement.</p> <p>We have noted your comments with regards to retaining mature trees. Whilst we will endeavour to maintain as many trees as possible along the route, the nature of the A9 dualling project means that some tree removal is required. As part of our DMRB Stage 3 assessment, we will be looking at mitigation measures and opportunities for new tree planting including compensatory planting where appropriate.</p>
NMU_001	Comments on NMU routes from exhibition on 2nd March 2017 in Aviemore.	Following the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore and Carrbridge in March 2017 and the closing of the



Reference	Comment	Response
	<p>The design for this section is not so far advanced with this part of the scheme as at other sections. In fact, the Engineers were not in a position to decide which NMU routes would be preserved, nor where crossings would be sited. As a result, there wasn't so much to learn, but we welcome this opportunity to express our concerns –</p> <p>From south to north:</p> <ol style="list-style-type: none">1. I pointed out 2 places north of Loch Alvie, where mountain bikers cross the A9. It would be helpful if one or both could have underpasses. As they are close together; I reckon one would suffice.2. The Aviemore South Junction will provide access to the Burma Road (HB45) for those using paths from the Kincaig direction, so hopefully a pavement will be provided, wide enough to accommodate cyclists.3. We have previously advised that walkers and mountain bikers want the path (HB83) running from Aviemore just east of the roundabout on the B9152 to Lynwilg to be preserved, since it is well used and is a pleasant off road route from Aviemore, accessing the Burma Road (HB45). We emphasised again the route's importance to NMUs, while recognising that this location involves a "pinch point". The route uses an underpass which provides access to some housing on the north of the A9; this will undoubtedly be replicated when the A9 is dualled. The chosen alignment of the dualled A9 gave some concerns that this route might be lost.4. NMU access via an underpass will, it would appear, be provided to give access to Craigellachie close to Loch Puladdern.5. High Burnside - new houses - as well as an underpass for vehicles, at present there are 2 pedestrian underpasses about 200m and 300m approx to the west. The engineer to whom I spoke asked if the public used these; I assured him that they were well used, as part of circular	<p>consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at these exhibitions.</p> <p>As acknowledged in your response, Atkins Mouchel Joint Venture (AMJV) did not have proposals for non-motorised user (NMU) routes / accesses / rights of way on display to the public at these exhibitions. However, as always, your feedback in this regard is valuable and will be helpful to informing the detailed design and assessment of NMU provisions for the Dalraddy to Slochd project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. We expect to be able to report on our initial work with regards to NMU provision at the next round of public engagement events planned for autumn 2017 and we hope you're your representatives will be able to attend these events.</p>



Reference	Comment	Response
	<p>walking routes from Aviemore centre. I suspect that they might be reduced to a single NMU underpass, but I stressed that they showed evidence of regular use. This also applies to the Aviemore Orbital Path, which runs close to the A9 at present alongside the southbound carriageway. I wondered if this area would be helped by some sound deafening fencing. Elsewhere in Aviemore, earthen walls about 2 metres high have been used for this purpose, but there is insufficient room here to use earthen walls. There is considerable noise from the A9 at present, which is unfortunate for a village which depends on tourists.</p> <p>6. Granish Junction - I was puzzled about the planned layout of the junction, with a little road end pointing uphill. Later I worked out that this had probably been included to facilitate access to the forestry plantations, when they mature at some point in the future.</p> <p>7. Avielochan – I was advised that an underpass would be provided so that the farmer could feed his animals on pasture on the north of the A9. At present, he crosses at grade (before light in winter, when the road is less busy) which is dangerous. We are relieved, both for the farmer and because this underpass will provide access for walkers and mountain bikers, although the recorded line of right of way (HB48) here is affected by forestry. I appreciate that SNH have concerns because this area is less visited, and Capercaillie are being encouraged to nest around here. We have previously advised that this underpass will be part of a right of way from Boat of Garten towards Strathdunain. Moving the crossing of the A9 from an at grade crossing at Avielochan Farm to an underpass some distance to the north will mean, on either side of the road, provision for a pavement will be absolutely necessary for safety reasons.</p> <p>8. Kinveachy: exactly what will happen here is yet to be decided. The</p>	



Reference	Comment	Response
	<p>track from the A95 to Kinveachy Lodge rises to an underbridge under the railway, and steeply again to cross the A9 at grade. We emphasised that this is an important crossing for General Wade's Military Road (right of way HB47). I am hopeful that an underpass will be provided.</p> <p>9. There are a couple of crossings at grade between Kinveachy and Carrbridge, but as they don't lead anywhere in particular, I suspect the engineers will only respond to the Forestry Commission Scotland's request for an underpass.</p> <p>10. It is very likely than an underpass will be provided at Dalrachney, which will allow a pleasant circular walk from Carrbridge involving the Sluggan Bridge to be kept open. I have pointed out previously that this circular walk is publicised in the press and locally. The crossing to Carrbridge at present is at grade.</p> <p>11. There are 3 proposals for the Black Mount Junction, of which the preferred route seems the best as it has the least effect on the landscape. It will significantly slow down the speed of traffic joining from Carrbridge and Grantown, which may not please everybody.</p> <p>12. Slochd: what will happen here is yet to be decided.</p>	

Contact name: Keith Cornwall
Office address: 200 Broomielaw, Glasgow, G1 4RU

Email: keith.cornwall@atkinglobal.com

Telephone: 0141 220 2065