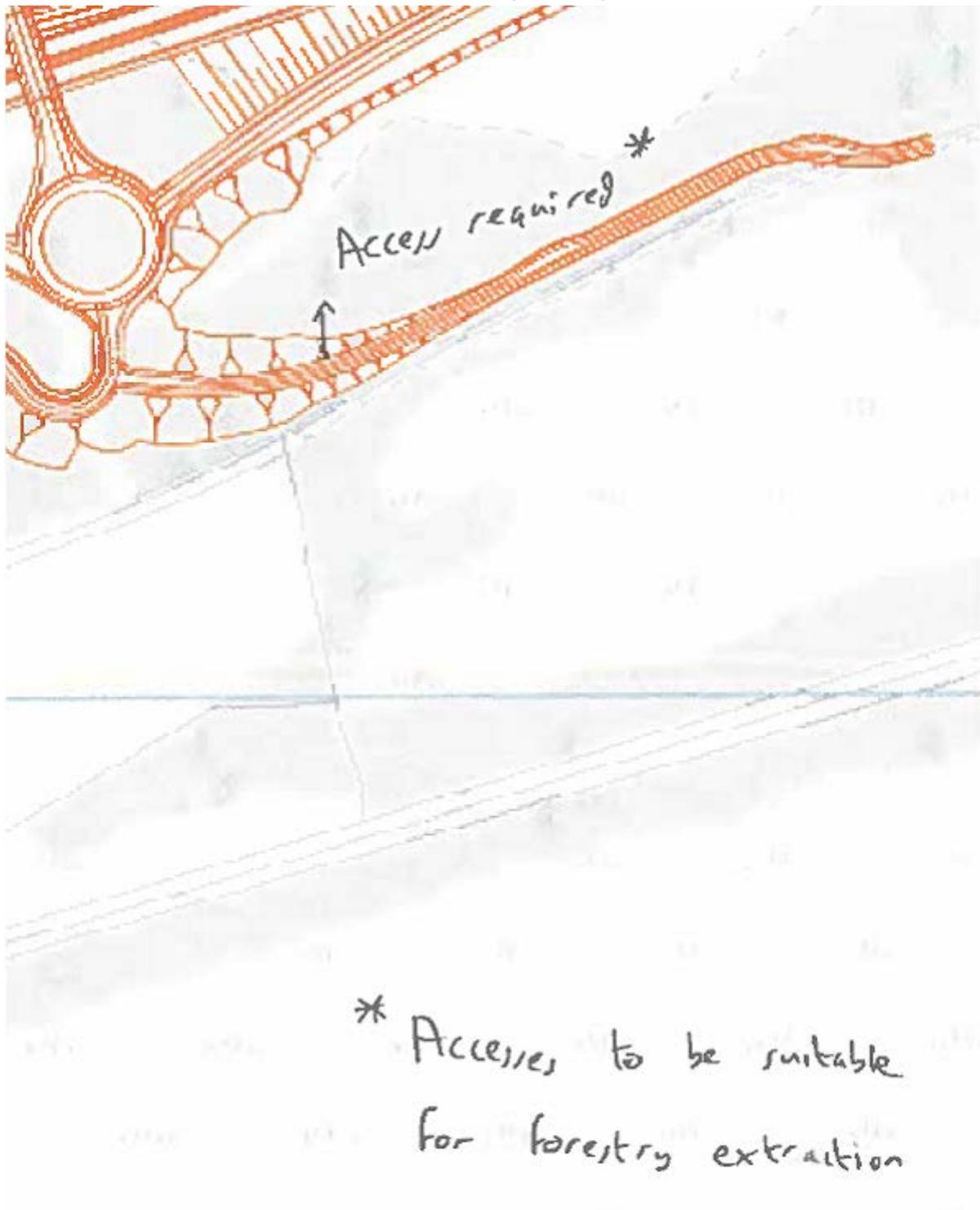


12 May 2016 - Extract from Consultation meeting notes between Jacobs and the Cawdor Maintenance Trust.

Discussions then moved on to access - the location of existing accesses and proposed location of any new accesses required as a result of the scheme. Refer to attached marked up land plans.



* Accesses to be suitable for forestry extraction

6 September 2016 - Extract from Consultation meeting notes between Jacobs and Cawdor Maintenance Trust's Agent.

AD highlighted the need for a field access to plot 0213 immediately north of [REDACTED] and south of the new A96. [REDACTED] (MI) to identify a location for the access and gain approval from landowner. Design team to include access in model.

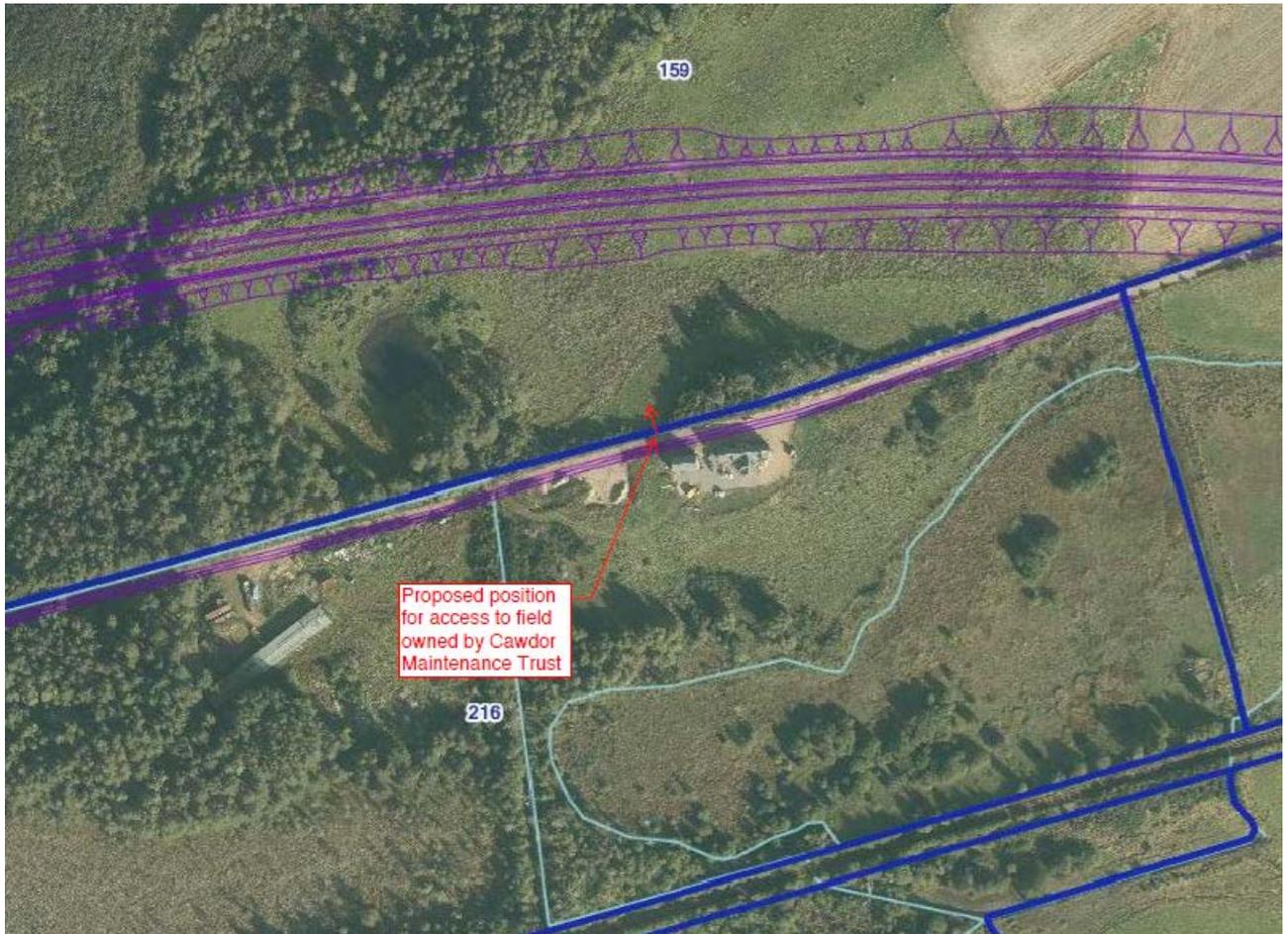
8 September 2016 - Extract of e-mail from Jacobs to the Cawdor Maintenance Trust's Agent.

- I've reviewed potential access locations for the land owned by Cawdor Maintenance Trust immediately north of North Kildrummie Farm. See attached for suggest location. It would be much appreciated if you could review this position and confirm if this is likely to be acceptable.

Kind Regards,

[name redacted]

[name redacted] | Jacobs | Principal Engineer Highways | 01463 [number redacted] | [\[email redacted\]@jacobs.com](mailto:[redacted]@jacobs.com) |



22 September 2016 – E-mail from Jacobs to Cawdor Maintenance Trust’s Agent.

From: [name redacted]

Sent: 22 September 2016 16:46

To: [name redacted]

Subject: A96 Inverness to Nairn - Cawdor Maintenance Trust drawings (PE: 0159)

[name redacted]

Please find attached a copy of the plans discussed at our meeting on 6th Sept 16 in relation to the Cawdor Maintenance Trust.

Did you manage to review the suggested access position to CMT land across from the [redacted] as per my email of 8th Sept 16.

Kind Regards,

[name redacted]

[name redacted] | [Jacobs](#) | Principal Engineer Highways | 01463 [number redacted] | [\[name redacted\]@jacobs.com](#) |

26 September 2016 – E-mail from Jacobs to Cawdor Maintenance Trust's Agent.

From: [name redacted]

Sent: 26 September 2016 09:12

To: [name redacted]

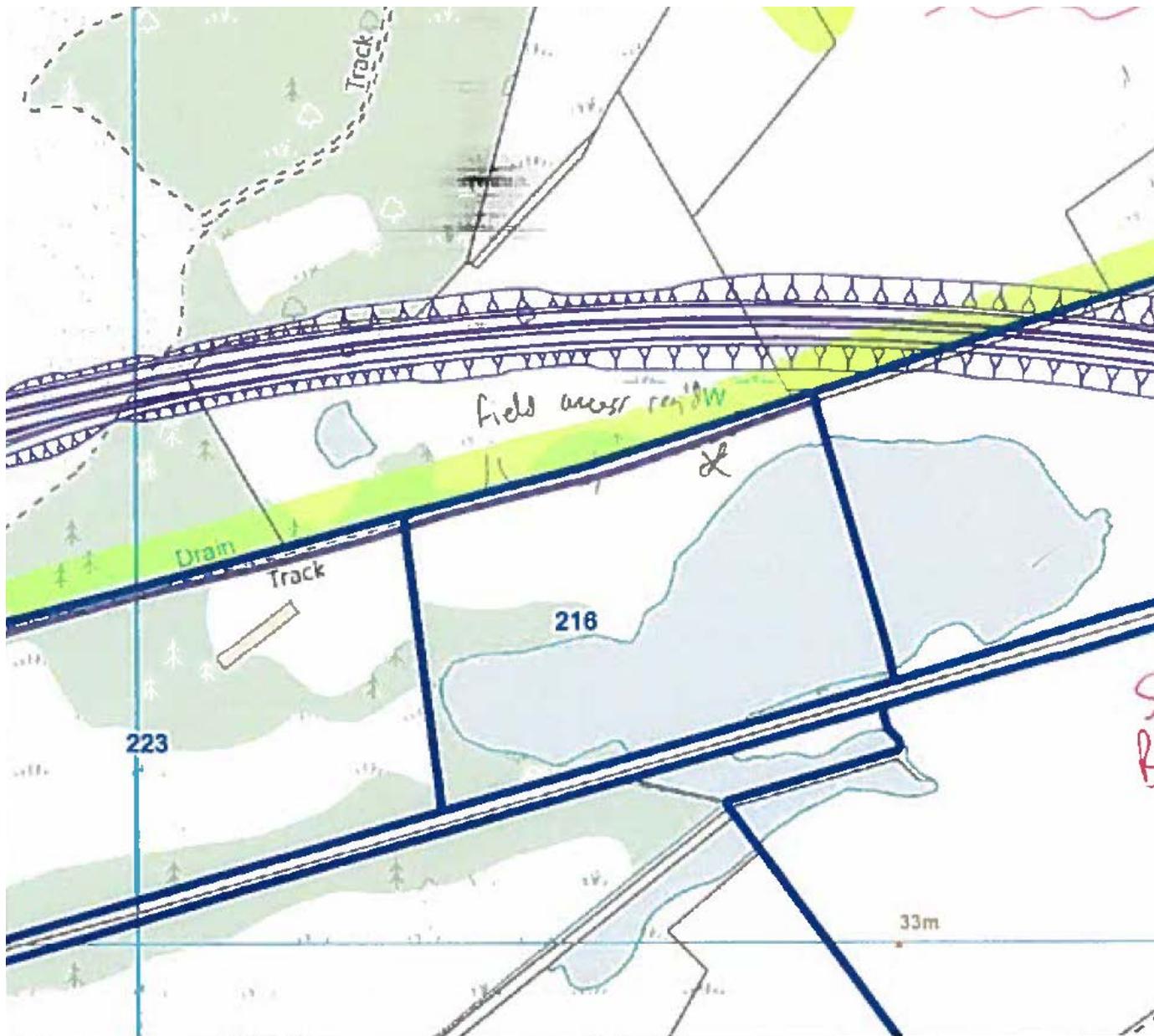
Subject: FW: A96 Inverness to Nairn - Cawdor Maintenance Trust drawings (PE: 0159)

[name redacted]

Apologies, I attached the wrong file to the email below. The plans are now attached.

Regards,

[name redacted]



30 January 2017 – Extract from Cawdor Maintenance Trust objection letter.

New Means of Access

As a result of the scheme, a number of new “means of access” are proposed to be created. Our clients have several concerns in relation to these, as follows:-

- it is not clear as to the arrangements for maintenance of any new means of access, particularly where these are shared with other users. Clarification is required on this point.
- where new means of access to field areas are being created, the draft CPO indicates that small areas of land are to be acquired for this purpose. Our clients would query the need for these areas of land to be acquired and would also question whether such new field accesses do need to protrude into working field areas as much as the draft CPO plans seems to suggest.

31 July 2017 – Extract from Transport Scotland objection response letter.

6. New Means of Access

Transport Scotland notes your concern regarding future maintenance of the proposed New Means of Access, particularly where these are shared with other users. As the land required to construct the proposed New Means of Access is included in the CPO, it will be owned by the Scottish Ministers following completion of the proposed scheme, and maintenance will be undertaken by the Scottish Ministers in line with their obligations as landowner. If, following construction of the proposed scheme, part or all of the land purchased for the construction of the New Means of Access is deemed surplus to requirements, the Scottish Ministers may offer to sell this land (including sections of the New Means of Access where relevant) back to your clients in line with the Crichton Down rules, subject to suitable burdens being put in place to protect the future access rights of other users where relevant.

We note your clients' concerns in relation to the proposed access to field areas and the associated small areas of land included in the CPO. A number of the field accesses require a longer length of access and 'protrude' into the working field due to the level differences between the connecting side road and field. The field accesses have been located taking into account landowners requirements, road safety, accessibility and to minimise land purchase. In some cases, it has been necessary to locate an access away from level ground in order to provide a safely accessible location. In these instances, where the field and adjacent side road are at different levels, it has been necessary to purchase sufficient land to construct a track at a suitable gradient to connect the two. If, following construction of the proposed scheme, part or all of the land purchased for the construction of these accesses is deemed surplus to requirements, we may offer to sell this land back to your clients.