

8 People and Communities – Community and Private Assets

This chapter considers the impacts of the proposed scheme on community and private assets, including land and property. Current land uses in the study area include residential, commercial and industrial, and areas supporting agriculture, forestry and sporting interests. The main settlement in the study area is Pitlochry, the predominant land use in the study area is agriculture with parcels of forestry and woodland.

The development of the proposed scheme design has sought to avoid impacts on community and private assets, where possible. Additional mitigation measures to reduce residual construction and operational impacts have been developed.

The proposed scheme would require the loss of approximately:

- 10ha from residential, commercial and industrial land and including the demolition of two properties, one of which is residential and the other is an educational facility (Tigh na Beithe and Craiglunie, respectively);
- less than 1ha from development land allocations and planning applications;
- 28ha of agricultural land;
- 31ha of forestry;
- less than 1ha of sporting; and
- 4ha of other land of which less than 1ha is from land in unknown landownership.

Residual impacts of Moderate and Moderate/Substantial significance are anticipated as a result of land-take at two residential properties; Greengates (from parcel of woodland) and Faskally Cottage West. In addition, impacts of Substantial significance are anticipated due to the acquisition and potential demolition of two properties; Tigh na Beithe (residential property) and Craiglunie (an educational facility).

Impacts of the proposed scheme for residential, commercial and industrial properties result from change to the current access arrangement to/from properties. Significant residual impacts on nine groupings of residential properties and five commercial/industrial properties have been identified as a result of change in vehicle access. The probable impact of the proposed scheme on business viability for affected commercial/industrial business has also been assessed, with the majority of impacts being not significant. Pitlochry Boating Station and Café has been assessed as significant Adverse impact on likely future viability during construction.

No significant impacts on community land, community facilities or community severance have been identified.

There is expected to be less than 1ha of land-take from development land allocations and extant planning applications as a result of the proposed scheme. This is expected to have a significant Adverse impact on one development land allocation (Fonab Business Park) and one extant planning application (3 business units at Fonab Business Park).

Significant residual impacts have been identified on three agricultural, forestry and sporting interests (West Haugh of Dalshian Farm, Fishing Rights at West Haugh (construction only) and The Bruar Trust (fishing rights during construction only) as a result of permanent land-take, loss of boundary features, disruption to field drainage system and temporary disturbance to fishing rights. Of the agricultural and forestry land-take described above, there is the potential to return approximately 5ha of land to agriculture and retain approximately 7ha of forestry. Return of this land to agriculture or retained as forestry would meet land interest requests, but would not change the reported significance of impacts on agricultural, forestry or sporting interests.

8.1 Introduction

8.1.1 This chapter presents the DMRB Stage 3 assessment of the proposed scheme on community and private assets.

8.1.2 The assessment is based on guidance presented in DMRB Volume 11. DMRB Interim Advice Notes (IAN) 125/09 and 125/15 (Highways Agency et al., 2009; Highways England 2015), recommend that the Volume 11 three topic areas of 'Land Use', 'Pedestrians, Cyclists, Equestrians and Community Effects' and 'Vehicle Travellers' (Volume 11: Parts 6, 8 and 9 respectively) are considered under a single topic area: 'People and Communities', for which updated DMRB topic guidance has not yet been published. Due to volume and complexity of data covered under 'People and Communities' in

relation to the A9 dualling corridor, the findings are reported in two linked chapters; this chapter (Chapter 8) covering 'Community and Private Assets', and Chapter 9 covering 'Effects on All Travellers'.

- 8.1.3 Community and private assets assessment includes consideration of private properties (residential, commercial and industrial); local communities and community facilities; community land; development land; and agricultural, forestry and sporting interests. This assessment considers temporary construction and permanent operational impacts of the proposed scheme and includes a discussion of the impacts, along with mitigation as they relate to community and private assets.
- 8.1.4 The chapter is supported by the following appendices, which are cross referenced in the text where relevant:
- Appendix A8.1: Land Capability Assessment Descriptors;
 - Appendix A8.2: Farm Business Survey;
 - Appendix A8.3: Forestry Survey;
 - Appendix A8.4: Development Land Assessment; and
 - Appendix A8.5: Agriculture, Forestry and Sporting Interests: Pre- and Post-Mitigation Impacts.
- 8.1.5 An assessment of the compliance of the proposed scheme against all local and regional planning policies and plans relevant to community and private assets is reported in Appendix A19.2 (Assessment of Development Plan Policy Compliance) with a summary of these policies, plus a review of relevant national policies provided in Chapter 19 (Policies and Plans), Section 19.4 (Assessment of Compliance).

8.2 Approach and Methods

- 8.2.1 The approach used to establish the baseline conditions and assess the significance of potential impacts on community and private assets is explained in this section. Changes to access for non-motorised users (NMUs) are assessed within Chapter 9 (People and Communities - All Travellers).

Study Area

- 8.2.2 The assessment covers a study area extending to a corridor of 500m from the centre line of the proposed scheme.

Baseline Conditions

- 8.2.3 Baseline receptors considered within this assessment include:
- local communities;
 - residential, commercial (including tourist attractions) and industrial property;
 - community facilities - commercial or public authority managed facilities for use by the whole community e.g. doctors surgeries, schools, hospitals, post offices and churches;
 - community land - land which is an established public recreational resource, such as playing fields, country parks, waterways or areas identified as 'Open Space' within Local Development Plans (LDPs). Informal areas of community land which permit public access such as woodlands are also included;
 - development land - land allocated through the Perth & Kinross Council Local Development Plan (PKC LDP) (Perth & Kinross Council; PKC, 2014) as well as relevant and approved planning applications lodged with PKC;
 - agricultural land – land used for the practice of cultivating the land or rearing stock to produce food products;
 - forestry land – land used for the growing of trees to produce wood and wood products for commercial purposes;

- land for sporting interests – land used for activities such as shooting and stalking over agricultural land and woodland, as well as water and fishing activities in and on lochs, reservoirs, rivers, burns, canals and ponds; and
- other land – land not meeting one of the land use categories identified above. Examples of such land would include: road, road verges, agricultural roads, yards and buildings, and ditches.

8.2.4 It should be noted that community and private assets can fall into one or more of the baseline categories listed above. For the purposes of this assessment, community and private assets have been allocated to one category and this has been based on their primary or future land use dependent in some cases on where the impact is greatest. For example, where forestry land permits access to the public (e.g. community land), forestry is considered to be the primary land use; consequently, this land is considered within the agriculture and forestry category.

8.2.5 There are no relevant waterway restoration projects located within the study area based on latest available information from the Inland Waterways Amenity Advisory Council (2006), and therefore these are not considered any further in this assessment.

8.2.6 Baseline conditions for the above receptors were identified through the following:

- review of aerial photography provided by Transport Scotland (BLOM Survey, 2013);
- review of digital Ordnance Survey (OS) maps;
- consultation with the ESG, Environmental Forum, landowners and tenants (refer to Chapter 7: Consultation and Scoping);
- interrogation of the Jacobs Geographical Information Systems (GIS) Database;
- review of census data (Statistics, 2016);
- Visit Scotland website;
- PKC LDP (PKC, 2014);
- Perth & Kinross Council Core Paths Plan (PKC, 2012);
- published Macaulay Land Use Research Institute (MLURI) and Land Capability for Agriculture (LCA) data (The James Hutton Institute, 2013);
- information provided by Brodies LLP and Transport Scotland and obtained by Jacobs stakeholder team during July 2016 to July 2017 in relation to land ownership;
- review of relevant planning applications on the PKC online planning portal; and
- online searches for commercial and industrial property and community facilities.

Residential, Commercial and Industrial Property

8.2.7 Consultation with residential, commercial and industrial property owners and occupiers was undertaken between January 2017 and March 2017 where necessary to inform this assessment and identify the impacts of the proposed scheme on their property and business interests.

Community Land and Community Facilities

8.2.8 Community land and community facilities have been identified using the resources identified in paragraph 8.2.6. Open Space as set out within PKC LDP (2014) is included within the assessment.

Development Land and Planning Applications

8.2.9 For the purposes of this assessment, development land relates to areas allocated for development as identified in PKC LDP (PKC, 2014) as well as relevant consented, or yet to be determined, planning applications lodged with the planning authorities.

- 8.2.10 Consultation with PKC was undertaken to identify consented, or yet to be determined, planning applications between 01 October 2014 and valid up to 30 September 2017 (i.e. within a three-year implementation timeframe). The three-year assessment period was chosen to reflect the standard duration of planning permissions, as per the amendment of Section 58 of the Town and Country Planning (Scotland) Act 1997 on 03 August 2009.
- 8.2.11 Consented, or yet to be determined, planning applications in the above three-year period were assessed to establish the baseline conditions. However, the following application types were excluded from the assessment if the application related to minor works or procedural aspects, and therefore would not alter the receptors captured in the existing baseline:
- householder applications for improvements/extensions;
 - local commercial and business applications for minor improvement works and alterations;
 - change of use;
 - applications for advertisement consent;
 - enforcement actions; and
 - applications that have been withdrawn or refused.
- 8.2.12 Approved applications outwith the 01 October 2014 to 30 September 2017 period (see paragraph 8.2.10) are either assumed to have lapsed or been completed, at which point they are assessed as existing land use. However, where consultation with landowners and the planning authority has confirmed the presence of a planning application outwith this period which is an extant consent (e.g. due to development being initiated but not completed), this was included in the assessment.

Agricultural, Forestry and Sporting Interests

- 8.2.13 Agricultural business units were defined on the basis of their operation and in some instances may include areas of land under different ownership.
- 8.2.14 The quality of the agricultural land uses the MLURI (now James Hutton Institute (JHI)) published data. The LCA classification can be found in Appendix A8.1 (Land Capability Assessment Descriptors). Land is classified into seven main classes, some of which have subdivisions. Class 1 is the best quality land and Class 7 is the poorest quality land. Classes 1, 2 and 3.1 are known as prime quality land and Classes 3.2 to 7 are known as non-prime quality land.
- 8.2.15 Structured interviews were held between October 2016 and May 2017 with the landowners and tenants of the potentially affected farms and holdings, and with forestry and sporting landowners and managers within the study area. Interviews were undertaken by Jacobs. This allowed the following baseline information to be ascertained:
- extent of property holdings and form of land ownership;
 - land use, management and performance levels attained;
 - labour and machinery resources;
 - sporting activity and management;
 - other business interests; and
 - existing grants.
- 8.2.16 The questionnaire template used during the landowner interviews can be found in Appendix A8.2 (Farm Business Survey). Completed questionnaires may be commercially sensitive and are therefore not provided in this ES. A summary of the information provided during the surveys is presented in Table 8.16 for each potentially affected agricultural, forestry and sporting land interest.
- 8.2.17 Forestry site surveys of the potentially affected woodland coupes within the study area were undertaken between January 2017 and February 2017. Baseline information was collected for each of

the surveyed coupes and included species, height, stem diameter and age class and this is presented in Appendix A8.3 (Forestry Survey).

Consultation

- 8.2.18 A summary of the consultation, including that relevant to the Community and Private Assets assessment, is reported in Chapter 7 (Consultation and Scoping) and supporting Appendix A7.2 (Summary of Consultation Responses).

Impact Assessment

- 8.2.19 As indicated at paragraph 8.2.6, title searches were undertaken to identify ownership and occupation of land. Where searches have not been able to identify ownership in all cases and where land has not met one of the land use categories (residential, commercial and industrial property; community land and community facilities; development land and planning applications; or agricultural, forestry and sporting interests) it has been assigned as other land. As such, significance of impact has not been determined and land-take only is reported in the potential impacts section (Section 8.4).
- 8.2.20 The EIA Regulations require consideration of the 'likely significant effects' but do not provide a definition of what constitutes a significant effect as this is determined according to the environmental parameter under consideration. For certain categories (planning applications, development land and commercial business viability) impacts are simply described as being significant or not significant, but for the majority of assessments a level of significance is assigned. For the purposes of this assessment, impacts were considered to be 'significant' in the context of the EIA Regulations where the assessment results indicated impacts of **Moderate** or higher significance. Significant impacts (potential or residual) are shown in bold throughout the chapter.

Residential, Commercial and Industrial Property

- 8.2.21 The assessment of impacts of the proposed scheme on residential, commercial and industrial property is focused on direct land-take, changes in access and impacts in future business viability. In addition to these impacts, indirect socio-economic impacts (no significant impact, significant beneficial, or significant adverse) may arise, particularly for people and businesses that utilise the existing A9. Indirect socio-economic impacts relate to a variety of factors and professional judgement is used to assess these.

Land-take

- 8.2.22 Land-take is defined as land acquired through the Compulsory Purchase Order (CPO) process to provide sufficient land to construct and operate the proposed scheme including essential mitigation.
- 8.2.23 For the purpose of this assessment, permanent land-take is considered to be areas directly required for the operation of the proposed scheme and includes land required for environmental mitigation such as landscape planting. Servitude rights across some land may also be acquired and where this is the case, this land is also included within the land-take assessment.
- 8.2.24 The assessment on residential, commercial and industrial properties has been undertaken by determining the sensitivity and magnitude according to the criteria in Table 8.1 and Table 8.2. The impact significance was then determined using professional judgement and in line with Table 8.3.
- 8.2.25 Table 8.1 provides details of the criteria for assessing the sensitivity of residential, commercial and industrial property. This table also includes details for community facilities and community land.

Table 8.1: Sensitivity criteria for residential, commercial and industrial property

Sensitivity	Description
High	<ul style="list-style-type: none"> Residential or commercial buildings. Property or land used by the community (e.g. schools and community halls). Community land that attracts users nationally (e.g. national parks). Cemeteries.
Medium	<ul style="list-style-type: none"> Residential or commercial land (e.g. gardens). Land used by the community on a regional scale (e.g. country parks, forests and other land managed in such a way as to attract visitors from a regional catchment).
Low	<ul style="list-style-type: none"> Derelict or unoccupied buildings. Locally used community land (e.g. local parks and playing fields).

8.2.26 As indicated in Table 8.2, the magnitude of impacts was determined based on the degree of change from baseline conditions in terms of land-take and/or access severance.

Table 8.2: Impact magnitude criteria for residential, commercial, industrial property and community land/facilities

Magnitude	Description
High	Demolition of property, >50% loss of land and/or complete severance due to land-take.
Medium	Between 15% and 50% loss of land and/or major severance due to land-take.
Low	<15% land loss and/or partial severance due to land-take.
Negligible	Very slight change from the baseline condition; change hardly discernible, approximating to a 'no change' in conditions.

8.2.27 The overall impact significance was determined taking into account sensitivity and magnitude, as set out in Table 8.3. It should be noted that as this assessment included a wide range of considerations, the final significance category was adjusted in some instances using professional judgement. Where such an adjustment was made, an explanation is provided within the assessment. Impacts are considered adverse, unless otherwise stated.

Table 8.3: Matrix for determination of impact significance

Sensitivity \ Magnitude	Magnitude			
	Negligible	Low	Medium	High
High	Slight	Slight/Moderate	Moderate/ Substantial	Substantial
Medium	Negligible/Slight	Slight	Moderate	Moderate/ Substantial
Low	Negligible	Negligible/Slight	Slight/Moderate	Moderate

Vehicle Access

8.2.28 The impact on vehicle access for residential, commercial and industrial properties is focused on properties where, as a result of the proposed scheme, current access arrangements to/from the property are altered.

8.2.29 The impacts are described with information on the expected increase or decrease in journey distance provided in relation to the direction of travel (north or south) for vehicle users. Any changes in journey distance have been calculated based on the assumption that either the existing A9 or the proposed scheme would be the preferred route to be used to travel north or south. Where there are different options to maintain vehicle access to the existing A9 or the proposed scheme, the shortest route that negates the need for an at-grade right turn manoeuvre has been assessed. The impact significance was adapted from distances for pedestrians to distances for vehicles using DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al., 1993) and determined using professional judgement as outlined in Table 8.4.

Table 8.4: Impact significance criteria for vehicle access

Significance	Description
Substantial	An increase in journey distance of over 5km.
Moderate	An increase in journey distance between 1km and 5km.
Slight	An increase in journey distance between 0.5km and 1km.
Negligible	An increase in journey distance of less than 0.5km.

Likely Future Commercial Business Viability

- 8.2.30 DMRB Volume 11, Section 3, Part 6, Land Use (Highways Agency et al., 2001) guidance requires an assessment of the likely impacts on future viability of individual businesses affected by the proposed scheme.
- 8.2.31 A qualitative assessment of impacts on the viability of individual businesses was undertaken using the following criteria:
- **No significant Impact:** the commercial business is affected by the land-take or change in access requirements of the proposed scheme, and this may result in a reduction or restructuring of its activities. However, this does not compromise the likely future viability of the commercial business and the commercial business is likely to be able to continue trading, albeit after some restructuring of its operations.
 - **Significant Beneficial Impact:** the commercial business is likely to be able to continue trading and developing as planned and the proposed scheme may make a beneficial contribution to future development of the commercial business.
 - **Significant Adverse Impact:** the commercial business may have to reduce its activities to a point where it becomes commercially unviable, it is required to relocate or, as a consequence of the adverse impacts, it chooses to cease trading.
- 8.2.32 Qualitative assessment of likely future business viability was based on professional judgement, with any impacts on business viability of commercial and industrial businesses assigned into one of the three categories above. It should be noted that this DMRB Stage 3 assessment does not provide more detailed analysis of the scale of impact on business viability.
- 8.2.33 In the event of the loss of any residential, commercial or industrial land, the potential provision of financial compensation for land lost, severance, injurious affection and disturbance would be assessed by the District Valuer. However, the determination of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. Potential compensation payments were not considered as mitigation or as part of the likely future viability assessment for commercial and industrial businesses. This ensured that a worst-case approach was taken.

Community Land and Community Facilities

- 8.2.34 The impacts on community land and community facilities are assessed as per the assessment for residential, commercial and industrial property (paragraphs 8.2.21 to 8.2.27).

Local Communities (Community Severance)

- 8.2.35 Community severance is defined in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al., 1993) as *'the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows'*.
- 8.2.36 The construction of new roads, or even relatively minor changes to existing roads, can result in significant changes to travel patterns within a community. A road may act as a barrier deterring people from using certain community facilities, or conversely, a diversion of road traffic away from a busy road may make an existing road easier to cross, thereby reducing community severance. A reduction in traffic levels is referred to as severance relief as community facilities are more accessible.

- 8.2.37 It should be noted that the DMRB guidelines on assessing severance are in relation to 'pedestrians and others'. Within this assessment the criteria were applied to all users, including vehicles as all users may still be deterred from making journeys which require them to negotiate additional roads and/or junctions. Reference should also be made to Chapter 9 (People and Communities - All Travellers).
- 8.2.38 Existing severance is considered to be the severance of communities from their facilities, as caused by the existing road network. Significance of impacts arising from relief of severance was assessed using the criteria shown in Table 8.5, which are defined in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al., 1993).

Table 8.5: Significance criteria for relief from existing severance

Significance	Criteria	
	Built-Up/Urban Area	Rural Area
Substantial (beneficial)	When existing traffic levels are reduced by >60%.	When existing traffic levels are reduced by >90%. However, if the existing road substantially bisects a village or small town, 60% was used.
Moderate (beneficial)	When existing traffic levels are reduced by >30% and 60%.	When existing traffic levels are reduced by > 75% and 90%. However, if the existing road substantially bisects a village or small town, the above figures are >30% and 60%.
Slight (beneficial)	When existing traffic levels are reduced by approximately 30%.	When existing traffic levels are reduced by between 60% and 75%. However, if the existing road passes through a village or on the perimeter of a built-up area, up to 30% was used.

- 8.2.39 New severance is severance of pedestrians and others from community facilities resulting from the proposed scheme.
- 8.2.40 The guidelines provided in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al., 1993) refer specifically to 'pedestrians and others' and therefore do not apply to vehicle travellers. Furthermore, the guidance states at paragraph 6.1(c) that for new community severance *'the guidelines apply specifically to pedestrians and that cyclists and equestrians are less susceptible to severance because they can travel more quickly than people on foot, although they may be deterred from making journeys which require them to negotiate additional roads and especially junctions'*.
- 8.2.41 The assessment of new community severance took this into account and in doing so the criteria detailed in Table 8.6 below have been adapted to reflect the expected impact on travel patterns for pedestrians, cyclists and also vehicle travellers as these travellers may also be deterred from making journeys. Pedestrians within vulnerable groups (such as older people, disabled people and children) are separately identified where they constitute a disproportionate number of users of a route or community facility.
- 8.2.42 DMRB Volume 11, Section 3, Part 6, Land Use (Highways Agency et al., 2001) recommends user access surveys to help identify the value of community land and usage of community facilities (including that by vulnerable groups). In Scotland, the Land Reform (Scotland) Act 2003, Chapter 5, Section 13, states that *'it is the duty of the local authority to assert, protect and keep open and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised'*. It is therefore considered that regardless of levels of use and types of user, all routes should be maintained and/or improved where practicable, and surveys to determine usage levels of community land and facilities were not required.
- 8.2.43 In assessing new community severance, information has been drawn from Chapter 9 (People and Communities - All Travellers) to identify which routes are used by vulnerable groups. Additionally, professional judgement has been used to identify where vulnerable groups, (such as older people, disabled people and children), constitute a disproportionate number of users of a community facility or community land; for example, severance of a pedestrian route to a school or recreational land (disproportionately used by children); or access to a Doctors' surgery or church (disproportionately used by older people, disabled people and children).

- 8.2.44 Journey distances for cyclists and vehicle travellers were determined based on the journey distances for pedestrians taking into account the average journey speeds referenced in paragraph 3.2 of DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists Equestrians and Community Effects (Highways Agency et al., 1993). An average journey speed of 3km/h is referenced for pedestrians (vulnerable groups), 5km/h for pedestrians (non-vulnerable groups) and 20km/h for cyclists. For vehicle travellers, an average journey speed of 60km/h has been assumed.
- 8.2.45 Local roads have assumed to be used by both cyclists (in addition to local and core paths, and regional and national cycle routes) and vehicle travellers to access community facilities, with pedestrian users using local and core paths and rights of way.

Table 8.6: Significance criteria for new severance

Significance	Description
Substantial (adverse)	Local residents are likely to experience considerable hindrance or be deterred from making trips to the extent that routes are changed, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying >16,000 vehicles Annual Average Daily Traffic (AADT) in the opening year; or an increase in journey distance of over 0.3km for pedestrians (vulnerable groups), 0.5km for pedestrians (non-vulnerable groups), 1km for equestrians, 2km for cyclists and others and/or >6km for vehicles; or three or more of the hindrances set out under 'Slight' or two or more set out under 'Moderate'.
Moderate (adverse)	When some local residents (e.g. vulnerable groups) are likely to be dissuaded from making trips or where trips would become longer or less attractive, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying between 8,000 and 16,000 vehicles AADT in the opening year; or journey distance would be increased by 0.15km to 0.3km for pedestrians (vulnerable groups), 0.25km to 0.5km for pedestrians (non-vulnerable groups), 0.5km to 1km for equestrians, 1km to 2km for cyclists and others and/or >3km and <6km for vehicles; or two or more of the hindrances set out under 'Slight' applying to single trips.
Slight (adverse)	The current journey pattern is likely to be maintained but there may be some hindrance to movement, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying <8,000 vehicles AADT in the opening year; or an increase in journey distance by up to 0.15km for pedestrians (vulnerable groups), 0.25km for pedestrians (non-vulnerable groups), up to 0.5km for equestrians, up to 1km for cyclists and others and/or up to 3km for vehicles; or one hindrance (e.g. a new bridge or underpass) would need to be negotiated.

Development Land and Planning Applications

- 8.2.46 DMRB Volume 11, Section 3, Part 6, Land Use (Highways Agency et al., 2001) does not provide specific detailed guidance on how the impact of the proposed scheme on development land should be assessed. This assessment was based upon the professional judgement of a suitably qualified and experienced specialists.
- 8.2.47 The assessment did not assign a standard significance category (e.g. Moderate significance) and instead qualitatively considered whether the ability of the development land to support the proposed use would be impacted by the proposed scheme. This took into consideration land-take, access and potential impacts on amenity (e.g. air, noise and visual impacts). This approach was followed because the uncertain nature of future development (e.g. whether developments will be implemented and the exact layout of these sites) made it difficult to determine the magnitude of impacts and therefore a significance level.
- 8.2.48 Development land allocations not already subject to extant planning applications are assessed and reported as development land. Where development land allocations are subject to an extant planning application, the impacts of the proposed scheme are assessed and reported as planning applications.
- 8.2.49 The assessment of impacts on development land allocations and planning applications was undertaken using the following criteria:
- No Significant Impact: the land would still be available for the proposed use and there would be no discernible impact on the viability of the site for the proposed development. There would be no impact on the amenity of the site that would interfere with its proposed use.

- **Significant Beneficial** Impact: the land would still be available for the proposed use and the development of the proposed scheme would improve the viability of the site for the proposed scheme (generally through improved access e.g. by alleviating infrastructure constraints). Impacts on the amenity of the site would not interfere with its proposed use or the impact on the amenity would be beneficial, because the proposed scheme would improve the site's appropriateness for its proposed use.
- **Significant Adverse** Impact: all or part of the site would no longer be available for the proposed use and the proposed scheme would reduce the viability of the development taking place or would impact the amenity of the site in such a way as to interfere with its proposed use.

8.2.50 Mixed impacts includes some adverse and some beneficial factors which has been determined using professional judgement.

8.2.51 The cumulative impacts of major developments that are likely to be constructed during similar timeframes as the proposed scheme are reported in Chapter 20 (Cumulative Impacts).

Agricultural, Forestry and Sporting Interests

8.2.52 The proposed scheme may affect the scope and scale of agricultural and forestry-based land management activities, and the productive and sporting capacity of the land and water within the study area. The possible effects may include:

- permanent loss of land or reduction in agricultural capability due to the proposed scheme and associated works;
- severance of fields;
- access restrictions with changes in routes to and from fields;
- disruption to existing drainage and disruption of provision of water to fields;
- loss of, or gaps in, commercial and amenity forestry, shelterbelts and covers;
- increase of woodland windthrow risk;
- landscape and visual changes created by new and exposed woodland edges; and
- changes in permanent and/or seasonal employment patterns due to changes in the scale and nature of agricultural, forestry and sporting enterprises.

8.2.53 The assessment of impacts on agricultural, forestry and sporting interests was undertaken by determining the sensitivity and magnitude according to the criteria in Table 8.7 and Table 8.9. The impact significance was determined using professional judgement and in accordance with Table 8.3.

8.2.54 Professional judgement was used to consider the range of sensitivity characteristics found during the baseline data collection process for each agricultural, forestry and sporting interest, and a sensitivity rating was assigned accordingly. Table 8.7 provides an indication of the characteristics used to inform the assignment of sensitivity for land interests.

Table 8.7: Criteria for sensitivity of agricultural, forestry and sporting interests

Sensitivity	Characteristics
High	<ul style="list-style-type: none"> • Small farm size (<50ha). • Presence of prime quality land (Classes 1, 2 and 3.1). • Conventionally farmed intensive arable cropping or intensive livestock systems (e.g. dairying). • Land of any farm type, farmed according to organic or biodynamic standards. • High value commercial sporting activity (e.g. salmon fishing). • Trees of high quality (good examples of species; rare or unusual; formal or semi-formal arboriculture species; of particular visual importance as arboricultural and/or landscape features; significant conservation, historical or commemorative value, e.g. veteran trees) with an estimated remaining life expectancy of at least 40 years if undisturbed.
Medium	<ul style="list-style-type: none"> • Medium farm size (50ha to 150ha). • Presence of land of moderate quality (Classes 3.2 and 4). • Conventionally farmed mixed cropping and livestock systems of moderate intensity. • Moderate value commercial sporting activity (e.g. pheasant shooting). • Trees of moderate quality (would be of high quality but have impaired condition; unsuitable for retention beyond 40 years; lacking special arboricultural quality; collective landscape qualities; material conservation or other cultural value) with an estimated remaining life expectancy of at least 20 years if undisturbed.
Low	<ul style="list-style-type: none"> • Large farm size (>150ha). • Presence of land of low quality (Classes 5, 6 and 7). • Conventionally farmed extensive livestock systems or agricultural land in non-agricultural use. • Low-value sporting activity (e.g. rough shooting). • Trees of low quality (unremarkable trees of limited arboricultural merit; low or transient landscape benefits; no material conservation or other cultural value) with an estimated remaining life expectancy of at least 10 years if undisturbed. • Trees in such condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years

- 8.2.55 As indicated in Table 8.9, the magnitude of impacts was determined based on a range of characteristics and took into account factors such as land-take, severance and access. Severance impacts refer to situations where:
- the proposed scheme would cut through fields or forestry parcels, potentially affecting access and also creating field compartment sizes and shapes which may cause operational disturbance to normal husbandry operations or render the severed area redundant for agricultural, forestry or sporting use; and/or
 - the main farm steading or important farm buildings would be separated from land parcels.
- 8.2.56 Land-take was calculated based on the area affected by the anticipated land required for the proposed scheme. Any surplus land acquired may be offered back to former owners or their successors in accordance with the Crichton Down Rules (Scottish Government 2011).
- 8.2.57 ForestGALES (a tool used to calculate wind risk) was used to assess current windthrow risk and risk of windthrow following the removal of trees as a result of the proposed scheme (The Forestry Commission, 2015). ForestGALES predicts the existing windthrow risk using surveyed stand data (species, spacing, height, stem diameter, soil type etc.) and wind climate data using the Detailed Aspect Method of Scoring (DAMS) system. DAMS uses location, elevation and topographical exposure of a given site to calculate average wind speed and the frequency of strong wind weather occurrences.
- 8.2.58 ForestGALES uses the current stand data, DAMS and measurements of a potential new open gap adjacent to a new exposed woodland edge (hereafter referred to as 'new brown edge gap') to calculate the risk of windthrow and the potential critical wind speed (CWS) to cause overturning and breakage. Windthrow risk is assessed by wind damage risk status (WDRS) which measures the risk of either overturning or stem breakage. There are six categories of WDRS and these are categorised to signify low, medium and high risk in relation to the approximate number of years until resulting windthrow (return period) as shown in Table 8.8. For the purposes of this assessment, impacts were

considered to be ‘significant’ where the assessment results indicated impacts of 3 WDRS or higher, shown in bold in Table 8.8.

Table 8.8: Wind damage risk status categories

WDRS	Return Period (years)	Risk Status
1	>100	Low
2	50-100	Low
3	33-50	Medium
4	20-33	Medium
5	10-20	High
6	<10	High

8.2.59 The magnitudes of the various impacts were determined and an overall magnitude assigned for each agricultural, forestry and sporting interest accordingly.

Table 8.9: Criteria for magnitude of impacts on agricultural, forestry and sporting interests

Magnitude	Impact Description
High	<ul style="list-style-type: none"> • loss of >10% of the land holding; • high degree of severance extending to more than 20% of the land holding; • access to agricultural, forestry and sporting land restricted; • high degree of disruption to cultivation patterns and with high risk of change in land use; • disruption to driven shooting and/or high value fishing (e.g. salmon); • noticeable change to the woodland over a wide area or an intensive change over a limited area; and • high windthrow risk.
Medium	<ul style="list-style-type: none"> • loss of between 5% and 10% of the land holding; • moderate degree of severance extending to between 10% and 20% of the land holding; • access to agricultural, forestry and sporting land compromised; • moderate degree of disruption to cultivation patterns with moderate risk of change in land use; • disruption to walked-up shooting and/or medium value fishing (e.g. trout); • small changes to the woodland over a wide area or a noticeable change over a limited area; and • medium windthrow risk.
Low	<ul style="list-style-type: none"> • loss of <5% of the land holding; • low degree of severance extending to less than 10% of the land holding; • minimal change in access to agricultural, forestry and sporting land; • minimal degree of disruption to cultivation patterns and low risk of change in land use; • disruption to rough shooting and/or low value fishing (e.g. no permit charged); • very minor changes to the woodland over a wide area or minor changes over a limited area; and • low windthrow risk.
Negligible	<ul style="list-style-type: none"> • negligible change to all of the above factors.

8.2.60 The overall impact significance was determined taking into account sensitivity and magnitude, as set out in Table 8.3. It should be noted that as this assessment included a wide range of considerations, the final significance category was adjusted in some instances using professional judgement. Where such an adjustment was made, an explanation is provided in the assessment.

Likely Future Farm Business Viability

8.2.61 DMRB Volume 11, Section 3, Part 6, Land Use (Highways Agency et al., 2001) guidance requires an assessment of the likely future viability of individual farms and for the purposes of this assessment this includes agricultural, forestry and sporting interests affected by the proposed scheme.

8.2.62 The impacts on likely future farm viability, particularly relating to land-take and severance issues, were considered for agricultural, forestry and sporting interests. In undertaking this farm business viability assessment, the general principles that were applied relate to whether the farming unit has the

potential to adapt its operations and whether it could continue to operate as a farming, forestry or sporting unit.

- 8.2.63 A qualitative assessment of impacts on the likely future viability of individual farm businesses was undertaken using the criteria as outlined in paragraphs 8.2.30 to 8.2.33.
- 8.2.64 In the event of the loss of any agricultural, forestry or sporting land, the potential provision of financial compensation for land lost, severance, injurious affection and disturbance would be assessed by the District Valuer. However, the determination of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. Potential compensation payments were not considered as mitigation or as part of the likely future viability assessment for agricultural, forestry and sporting businesses. This ensured that a worst-case approach was taken.

Limitations to Assessment

- 8.2.65 Land-take estimates are based on the areas shown on the Draft CPO which include the land required for proposed scheme design elements, the extent of earthworks and the mitigation measures identified in this ES. The locations of temporary construction compounds would depend on the appointed contractor, taking into account constraints identified by this ES. Whilst the appointed contractor may locate these within land made available to him within the CPO, it is possible that they would seek planning consent for temporary use of land beyond this boundary. This would be subject to separate approvals that would be assessed at the appropriate time.
- 8.2.66 In assessing the impact of the proposed scheme on the development capacity and the amenity of a development site, no allowance has been made for any additional impacts that may arise as a result of the provision of measures required to mitigate the proximity impacts of the proposed scheme to the development when it is built.
- 8.2.67 In assessing the impact of the proposed scheme on access and change in journey distance, the assessment considers the change in journey distance arising from the proposed scheme and does not make allowance for the overall trip length.

8.3 Baseline Conditions

Socio-Economic Conditions

- 8.3.1 Socio-economic conditions have been provided as part of the baseline to provide context surrounding the study area including population data, occupational status, tourism, and transport infrastructure.

Centre of Population

- 8.3.2 Pitlochry is the largest settlement within the study area of the proposed scheme. The settlement is located north of the River Tummel and is accessed via the A924 from the existing A9. There are no other settlements within the study area. Outwith Pitlochry, there are many smaller residential areas and farm steadings located along the existing A9.

Population and Demographics

- 8.3.3 According to the 2011 Census (Statistics, 2016), the population of Perth & Kinross local authority area is 146,850, approximately 2.8% of the population of Scotland. Closer to the proposed scheme, the settlement of Pitlochry has a population of 3,760.
- 8.3.4 The demographic profile of Pitlochry intermediate zone and the local council area in comparison to Scotland as a whole is shown in Table 8.10. This demonstrates that Perth & Kinross local authority area has a similar population profile to Scotland.

Table 8.10: Population profile (2011)

Settlement/Area	Age Range (years)						Total
	0-14	15-29	30-44	45-59	60-74	75+	
Pitlochry Population (No.)	442	615	584	806	792	521	3,760
	12%	16%	16%	21%	21%	14%	n/a
Perth & Kinross Population (No.)	23,270	24,334	26,529	32,280	26,365	14,072	146,850
	16%	17%	18%	22%	18%	10%	n/a
Scotland Population (No.)	854,752	1,038,760	1,053,551	1,120,010	821,243	411,584	5,299,900
	16%	20%	20%	21%	15%	8%	n/a

Source: Census 2011, sourced from Statistics <http://statistics.gov.scot>

- 8.3.5 The Job Seeker Allowance claimant count, which represents the number of people claiming unemployment-related benefits in an area, gives an indication of the health of the local and regional economy. In this case, the Intermediate Geography of Pitlochry is at a rate of 0.7% (25), contrasting with a national rate of 2.5% (132,460). This suggests that, if used as an indicator of the condition of the economy, that the economy of Pitlochry is stronger than Scotland as a whole.
- 8.3.6 Perth & Kinross has a lower median income than Scotland as a whole, which can be seen in Table 8.11 showing the average weekly earnings. The difference between workplace-based and residence-based earnings suggests that most jobs within the region pay less than jobs outside of the region to which residents may be commuting.

Table 8.11: Average weekly earnings within the study area (2012)

	Perth & Kinross	Scotland
Weekly Earnings (residence-based)	£492.60	£498.30
Weekly Earnings (workplace-based)	£458.10	£497.60

Source: Statistics <http://statistics.gov.scot>

- 8.3.7 Data on occupational status are only available at the Local Authority level as presented in Table 8.12. These data can be interpreted to give an indication of important industries in the Perth & Kinross local authority area.
- 8.3.8 The largest differences between Perth & Kinross and Scotland as a whole are in the sectors of (1) primary industries, (2) administration and support services and (3) accommodation and food services. Administration and support services support a greater proportion of employment in Scotland whereas primary industries and accommodation and food services support a greater proportion of employment in Perth & Kinross.

Table 8.12: Business profile (2014)

Business Sector	Perth & Kinross		Scotland	
	Population	% of Total Population	Population	% of Total Population
Total employees	49,700	-	1,789,800	-
Arts, entertainment and recreation and other services	2,100	4.2%	61,300	3.4%
Construction	4,600	9.3%	129,700	7.2%
Education, human health and social work	5,400	10.8%	217,300	12.1%
Information and communication	500	1.0%	58,900	3.3%
Manufacturing	3,800	7.6%	188,300	10.5%
Primary	3,800	7.6%	78,000	4.4%
Professional, scientific and technical	3,400	6.8%	164,600	9.2%
Accommodation and food services	7,700	15.5%	178,600	10.0%
Transport and storage	2,100	4.2%	101,300	5.7%

Business Sector	Perth & Kinross		Scotland	
	Population	% of Total Population	Population	% of Total Population
Wholesale, retail and repairs	11,000	22.1%	368,700	20.6%
Administration and support services	3,200	6.4%	178,800	10.0%
Real estate	1,000	2.0%	29,300	1.6%
Other services	1,000	2.0%	35,000	2.0%

Source: Statistics <http://statistics.gov.scot>

Tourism and Recreation

- 8.3.9 Within the wider region, tourism is of growing importance. The existing A9 provides access between Perth and Inverness, and is a conduit for travellers looking to visit different regions of Scotland.
- 8.3.10 Tourist attractions have been identified through site visits and the review of the VisitScotland website and the explore Pitlochry website. Between Pitlochry and Killiecrankie there are several tourist attractions and destinations including the town of Pitlochry, Pitlochry Festival Theatre, Loch Faskally, the Enchanted Forest, Queen's View, Craigower Wood and Ben Vrackie. Pitlochry has the unique attraction of a salmon ladder which can be seen at Pitlochry Power Station and Dam. Additional attractions within Pitlochry include the Edradour and Blair Athol distilleries which offer guided tours. The PKC LDP (PKC, 2014), mentions the tourism sector which accounts for 13% of all employment in Perth & Kinross local authority area. The PKC LDP seeks to enhance existing tourism facilities and provision as well as promote scope for additional or improved opportunities for tourism.
- 8.3.11 Some properties within the study area are advertised as hotels, guesthouses, bed and breakfasts and campsites, providing a diverse range of accommodation options to tourists.

Transport Infrastructure

- 8.3.12 There is a local bus service in Pitlochry which run a service to Blair Atholl, Kinloch Rannoch and Aberfeldy from Pitlochry. Coach travel is also available from Pitlochry to Inverness in the north and Perth, Glasgow and Edinburgh in the south. The Highland Main Line railway also runs broadly parallel to the existing A9, with a train station in Pitlochry. Impacts on public transport (service provision and facilities) during construction and operation are covered in more detail in Chapter 9 (People and Communities - All Travellers).

Residential, Commercial and Industrial Property

Residential Areas

- 8.3.13 The majority of residential properties in the area are located in the settlement of Pitlochry. In addition, there are several small holdings and farm steadings located along the length of the proposed scheme.

Commercial and Industrial Property

- 8.3.14 Commercial and Industrial properties are situated along the full length of the proposed scheme. These are listed in order from south to north which include:
- Network Rail (Highland Main Line railway);
 - South Haugh Country House Hotel;
 - Dalshian Guest House;
 - Dalshian Chalets;
 - Acorn Bank Cottage Bed & Breakfast;
 - Dunfallandy House;
 - Milton of Fonab Caravan Park;

- Hubertus Game Ltd;
- Drummond's Tearoom;
- Pitlochry Tyres Ltd;
- Fonab Farm Foods;
- Fonab Business Park (tenants comprise Fonab Castle Hotel and Mark Murphy & Partner Ltd);
- Pitlochry Festival Theatre;
- Pitlochry Explorers' Garden;
- Fonab Castle Hotel;
- Port-na-Craig Power Station;
- Port-na-Craig Inn;
- Balmore Sawmill;
- Pitlochry Boating Station and Café;
- The Green Park Hotel;
- Greengates Self Catering Cottage;
- Faskally Christian Trust;
- Craiglunie (part of Balnacraig Private School); and
- Faskally Caravan Park.

8.3.15 The number and percentage of different types of businesses in Pitlochry, Perth & Kinross and Scotland are shown in Table 8.13. The data show that, compared with Scotland as a whole Perth & Kinross has a larger rate of primary industry businesses, likely to be farms and a lower rate in the professional, scientific and technical sector. Pitlochry has a larger rate of accommodation and food services and arts, entertainment and recreation and other services, likely to be due to the variety of tourist attractions and services within the area.

Table 8.13: Business profile (2014)

Business Sector	Pitlochry		Perth & Kinross		Scotland	
	Population	% of Total Population	Population	% of Total Population	Population	% of Total Population
Total business sites	215	-	6,875	-	197,925	-
Arts, entertainment and recreation and other services	25	11.6%	505	7.3%	15,195	7.7%
Construction	10	4.7%	765	11.1%	19,120	9.7%
Education, human health and social work	15	7.0%	370	5.4%	12,115	6.1%
Financial, insurance and real estate	5	2.3%	310	4.5%	9,695	4.9%
Manufacturing	5	2.3%	295	4.3%	9,405	4.6%
Primary	20	9.3%	1,095	15.9%	19,580	9.9%
Professional, scientific and technical	20	9.3%	795	11.1%	31,975	16.2%
Accommodation and food services	45	20.9%	580	8.4%	15,895	8.0%
Transport, storage, information and communication	10	4.7%	435	6.3%	15,760	8.0%
Wholesale, retail and repairs	50	23.3%	1,260	18.3%	36,365	18.4%
Administration and support services	10	4.7%	465	6.8%	12,825	6.5%

Source: Statistics <http://statistics.gov.scot>

Community Land

8.3.16 Community land includes public parks and gardens; play spaces; residential, business and transport areas; school grounds; green access routes; cemeteries and playing fields. The main areas of community land identified within the 500m study area are provided in Figure 8.1 and detailed below:

- all public parks;
- River Tummel;
- Fonab Cemetery;
- Pitlochry Cemetery;
- Faskally Wood;
- Pitlochry Sport Fields; and
- Loch Faskally.

8.3.17 PKC LDP (2014) identifies sports pitches, parks and open space which have value to the community for either recreational or amenity purposes (PKC, 2014). Policy CF1 provides the policy framework for development in respect of open space and is outlined in Table 8.14. Areas designated for open space are shown on Figure 8.1.

Table 8.14: Open space policy framework in the Perth & Kinross local development plan (Pitlochry to Killiecrankie)

Ref	Type/Name	Overview
Community Facilities, Sport and Recreation		
Policy CF1A	Open Space retention and provision	The LDP identifies sport pitches, park and Open Space. These areas of land which have value to the community for either recreational or amenity purposes. Development proposals resulting in the loss of these areas will not be permitted, except in circumstances where one or more of the following apply: (a) where the site is principally used as a recreation resource, the proposed development is ancillary to the principal use of the site as a recreational resource; (b) the proposed development involves a minor part of the site which would not affect its continued use as a recreational or amenity resource; (c) in the case of proposals involving the loss of a recreational facility, the facility which would be lost would be replaced by provision of one of comparable or greater benefit and in a location which is convenient for its users, or by the upgrading of an existing provision to provide a better quality facility, either within the same site, or at another location which is convenient for its users; and (d) where a proposal would involve the loss of a sport pitch, a playing field strategy prepared in consultation with SportsScotland has demonstrated that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and that the site could be developed without detriment to the overall quality of provision.
Policy CF1B	Open Space with new developments	PKC will seek the provision of appropriate areas of informal and formal open space that is accessible to all users as an integral part of any new development where existing provision is not adequate. Where it is physically impossible or inappropriate to meet the open space provision onsite, consideration may be given to the provision of a suitable alternative. In areas where there is an adequate supply of accessible open space of an appropriate quality in a locality, a financial contribution towards improvement or management of existing open space may be considered an acceptable alternative. Opportunities should be pursued through the development process to create, improve and avoid fragmentation of green networks and core path networks.

8.3.18 Faskally Forest (Dunmore Hill) is located within the study area and hosts an annual outdoor sound and light show, The Enchanted Forest, during the month of October. This is run by the Enchanted Forest Community Trust. Potential impacts on Faskally Forest (Dunmore Hill) have been assessed under agricultural, forestry and sporting interests with recognition given in the assessment of the multiple uses that the forest supports.

8.3.19 The potential impacts of the proposed scheme on woodlands which permit public access are reported under the forestry land section, because forestry is considered to be the primary land use. Chapter 9 (People and Communities - All Travellers) has assessed how the proposed scheme would affect paths used to access these outdoor areas.

- 8.3.20 Stretches of the River Tummel and Loch Faskally are used for recreational angling for trout, sea trout and salmon. Public access to the River Tummel for angling and other recreational pursuits is provided through a network of paths along the river banks. The Pitlochry Fish Ladder also provides a viewing point for salmon migrating from the River Tummel to Loch Faskally.
- 8.3.21 Loch Faskally is also used for recreational purposes with fishing, rowing boat hire and pedalo boat hire facilitated through the Pitlochry Boating Station.

Community Facilities

- 8.3.22 Community facilities within the study area include fire station, police station, medical centre and library. A full list of community facilities is provided in Table 8.15 and displayed on Figure 8.1. This figure also shows school catchment areas including that for Pitlochry Primary School.
- 8.3.23 There are ten bus stops within the study area which are outlined in Chapter 9 (People and Communities - All Travellers).

Table 8.15: Community facilities

Type of Community Facility	Community Facility Name
Emergency services	Tayside Police Station
	Pitlochry Fire Station
Medical	Pitlochry Community Hospital
	Atholl Medical Centre
Library	Pitlochry Library

Development Land and Planning Applications

- 8.3.24 Five development land allocations and 11 planning applications were identified within the study area. There are two extant planning application within land also designated as development land. Through consultation with landowners and the planning authority, an extant consent (i.e. development being initiated but not completed) has been identified at Fonab Castle Hotel. This comprises the erection of 7 further lodges, (28 units with 56 bedrooms) which forms part of the hotel's expansion as a commercial property. Another planning application for three staff accommodation units (17/01392/FLL) has also been submitted as part of this expansion which, as well as the extant consent, has been included in the assessment for Fonab Castle Hotel under commercial and industrial property.
- 8.3.25 A summary of the development land and extant planning applications is provided in Appendix A8.4 (Development Land Assessment), with each assigned a development land reference for the purposes of referencing in this assessment (e.g. LA01 (land allocation) or PA01 (planning application)). Where planning applications are located within areas of development land this is highlighted. The location of development land and planning applications in relation to the proposed scheme is shown on Figure 8.1.

Agricultural, Forestry and Sporting Interests

- 8.3.26 The predominant land use in the study area is agriculture with parcels of forestry and woodland. The land supports intensive arable based agricultural systems, in the east of the study area, with livestock (cattle and sheep) as important enterprises in the west of the study area.
- 8.3.27 Scottish Planning Policy (Scottish Government, 2014) states that development on prime quality agricultural land or land of lesser quality that is locally important should not be permitted except where it is essential, for example for essential infrastructure. There is no prime quality agricultural land (Classes 1, 2 and 3.1) found within the study area. The Scottish Soil Framework (The Scottish Government, 2009) promotes the sustainable management and protection of soils for a range of functions which include food production, biodiversity, regulating water flow and quality.

Land Use and Land Capability

8.3.28 The most productive land in the study area is categorised as Class 3.2 (land capable of growing a moderate range of crops). The predominant LCA class is Class 4.1 (suited to rotations, although primarily based on long ley grassland) with all other land falling into LCA Class 6.2 (severe site, soil or wetness limitations). No prime agricultural land is located within the study area. Figure 8.2 shows the distribution of LCA classes in the study area which illustrates that the most productive land (Class 3.2) in the study area is land at the southern extent of the proposed scheme at Croftinloan and Ballyoukan.

Agriculture

8.3.29 The range of agricultural activity in the study area is typical of farming types and practices in Scotland; principally upland sheep and suckler beef systems.

Forestry

8.3.30 The land supports forestry at the northern end of the study area with the forestry forming part of the Forestry Commission Tay Forest Park. Forestry is also found on the steeper valley slopes on the east of the study area.

8.3.31 Forestry Commission Scotland owns extensive commercial and amenity forest and woodland in areas including Faskally Forest (Dunmore), Faskally Forest (Craigower) and Carra Beag (refer to Figure 8.2). Forestry includes designated ancient woodland (refer to Chapter 12: Ecology and Nature Conservation). Forestry and woodland is used for recreational purposes and supports 'The Enchanted Forest' event at Faskally Forest (Dunmore). Faskally Forest (Dunmore) is a model woodland created in the 19th century and has historic interest. The woodland is primarily managed as continuous cover.

Sporting Interests

8.3.32 Sporting interests include fishing on the River Tummel, River Garry and Loch Faskally along with shooting and stalking potential on the lands and forestry.

8.3.33 Loch Faskally supports a number of uses and enterprises relating to fishing and recreation. The loch fishing includes salmon, sea trout and trout. Pitlochry Boating Station provides boat hire, fishing equipment hire and fishing permits for the loch between Pitlochry Dam and Clunie Power Station.

8.3.34 Pitlochry Estate is managed for sporting purposes with pheasant shooting on the policy land, stalking on the moorland and fishing (salmon, sea trout and trout) on Loch Faskally and River Tummel. Cluniemore House acts as the hub for the sporting activity.

Sensitivity Assessment

The baseline data collected during the farm business and forestry survey were used to give an individual sensitivity assessment for each land interest affected by the proposed scheme (refer to Figure 8.2 for land interests). The sensitivity assessments for each land interest can be found in Table 8.16.

Table 8.16: Agricultural, forestry and sporting land interests affected by the proposed scheme

Land Interest Reference	Description of Land Use	Sensitivity
John Robertson Farming Partnership (Ref. A)	<ul style="list-style-type: none"> • large farm extending to 356ha comprising 101ha of owned land at Dalshian and Newton of Logierait and 255ha of rented land at Easter Tyre, Dunfallandy, Pitlochry Estate and Ballintuin Farm; • livestock enterprises include 200 Blackface ewes, 500 Texel cross ewes, 170 suckler cows and 150 calves and young stock; • land use comprises 40ha of spring barley, 25ha of potatoes, 61ha of silage and 605ha of grazing; • no known forestry within study area; • sporting activities comprise shooting rights at Dalshian and access to trout fishing on the River Tummel at Dalshian; and 	Medium

Land Interest Reference	Description of Land Use	Sensitivity
	<ul style="list-style-type: none"> in receipt of Basic Payment Scheme (BPS). No known additional environmental agreements. 	
West Haugh of Dalshian Farm (Ref. B)	<ul style="list-style-type: none"> small farm extending to 20ha; livestock enterprises include eight Highland cows; looking to increase livestock numbers and/or cropping in the future; sporting activities comprise trout fishing on the River Garry; and no known environmental agreements; and other business interests include plant hire and construction. 	Medium
Fishing Rights (West Haugh beat)	<ul style="list-style-type: none"> salmon fishing rights on north bank of River Tummel at West Haugh. 	High
Atholl Estate (The Bruar Trust)	<ul style="list-style-type: none"> large sporting estate extending to 18,000ha of which 100ha of land is let out to Atholl Estate (The Bruar Trust - Home Farm); and all land is used for rough grazing and woodland supporting high value shooting and stalking sporting activity. Fishing rights on the River Tummel. 	Medium
Ballintuim Farm and Steading (Ref. C)	<ul style="list-style-type: none"> broadleaved woodland and uninhabited farm steading. 	Low
Pitlochry Estate (Ref. D)	<ul style="list-style-type: none"> large agricultural and sporting estate extending to 478ha; agricultural land is tenanted by the John Robertson Farming Partnership; and forestry and all other land is managed in hand. 	Low
Forestry Commission Scotland (Ref. E)	<ul style="list-style-type: none"> coniferous plantations forming part of the Tay Forest Park and comprising Faskally and Craigower plantations; and forestry used for commercial timber production and recreational use. 	Low

8.3.35 Seven land interests have been assigned sensitivity; one has been categorised with a high sensitivity, three with a medium sensitivity and three with a low sensitivity.

8.3.36 There are several land interests that as well as having agricultural land or forestry, also contribute to another form of land use activity. Where the other form of land use activity is more important to the land interest than the agricultural land or forestry, it has been scoped out of the agricultural, forestry and sporting assessment. The land-take from these land interests to the proposed scheme is included within the assessment of non-agricultural private assets covered elsewhere in this chapter.

8.3.37 These land interests include: woodland at Greengates which has been assessed under 'Residential Land and Property'; agricultural land forming part of Faskally Caravan Park and Lands assessed under 'Commercial and Industrial Property'; and woodland at Craiglunie assessed under 'Commercial and Industrial Property'.

8.4 Potential Impacts

Introduction

8.4.1 Potential impacts on community and private assets have been identified for the study area and are discussed below. Construction and operation impacts have been assessed together, as impacts on community and private assets are expected to be similar during both construction and operation phases. All potential impacts are adverse unless otherwise stated.

8.4.2 Potential impacts are assessed in the absence of mitigation, with residual impacts taking account of mitigation identified in Section 8.6 (Residual Impacts). As noted previously, impacts assessed as **Moderate** or above are considered potentially significant in the context of the EIA Regulations. This is with the exception of impacts on business viability, development land and community impacts which use different assessment criteria as outlined in Section 8.2 (Approach and Methods).

Loss of Land as a Result of the Proposed Scheme (Land-take)

- 8.4.3 The proposed scheme requires an estimated 74.86ha of land-take, of which approximately 0.86ha would be subject to servitude rights (acquisition of access rights only to Transport Scotland rather than outright ownership). The potential impact and significance of land-take is considered in the context of each land use type and reported in the relevant sections of this chapter.
- 8.4.4 Of the above land-take arising from the proposed scheme, 0.41ha of other land (of which less than 0.01ha is from land in unknown ownership) has been identified where the land has not met one of the land use categories identified in paragraph 8.2.3. Only land-take values in relation to this land are reported above and significance (potential or residual) is not attributed.

Residential Land and Property

Land-take

- 8.4.5 There are five residential land interests affected by land-take of which an estimated 1.01ha would be permanent land-take. Land-take is detailed in Table 8.17 and shown on Figures 8.2a-c.

Table 8.17: Land-take areas for residential land and property

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		ha	%			
Easter Ballinluig of Dunfallandy	Partial loss of woodland grassland for main alignment at approx. ch1800.	0.10	n/a*	Medium	Low	Slight
Balmore Cottages	Partial loss of garden and parking area for main alignment at approx. ch3650.	0.03	n/a*	Medium	Low	Slight
Greengates	Partial loss of woodland for main alignment at approx. ch4600.	0.86	60	Medium	High	Moderate/ Substantial
Faskally Cottage West	Partial loss of garden for Pitlochry North Rail Underbridge (ch4700), including associated wingwall.	0.03	17	Medium	High**	Moderate/ Substantial
Tigh na Beithe	Demolition of property (approx. ch5500).			High	High	Substantial

*% area loss has not been calculated as the tenanted property forms a larger part of an owned land plot

** Assessed as high due to combination of land-take and amenity impacts

- 8.4.6 There are three properties where a significant potential impact on land-take is assessed; Greengates, Faskally Cottage West and Tigh na Beithe.
- 8.4.7 Greengates comprises two residential properties, approximately 180m south of the proposed scheme, and one parcel of woodland (refer to Figure 8.2c). There would be no land-take from the residential properties or their gardens. However, 0.86a would be expected to be lost from the parcel of woodland. The significance of potential impact is assessed as **Moderate/Substantial** as the proposed scheme impacts on both the amenity of the land holding and land-take.
- 8.4.8 Faskally Cottage West (refer to Figure 8.2c) is located to the north of the Highland Main Line railway and there would be land-take from the western portion of the garden. The construction of the Pitlochry North Rail Underbridge includes a 17m long wingwall which would be adjacent to the western side of the property. The significance of potential impact is assessed as **Moderate/Substantial** as the proposed scheme impacts on both the amenity of the land holding and land-take.
- 8.4.9 Tigh na Beithe (refer to Figure 8.2c) would be demolished as a result of the proposed scheme. A voluntary purchase has been agreed with the owners and Transport Scotland and the property has been acquired and will be demolished. The significance of potential impact is assessed as **Substantial**.

Vehicle Access

8.4.10 Thirteen groupings of residential properties would experience a change in access/travel distance as a result of the proposed scheme. As noted in paragraph 8.2.28 to 8.2.29, the assessment of the impacts of the proposed scheme on access focused on properties where direct access is provided to/from the existing A9. Expected change in access route for each grouping of residential properties is outlined in Table 8.18 and illustrated in Figure 8.3. Nine of the groups would experience potential impacts of **Moderate** or higher significance for both journeys to the north and/or south.

Table 8.18: Groupings of residential properties change in vehicle access

Residential Grouping	Change in Journey Distance (km)		Significance		Figure Reference
	North	South	North	South	
Milton of Fonab	0.1	No change	Negligible	No impact	8.3a
Properties at Fonab Crescent	0.1	No change	Negligible	No impact	8.3a
Littleton of Fonab	1.4	1.8	Moderate	Moderate	8.3b
Middleton of Fonab	1.4	0.7	Moderate	Slight	8.3c
Netherton of Fonab	1.4	0.7	Moderate	Slight	8.3d
Overton of Fonab	0.4	0.3	Negligible	Negligible	8.3e
Balmore Cottages	3.7	-0.2	Moderate	Negligible (beneficial)	8.3f
Cluniemore House	No change	3.5	No impact	Moderate	8.3g
Craggan Cottages	No change	3.5	No impact	Moderate	8.3g
The Gatehouse	No change	3.5	No impact	Moderate	8.3h
Tombane	No change	3.5	No impact	Moderate	8.3h
Kennels Cottage	2.8	No change	Moderate	No impact	8.3i

8.4.11 With the proposed scheme, properties at Middleton of Fonab Cottages will access the Foss Road and the proposed scheme through Fonab Business Park via a new structure parallel to the proposed scheme or from the existing private means of access from the Foss Road. During construction, access to the properties may need to be temporarily limited to the existing private means of access from the Foss Road. The significance of potential impact during construction is assessed as Negligible.

8.4.12 As noted in Table 8.18, there are localised journey length increases as a result of removing at-grade junctions, as outlined in Chapter 2 (Need for the Scheme), having all movement grade separated junctions mitigates the need for potentially dangerous right turns across the path of traffic travelling in the opposite direction which will improve safety for motorised and non-motorised users.

Commercial and Industrial Property

Land-take

8.4.13 This section considers land-take required from commercial and industrial land or property. If land has been allocated for development, the assessment of impacts is undertaken within the development land section. For commercial and industrial properties, Fonab Business Park has been assessed under development land as it has a development land designation.

8.4.14 Eight commercial and industrial land interests would be affected by land-take of which it is estimated 9.00ha would be permanent land-take and 0.86ha would be servitude rights. Land-take is detailed in Table 8.19.

Table 8.19: Land-take areas for commercial and industrial land interests

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		ha	%			
Network Rail	Partial loss of land within railway boundary for main alignment.	1.30*	n/a**	medium	low	Slight
Dunfallandy House	Partial loss of amenity land for main alignment.	0.07	4	medium	negligible	Negligible/ Slight
Pitlochry Festival Theatre	Partial loss of amenity land for side road realignment.	0.03	1	medium	low	Slight
SSE	Partial loss of land for main alignment.	2.58	n/a**	medium	low	Slight
Scottish Hydro-Electric Power Distribution PLC	Partial loss of land for main alignment.	0.06	n/a**	medium	low	Slight
PKC	Partial loss of land for main alignment.	0.65	n/a**	medium	low	Slight
Fonab Castle Hotel	Partial loss of access road and amenity grassland for main alignment.	0.28	7	high	low	Slight/ Moderate
Craiglunie	Demolition of commercial property (used as an educational facility) due to construction of embankment.	2.12	100	high	high	Substantial
Faskally Caravan Park and Lands	Loss of amenity grassland to main alignment, SuDS and mitigation.	1.89***	5	medium	low	Slight

*Of the land-take from Network Rail, 0.86ha would be subject to servitude rights

**% area loss has not been calculated due to the extent of the land holding

***In addition to Faskally Caravan Park and Lands land-take, an estimated further 15.92ha of agricultural land would be subject to compulsory purchase and is included in the agricultural land take figures (refer to Table 8.29)

- 8.4.15 Fonab Castle Hotel would experience temporary disturbance to their hotel access during the construction period, in addition to impacts on the amenity of the hotel. Visual impacts are assessed in Chapter 14 with noise and vibration impacts assessed in Chapter 17. The hotel also lets premises at Fonab Business Park. Access to the business park would be maintained from the Foss Road and to/from the proposed scheme via the C452 Foss Road left in/left out junction.
- 8.4.16 Mark Murphy & Partner Ltd, also has premises at Fonab Business Park and would experience temporary disturbance to access during construction and access during operation would be maintained from the Foss Road and to/from the proposed scheme via the C452 Foss Road left in/left out junction.
- 8.4.17 Craiglunie (refer to Figure 8.2c), which is used as an educational facility for Balnacraig School, would be demolished as a result of the proposed scheme. It is expected that some of the forestry surrounding Craiglunie would be able to be retained. The significance of potential impact is assessed as **Substantial**.

Disturbance

- 8.4.18 Pitlochry Boating Station and Café would experience temporary disturbance during the construction period of the proposed scheme. This would result in the loss of pedestrian passing trade due to the diversion of an existing core path, outlined in Chapter 9 (People and Communities – All Travellers). The resulting disturbance from the construction phase would also restrict boating access to Loch Faskally directly impacting on fishing and leisure boating activities. Additionally, there would be amenity impacts. The significance of potential impact is assessed as **Moderate/Substantial** during construction.

Vehicle Access

8.4.19 Six commercial/industrial properties have been identified that would experience a change in access/travel distance as a result of the proposed scheme. Expected change in access route for each commercial/industrial property is outlined in Table 8.20 and illustrated in Figure 8.3. Four of the commercial/industrial properties would experience potential impacts of Moderate or higher significance.

Table 8.20: Commercial/industrial properties change in vehicle access

Commercial/Industrial Property	Change in Journey Distance (km)		Significance		Figure Reference
	North	South	North	South	
Milton of Fonab Caravan Park	0.1	No change	Negligible	No impact	8.3i
Dunfallandy House	0.1	No change	Negligible	No impact	8.3j
Fonab Castle Hotel and Mark Murphy & Partner Ltd	1.5	No change	Moderate	No impact	8.3j
Pitlochry Festival Theatre	1.0	No change	Moderate	No impact	8.3k
Fonab Farm Foods	1.4	0.7	Moderate	Slight	8.3k and 8.3l
Balmore Sawmill	No change	3.5	No impact	Moderate	8.3l

Indirect Socio-economic Impacts

8.4.20 During construction, there is likely to be additional spend in the local area by workers and others associated with proposed scheme construction, along with increased employment. Some businesses, for example those providing seasonal holiday accommodation and catering, would have the opportunity to adapt their business and customer profile to take advantage of increased demand from workers for catering and accommodation in the area. A beneficial impact for such businesses in Pitlochry and the surrounding area would therefore be expected during construction.

8.4.21 It is expected that some other businesses would not be able to adapt and that there would be disturbance during construction (noise and vibration, air quality emissions, landscape and visual). Tourism related businesses that rely on the character and setting of the area may be particularly sensitive to such effects. Consequently, an adverse impact on such businesses and people in Pitlochry may occur.

8.4.22 Therefore, the overall indirect socio-economic impact during construction is likely to be mixed, with the potential impact on businesses dependant on their type, sensitivity to construction impacts and their ability to adapt their business during the construction period.

8.4.23 Indirect socio-economic impacts during operation for Pitlochry and the surrounding area are expected to be beneficial overall due to the benefits associated with the A9 dualling programme.

Community Land and Community Facilities

8.4.24 The proposed scheme requires no permanent land-take from community land. Servitude rights are acquired on River Tummel and Loch Faskally, both identified as community land in the baseline study. Disturbance to recreational and commercial use of this community land would be expected, particularly during construction. Impacts are assessed for River Tummel in Agriculture, Forestry and Sporting interests (salmon fishing rights) and for Loch Faskally as Commercial and Industrial property (Pitlochry Boating Station). Impacts on NMUs accessing community land are assessed in Chapter 9 (People and Communities – All Travellers). Consequently, impacts on community land and community facilities is not discussed further within this chapter.

Community Severance

8.4.25 Changes in traffic volumes on the local road network and through settlements would not give rise to new severance or provide relief from existing severance.

8.4.26 Community facilities are mainly located within Pitlochry. The main routes in relation to the proposed scheme for residents and visitors to access the community facilities within these locations are detailed in Table 8.21. These main access routes are displayed on Figure 9.1 (Chapter 9: People and Communities – All Travellers).

Table 8.21: Main access routes to community facilities

Community	Type	Main Access Routes	Figure 9.1 ref.	Main User(s)
Pitlochry	National Cycle Route	NCR7/NCR77	NCR7/NCR77	Cyclists
	Local Path (non-designated)	70	70	Pedestrians
	Core Path	PLRY/55	71	Pedestrians (potentially used by vulnerable users such as children to access sports field and play areas)
	Core Path and Right of Way	PLRY/6 and TP56	72	Pedestrians /Cyclists/ Equestrians
	Core Path and National Cycle Route	PLRY/110 and NCR7/NCR77	74	Pedestrians/Cyclists (most dismount across bridge)
	Core Path	PLRY/30	76	Pedestrians
	Core Path	PLRY/56	77	Pedestrians
	Core Path	PLRY/109	78	Pedestrians
	Local Road	Foss Road	-	Vehicles/Cyclists

8.4.27 Potential new severance arising from the proposed scheme is identified at one location. Residents accessing community facilities in Pitlochry via Path 72 would no longer be able to use the at-grade crossing of the A9 at the Middleton of Fonab access. The main users of this path are pedestrians, cyclists and equestrians. They would be required to join the realigned path and use the newly constructed Foss Road Underpass and along a new footpath on Foss Road, a diversion of approximately 0.1km. This would result in a new severance of Slight significance for pedestrian, cyclist and equestrian users.

Development Land and Planning Applications

Development Land

8.4.28 The proposed scheme would directly affect two development land allocations, LA01 and LA04. Both of these development land allocations have extant planning applications within the development land boundary. Where the proposed scheme also impacts on the planning application this is assessed as a planning application, as discussed in paragraph 8.4.30. Total land-take from development land not subject to an extant planning application extends to approximately 0.65ha. The proposed scheme would not be expected to impact upon access to LA01. Access to LA04 would be provided from the Foss Road and to the proposed scheme via the C452 Foss Road left in/left out junction.

8.4.29 Further details of the impact assessment are provided in Appendix A8.4 (Development Land Assessment). Refer to Figure 8.1 for the location of the development land allocations in relation to the proposed scheme. The proposed scheme is assessed as having a Not Significant impact on LA01 at Middleton of Fonab and a potential **significant Adverse** impact on LA04 at Fonab Business Park as a result of direct land-take.

Planning Applications

8.4.30 The proposed scheme would directly affect two planning applications, PA06 and PA07 (also designated as development land allocations, LA01 and LA04 respectively). Land-take within the planning applications extends to approximately 0.15ha (0.08ha from PA06 and 0.07ha from PA07). Further details of the impact assessment are provided in Appendix A8.4 (Development Land Assessment). Refer to Figure 8.1 for the location of the planning applications in relation to the proposed scheme. The proposed scheme is assessed as having a Not Significant impact on PA06 at Middleton of Fonab and a potential **significant Adverse** impact on PA07 at Fonab Business Park as a result of direct land-take.

Agricultural, Forestry and Sporting Interests

8.4.31 A summary of the potential impact significance in the absence of mitigation is provided for the seven agriculture, forestry and sporting interests affected by the proposed scheme are detailed in Table 8.22.

Table 8.22: Significance of potential impacts on agricultural, forestry and sporting interests (Unmitigated)

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agriculture, Forestry and Sporting Interests	0	2	1	2	1	1	0

8.4.32 The potential impacts for each interest are detailed within Appendix A8.5 (Agriculture, Forestry and Sporting Interests: Pre- and Post-Mitigation Impacts) and are summarised for each activity below.

Loss of Agricultural, Forestry and Sporting Land

8.4.33 Total land lost from seven agricultural, forestry and sporting interests equates to approximately 63.73ha. Of this, 28.45ha is classed as non-prime agricultural land, 31.48ha classed as forestry, 0.56ha is classed as sporting and 3.24ha as other land. The proposed scheme is expected to directly impact 16 agricultural fields and 15 parcels of forestry, of which four (13%) would be lost.

8.4.34 There are significant potential impacts (i.e. Moderate or above) on four agricultural, forestry and sporting land interests. These impacts are described in Table 8.23, and generally relate to loss of land, loss of access, loss of field boundaries (including fences, hedges and walls), disruption of existing field drainage systems and temporary disturbance to fishing rights during construction.

Table 8.23: Description of significant impacts

Agricultural, Forestry and Sporting Interest	Description of potential impacts
West Haugh of Dalshian Farm (Ref. B)	Loss of 3.66ha (2.98ha is LCA Class 3.2 and 0.69ha is other land). Land lost equates to 18% of total farmed area. Seven fields affected. Loss of boundary features and disruption to field drainage system. Significance assessed as Moderate/Substantial .
Fishing Rights (West Haugh beat)	Loss of 0.45ha of bankside and River Tummel. Temporary disturbance during construction to fishing rights on part of the River Tummel. Significance assessed as Moderate/Substantial (construction only).
Atholl Estate (The Bruar Trust)	Loss of 0.12ha of bankside and River Tummel. Temporary disturbance during construction to fishing rights on part of the River Tummel. Significance assessed as Moderate/Substantial (construction only).

Windthrow Risk

8.4.35 The windthrow assessment using ForestGALES has indicated that, following creation of a new exposed (brown) edge and wider gap arising from tree felling within the CPO, the critical wind speeds required to result in damage are reduced. However, the WDRS is unchanged at Low (not significant) for all assessed coupes (refer to Appendix A8.3 Forestry Survey).

8.4.36 Disturbance impacts on forestry operations, such as changes in access, management of forestry coupes and timber harvesting would also be expected during the construction period.

Sporting Activity

8.4.37 Impacts on sporting interests (shooting, stalking and fishing) have been included in the impact assessment for each land interest.

- 8.4.38 Disturbance to fishing on Loch Faskally during construction has already been assessed under Pitlochry Boating Station and Café and is discussed in paragraph 8.4.18.
- 8.4.39 Whilst part of the River Tummel would be subject to compulsory purchase, fishing rights would be excluded. The proposed scheme would result in temporary disturbance during construction to fishing activity on the River Tummel with fishing existing fishing rights retained by West Haugh, land at Dalshian and The Bruar Trust. Refer to Appendix A8.5 (Agriculture, Forestry and Sporting Pre- and Post-Mitigation Impacts).

8.5 Mitigation

- 8.5.1 This chapter makes reference to overarching standard measures applicable across A9 dualling projects ('SMC' mitigation item references), and also to project-specific measures ('P04' mitigation item references). Those that specifically relate to Community and Private Assets are assigned a 'CP' reference.
- 8.5.2 Mitigation measures for the proposed scheme in relation to community and private assets are detailed in this section and take into account best practice, legislation, guidance and professional experience.
- 8.5.3 Where the proposed scheme results in the loss of land, it is assumed landowners will be compensated financially for the loss in accordance with the District Valuer's assessment. Further details of the extent of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. As noted in paragraph 8.2.33 and 8.2.64, any potential compensation payments were not considered as mitigation.
- 8.5.4 The DMRB Stage 3 design process has avoided or reduced many potential impacts by reducing land-take and providing alternative access arrangements wherever possible.

Embedded Mitigation

- 8.5.5 The DMRB Stage 3 design includes measures to provide access to residential land and property as well as agricultural, forestry and sporting interests, with revised access arrangements and tie-ins to the road network. This includes the proposed private means of access and access tracks which form part of the proposed scheme design. These have been discussed with affected residents/landowners as part of the consultation process, and their inclusion in the design is considered embedded mitigation.
- 8.5.6 The revised access provision forming part of the proposed scheme is detailed Table 5.2 of in Chapter 5 (The Proposed Scheme). Access is provided to land at Dalshian, Littleton of Fonab, Middleton of Fonab, Pitlochry Estate, Tay Forest and Kennel Cottage. In addition, access to commercial property is also provided to Fonab Business Park. Changes in access are shown on Figure 8.3.
- 8.5.7 The DMRB Stage 3 design has also reduced land-take through iterative design development (Chapter 4: Iterative Design Development). This is in line with Strategic Environmental Design Principle M1 (Appendix A2.1: Strategic Environmental Design Principles).
- 8.5.8 Embedded mitigation relating to the alleviation of severance for NMUs across the A9 is described in detail in Chapter 9 (People and Communities - All Travellers) and shown on Figure 9.2. The proposed scheme design includes measures to limit the impacts on community severance such as the road connections to local settlements and more specifically the Middleton of Fonab to Foss Road Underpass which forms part of the diversion for Path 72 (refer to paragraph 8.4.27).

Standard Mitigation

- 8.5.9 Standard measures to mitigate potential impacts on community and private assets during construction are set out in the Table 8.24. In line with the Strategic Environmental Design Principles S5 and S6, **Mitigation Item SMC-CP8** aims to ensure that soil mitigation measures are fully implemented and soil resources are protected.

Table 8.24: Standard Mitigation for Community and Private Assets

Mitigation Item	Description
SMC-CP1	Access to/from residential, commercial and industrial and agricultural, forestry and sporting assets will be maintained throughout the construction period by means of signed diversions, where necessary. The estimated duration and location of these diversions will be communicated to affected parties a minimum of two weeks in advance before they are put in place.
SMC-CP2	Existing access arrangements to agricultural and forestry land outwith the land made available (LMA) boundary will not be prevented by the construction works during or post construction, unless alternative access is provided.
SMC-CP3	Consultation with affected landowners and occupiers will be undertaken on the location and timing of planned construction works to reduce disturbance, as far as practicable, taking into account the overall construction programme.
SMC-CP4	Notice of intention to commence construction work will be provided to owners and occupiers of agricultural land adjacent to the proposed scheme before works commence.
SMC-CP5	Where practicable, temporary construction compounds that are required outwith the LMA boundary will not be sited on prime agricultural land or on areas of woodland and forestry.
SMC-CP6	Where appropriate, temporary fences will be provided during construction for the health and safety of the public and animals. Fencing of working areas will be to a standard adequate for excluding any livestock kept on adjoining land. Access by non-authorised personnel will not be permitted, unless prior permission is granted by the Principal Contractor(s).
SMC-CP7	Where boundary features (e.g. fences, walls and hedges) require temporary or permanent alteration to allow construction, these will be reinstated with appropriate materials to provide a secure boundary.
SMC-CP8	Soil resources will be managed in accordance with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (Defra, 2009). This will include the careful excavation, storage and replacement of topsoil and subsoil.
SMC-CP9	Reasonable precautions will be taken during construction to avoid the spreading of soil-borne pests and diseases; animal and crop diseases; tree pests and diseases; and invasive species. A biosecurity protocol will be developed by the Contractor in consultation with the Animal and Plant Health Agency, the Scottish Government's Environment and Forestry Directorate and the Scottish Government's Agriculture, Food and Rural Communities Directorate, taking cognisance of relevant UK and Scottish Government biosecurity guidance.
SMC-CP10	Pre-construction drainage surveys will be undertaken to reduce the likelihood of damage or disturbance to field and forestry drainage systems during construction. Where required, the integrity of the drainage system will be secured in advance of construction. Repairing and reinstatement of drains affected by construction will be agreed with the landowner / occupier to ensure that land capability is maintained and the risk of flooding is not exacerbated.
SMC-CP11	Water supplies for livestock will be identified pre-construction and where supplies are lost or access is compromised by any construction works, temporary and / or permanent alternative supplies will be provided as agreed with the landowner/occupier.
SMC-CP12	LMA that is declared surplus following completion of construction of the proposed scheme (including redundant road pavement and/or access tracks) will be offered back to former owners or their successors in accordance with the Crichton Down Rules.
SMC-CP13	Where there are sporting or fishing rights adjacent to the working area, reasonable endeavours will be taken to minimise interference with enjoyment of them while recognising the primary objective to maintain a safe working environment for both contractors and users of the land and water.
SMC-CP14	Where stands of trees are to be affected an arboricultural and/or windthrow assessment will be undertaken pre-construction by the Contractor. Tree surgery and/or felling will be carried out as necessary to ensure the safety of land and infrastructure.
SMC-CP15	On completion of works, any land required temporarily for construction works will be reinstated as far as practicable and in line with mitigation plans. A record of condition survey is to be undertaken of any land to be returned to agriculture, to ensure all land is restored as near to its original condition as is reasonably practicable.

Specific Mitigation

8.5.10 In addition to the standard A9 mitigation described above, project-specific measures (**Mitigation Items P04-CP16 to P04-CP21**) as set out in the following section are required to reduce specifically identified potential impacts on community and private assets.

Residential Property

- 8.5.11 During construction, there will be temporary disturbance on access to/from some properties adjacent to the proposed scheme and this will be addressed through the standard mitigation items identified above. No further specific mitigation is required.

Commercial and Industrial Property

- 8.5.12 Consideration will be given by Transport Scotland to the replacement of existing roadside signage on the proposed scheme for certain businesses whose access has changed and whose business is particularly dependent upon vehicular movements from the A9 (**Mitigation Item P04-CP16**).
- 8.5.13 A Traffic Sign Strategy has been developed that seeks to rationalise the existing sign provision providing signs where a clear need is identified based on the proposed dualling. The proposed signage design has been incorporated into the DMRB Stage 3 design.
- 8.5.14 In relation to tourist signs it is noted that IAN 144/16 'Directional signs on Motorway and all-purpose Trunk Roads Grade separated junctions' states that up to three tourist destinations may be shown where the sign is on a road with a speed limit of 50mph or more, and up to four destinations on lower speed roads. Based on this guidance it will be necessary to potentially reduce the number of destinations shown on certain proposed tourist signs. All currently signed tourist attractions or facilities will need to be assessed in terms of eligibility to establish whether these are included on proposed tourist signs. This assessment will be undertaken in accordance with the criteria set out in 'Trunk Road and Motorway Tourist Signposting Guidance' (Transport Scotland 2016). The assessment of the eligibility of tourist signs will be undertaken prior to commencement of construction to determine the currency of the tourist destinations. Until such time as this assessment is undertaken the existing tourist sign destinations will be incorporated into the DMRB Stage 3 design.

Development Land and Planning Applications

- 8.5.15 Mitigation measures for other environmental impacts in some cases may have the additional benefit of ameliorating impacts on development land and planning applications, such as proposed landscape planting to provide screening at Fonab Business Park (Chapter 13: Landscape).

Agricultural, Forestry and Sporting Interests

- 8.5.16 Mitigation measures with respect to agricultural, forestry and sporting interests have been developed with the aim of protecting the agricultural capability of land and soils and the maintenance of the viability of farming units. Land-take requirements (i.e. CPO) have been minimised through the DMRB Stage 3 design and assessment process.
- 8.5.17 Consultation with landowners and tenants is ongoing and it is normal practice for the details of specific accommodation works that don't require planning consent to continue beyond the EIA process. Agreed accommodation works will be included within the construction contract. Although specific details are unknown at this stage, it is assumed for the purposes of identifying residual impacts that accommodation works necessary to enable the ongoing operation of agricultural, forestry and sporting interests will be applied.
- 8.5.18 The majority of the proposed standard mitigation commitments relate to measures that ensure provision of access to fields and severed areas, reinstatement of boundary features (fences, hedges and drystone walls) as well as watering points for livestock, and provision of new or reinstated field drainage systems.
- 8.5.19 Project-specific mitigation measures to avoid or reduce potential impacts on agricultural, forestry and sporting interests in specific locations are listed in Table 8.25. Appendix A8.5 (Agriculture, Forestry and Sporting Interests: Pre- and Post-Mitigation Impacts) lists the standard and specific mitigation measures as applicable to each affected agricultural, forestry and sporting interest.

Table 8.25: Project-specific Mitigation for Community and Private Assets

Mitigation Item	Mitigation Measure
P04-CP17	Where areas of land within the CPO are identified as being surplus and having the potential to be returned to agriculture following construction of the proposed scheme, for example areas included in the CPO where land will be allowed to flood to greater depths to mitigate flood impacts, these shall be offered back to the former owner for return to agricultural/forestry use following imposition of appropriate burdens by Transport Scotland.
P04-CP18	Where field access points require temporary or permanent alteration as a result of construction, alternative field access will be provided in consultation with the land owner/occupier. Where recessed field access from local roads is identified as being required, this shall be provided.
P04-CP19	Where individual stands of trees and woodland compartments will be affected, and risk of windthrow or damage to root protection areas has been identified as a safety risk to land within the proposed scheme, appropriate mitigation will be applied to address safety risk to land within the proposed scheme. Any felling to create a windfirm edge or stabilise trees will take account of potential ecological, landscape and visual impacts and designed where feasible to maximise ecological, landscape and visual opportunities.
P04-CP20	Where individual stands of trees and woodland compartments will be affected, and where there are no windthrow or landscape/visual issues, a tree protection plan will be prepared and tree felling restricted to that necessary to allow the safe construction and operation of the proposed scheme.
P04-CP21	Tree felling will be avoided where possible in areas of woodland identified as having the potential to be retained for landscape and visual purposes (areas to be retained identified in Figure 13.5), taking cognisance of the tree protection plan and/or windthrow assessment.

8.6 Residual Impacts

Residential, Commercial and Industrial Property

- 8.6.1 Residual impacts for residential, commercial and industrial property are presented in Table 8.26. All residual impacts are adverse unless otherwise stated.
- 8.6.2 During construction there would be temporary disturbance to vehicle access to/from some properties adjacent to the proposed scheme.

Table 8.26: Significance of residual impacts of residential, commercial and industrial property

Receptor	Impact	Mitigation Item	Significance of Residual Impact	
			Vehicle Access (direction of travel from property)	Land-take
Residential				
Milton of Fonab	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling north (<100m).	SMC-CP1	North: Negligible South: No impact	No impact
Easter Ballinluig of Dunfallandy	Partial loss of woodland and grassland for main alignment (0.10ha). Changes to access – as above for Milton of Fonab.	SMC-CP1	North: Negligible South: No impact	Slight
Properties at Fonab Crescent	Changes to access – as above for Milton of Fonab.	SMC-CP1	North: Negligible South: No impact	No impact
Littleton of Fonab	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling north (1.3km) and travelling south (0.8km).	SMC-CP1	North: Moderate South: Slight	No impact
Middleton of Fonab	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling north (1.4km) and travelling south (0.7km).	SMC-CP1	North: Moderate South: Slight	No impact
Netheron of Fonab	Changes to access – as above for Middleton of Fonab.	SMC-CP1	North: Moderate South: Slight	No impact
Overton of Fonab	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling	SMC-CP1	North: Negligible South: Negligible	No impact

Receptor	Impact	Mitigation Item	Significance of Residual Impact	
			Vehicle Access (direction of travel from property)	Land-take
	north (0.3km) and travelling south (0.4km).			
Balmore Cottages	Partial loss of garden and parking area for main alignment (0.03ha). Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling north (3.7km) and a reduced journey distance when travelling south (-0.2km).	SMC-CP1	North: Moderate South: Negligible (beneficial)	Slight
Cluniemore House	Direct access to existing A9 replaced with left in/left out access resulting in additional journey distance when travelling south (3.5km).	SMC-CP1	North: No impact South: Moderate	No impact
Craggan Cottages	Changes to access – as above for Cluniemore House.	SMC-CP1	North: No impact South: Moderate	No impact
The Gatehouse	Changes to access – as above for Cluniemore House.	SMC-CP1	North: No impact South: Moderate	No impact
Tombane	Changes to access – as above for Cluniemore House.	SMC-CP1	North: No impact South: Moderate	No impact
Greengates	Partial loss of woodland for main alignment (0.86ha).	SMC-CP1	No impact	Moderate/ Substantial
Faskally Cottage West	Partial loss of garden for Pitlochry North Rail Underbridge, including associated wingwall (0.03ha).	SMC-CP1	No impact	Moderate/ Substantial
Tigh na Beithe	Demolition of property.	-	n/a	Substantial
Kennels Cottage	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for residents when travelling north (2.8km).	SMC-CP1	North: Moderate South: No impact	No impact
Commercial and Industrial				
Network Rail*	Partial loss of land within railway boundary from main alignment (1.30ha).	SMC-CP1	No impact	Slight
Dunfallandy House Hotel	Partial loss of amenity land from main alignment (0.07ha). Direct access to existing A9 changed to left in/left out junction, resulting in additional journey distance for employees and customers when travelling north (0.1km).	SMC-CP1	North: Negligible South: No impact	Negligible/Slight
Milton of Fonab Caravan Park	Changes to access – as above for Dunfallandy House Hotel.	SMC-CP1	North: Negligible South: No impact	No impact
Fonab Castle Hotel	Partial loss of access road and amenity grassland from main alignment (0.28ha). Direct access to existing A9 changed to left in/left out junction, resulting in additional journey distance for employees and customers when travelling north (1.5km).	SMC-CP1 and P04-CP16	North: Moderate South: No impact	Slight/Moderate
Mark Murphy & Partner Ltd	Direct access to existing A9 changed to left in/left out junction, resulting in additional journey distance for employees and customers when travelling north (1.5km).	SMC-CP1	North: Moderate South: No impact	Slight/Moderate
Pitlochry Festival Theatre	Partial loss of amenity land from side road realignment (0.03ha). Direct access to existing A9 changed to left in/left out junction, resulting in additional journey distance for employees and customers when travelling north (1.0km).	SMC-CP1 and P04-CP16	North: Moderate South: No impact	Slight
SSE	Partial loss of amenity land from main alignment (2.58ha).	SMC-CP1	No impact	Slight
Fonab Farm Foods	Direct access stopped up and an alternative left in/left out access provided resulting in additional journey distance for employees and customers when travelling north (1.4km) and travelling	SMC-CP1	North: Moderate South: Slight	No impact

Receptor	Impact	Mitigation Item	Significance of Residual Impact	
			Vehicle Access (direction of travel from property)	Land-take
	south (0.7km).			
Balmore Sawmill	Direct access to existing A9 changed to left in/left out junction, resulting in additional journey distance for employees and customers when travelling south (3.5km).	SMC-CP1	North: No impact South: Moderate	No impact
Craiglunie	Demolition of commercial property due to construction of embankment.	-	n/a	Substantial
Faskally Caravan Park and Lands**	Loss of amenity grassland (1.89ha) for main alignment, SuDS and mitigation.	SMC-CP1 and P05-CP16	No impact	Slight

*Of the land-take from Network Rail, 0.86ha would be subject to servitude rights.

**In addition to the land-take from Faskally Caravan Park and Lands an estimated further 15.92ha of agricultural land would be subject to compulsory purchase for essential environmental mitigation (compensatory planting) associated with the proposed scheme and is included in the agricultural land take figures (refer to Table 8.28)

8.6.3 In relation to the residual impacts on access, during construction there would be temporary disturbance on access/egress for properties adjacent to the proposed scheme. Access to properties at Middleton of Fonab Cottages would be temporarily restricted to their private means of access from the Foss Road whilst the new structure adjacent to the main alignment and crossing the Foss Road Underpass is built. The properties would experience a residual impact of Negligible significance during construction.

8.6.4 Pitlochry Boating Station and Café would experience disturbance during the construction period of the proposed scheme. Potential mitigation measures relating to these businesses would include reducing potential impacts on NMUs which is outlined in Chapter 9 (People and Communities – All Travellers). Other mitigation measures would include reducing any potential impacts on amenity. Mitigation for impacts on landscape, visual receptors and noise is covered in more detail in Chapter 13 (Landscape), Chapter 14 (Visual) and Chapter 15 (Noise and Vibration). The businesses would experience a residual impact of **Moderate/Substantial** significance during construction.

Likely Future Impacts on Commercial Business Viability

8.6.5 Network Rail would be affected by land-take (1.30ha) and of this 0.86ha would be subject to servitude rights where the proposed scheme crosses the Highland Main Line railway in the vicinity of the Pitlochry South and Pitlochry North Junctions. New structures would comprise the Dalshian Rail Underbridge (ch500), the Pitlochry North Rail Underbridge (ch4700) and the Tigh na Beithe Rail Underbridge ch5300 (mainline) and ch700 (side road)). The provision of new structures is expected to have no significant impact on likely future business viability.

8.6.6 Fonab Castle Hotel would be affected by land-take (0.28ha) for tie in of the hotel access road with the C452 Foss Road and to realign culvert WC66. Access rights would be provided over the acquired land. Direct access to the A9 would be limited to left in/left out with a change in journey distance for movements north of 1.3km. The residual impacts of land-take combined with changes in access and journey distance are assessed as Slight/Moderate and it is expected that there would be no significant impact on likely future commercial business viability for this business.

8.6.7 No land-take is required from the Pitlochry Boating Station and Café. However, during the construction of the proposed scheme the business is expected to experience disturbance from disruption to access (temporary diversions for customers in the vicinity) and amenity (particularly visual and construction noise) as described in paragraph 8.6.4. These temporary impacts have the potential to affect customer numbers and customer experience, particularly for the fishing and leisure boating elements of the business and the pedestrian passing trade of the café business. Given the disturbance and impact on the amenity during the construction period it is assessed that the likely future impacts on the business viability would be **significant Adverse** during the construction period. Following construction, the likely future impacts on business viability are assessed as not significant on the assumption that the business would be expected to revert to current operational levels.

8.6.8 Faskally Caravan Parks and Land would be affected by land-take (1.89ha) for main alignment, SuDS and essential mitigation. A further 15.92ha of agricultural land would be subject to compulsory purchase for the proposed scheme for compensatory planting (refer to Figure 13.5: Landscape and Ecological Mitigation) and is included in the agricultural land take figures (refer to Table 8.28). The land is informally let for grazing and does not make any meaningful economic contribution to the business. The impacts of land-take are assessed as Slight and it expected that there would be no significant impact on likely future commercial business viability for this business.

Community Land and Community Facilities

8.6.9 There are no significant residual impacts on community land and community facilities or on community severance.

8.6.10 Mitigation relating to paths is identified in Chapter 9 (People and Communities - All Travellers).

Development Land and Planning Applications

8.6.11 Land-take from development and planning applications is expected to extend to 0.80ha. Residual impacts for development land and planning applications are presented in Table 8.27. Impacts that are not significant have not been included here, but are detailed in Appendix A8.4 (Development Land Assessment).

Table 8.27: Residual impacts of Development Land and Planning Applications

Receptor	Description of impact	Residual Impact
LA04 – Fonab Business Park (Employment)	0.65ha of direct land-take. This would reduce the overall development capacity of the site and as such an Adverse impact is expected.	Significant Adverse
PA07 – Fonab Business Park (Erection of 3 units)	0.07ha of direct land-take. Proximity of the proposed scheme to the proposed development is expected to result in the loss of at least one future business unit therefore an Adverse impact is assessed.	Significant Adverse

Agricultural, Forest and Sporting Interests

8.6.12 The residual agricultural and forestry land-take impacts of the proposed scheme are summarised in Table 8.28. The areas presented in the table are based on the Draft CPO and represent the total agricultural, forestry and sporting land-take from the proposed scheme.

8.6.13 As noted in paragraph 8.4.33, it is estimated that 63.73ha of agricultural, forestry and sporting land would be required for the proposed scheme. Of this total land-take, 28.45ha is from non-prime agricultural land, 31.48ha is from forestry, 0.56ha from sporting land and a further 3.24ha is from land not in agricultural use.

Table 8.28: Residual land-take of agricultural, forestry and sporting interests

	Prime Agricultural Land (ha)			Non-prime Agricultural Land (ha)			Forestry (ha)	Sporting (ha)	Other Land	Total (ha)
	LCA Class			LCA Class						
	1	2	3.1	3.2	4	5-7				
Land-take in agricultural, forestry and sporting use	-	-	-	6.25	6.28	15.92*	31.48	0.56	3.24	63.73
Land potentially to be returned to agriculture/retained as forestry	-	-	-	2.94	2.54	-	6.52	-	-	12.00
Net agricultural, forestry and sporting land-take	-	-	-	3.31	3.74	15.92*	24.96	0.56	3.24	51.73

*Land-take from Faskally Caravan Park and Lands.

- 8.6.14 Within the Draft CPO, 12.00ha of agricultural land and forestry has been identified as having the potential to be returned to agriculture and retained as forestry following completion of construction works. This is primarily through either grading out of embankment slopes such that they are suitable for agricultural use, or return of areas required for flood storage (refer to Appendix A8.5 Agriculture, Forestry and Sporting Pre- and Post-Mitigation Impacts pages 4 and 5).
- 8.6.15 When assessing likely future farm business viability, a worst-case scenario is assumed whereby residual impacts exclude any reduction in land-take associated with return to agriculture, retention of forestry land and land returned subject to burdens.
- 8.6.16 The following potential has been identified for land to be returned to agricultural use subject to appropriate burdens (restriction on development) set by Transport Scotland:
- West Haugh of Dalshian – potential for return of 0.26ha to agriculture through return of land required for construction and 1.46ha of flood storage area.
 - John Robertson Farming Partnership – potential for return of 2.44ha to agriculture through return of land required for construction and 1.32ha of flood storage area.
- 8.6.17 The return of agricultural land required for construction and for flood storage areas would not change the significance of impact on any of the land interests.
- 8.6.18 Forestry land identified as having the potential to be retained is located throughout the proposed scheme and is illustrated on Figure 13.5 (Chapter 13: Landscape). This is located on the following agricultural, forestry and sporting land interests: John Robertson Farming Partnership (0.01ha), Pitlochry Estate (0.55ha) and Forestry Commission (5.96ha).
- 8.6.19 The return of agricultural land required for construction and for flood storage areas and the retention of areas of forestry would not change the significance of impact on any of the affected land interests.
- 8.6.20 With land returned to agriculture and retention of areas of forestry, the total area of agricultural land-take would reduce to 22.97ha and forestry lost to 24.96ha as shown in Table 18.28. With a further 0.56ha of land-take from sporting land and 3.24ha from other land, potential total net agricultural, forestry and sporting land-take would be 51.73ha.
- 8.6.21 The residual impacts are summarised in Table 8.29 and further details are provided in Appendix A8.5 (Agriculture, Forestry and Sporting Land Pre- and Post-Mitigation Impacts) for each affected agricultural, forestry and sporting land-interest.

Table 8.29: Residual impacts on agricultural, forestry and sporting interests

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agriculture, Forestry and Sporting Interests	0	2	1	2	1	1	0

Likely Future Impacts on Farm Viability

- 8.6.22 Those agricultural, forestry and sporting interests assessed with a residual impact significance below Moderate, (i.e. not significant) were assumed to remain viable. Any farm businesses with adverse residual impacts of Moderate or higher significance were further reviewed to determine whether or not the businesses would remain viable.
- 8.6.23 One farm business (West Haugh of Dalshian Farm) has a residual impact of **Moderate/Substantial** significance. The business would be expected to lose 18% of the total agricultural land available to the business. Whilst this may result in a reduction or restructuring of its activities, this does not compromise the likely future viability of the farming business and it is considered likely that it would be able to continue trading, albeit after some restructuring of its operations. It is assessed that there would be no significant impact on likely future farm business viability.

Cumulative Impacts

- 8.6.24 Forestry Commission are affected by the proposed scheme (refer to Appendix A8.5) but also have land holdings likely to be affected by Project 02 (Pass of Birnam to Tay Crossing) of the A9 Dualling Programme, and therefore may experience additional land-take and disturbance to forestry operations. Due to the differing stages of projects within the A9 Dualling Programme, these impacts have not yet been fully assessed and defined within a published ES. However, based on the cross-project baseline and assessment information currently available and using professional judgement, it is assessed that the cumulative impact on these land interests would not be significant in the context of the EIA Regulations and would not affect likely future viability. Refer to Chapter 20 (Cumulative Impacts).

8.7 Statement of Significance

Residential, Commercial and Industrial Property

- 8.7.1 With the proposed scheme in place, and taking into account mitigation measures as described in Section 8.5 (Mitigation), residual impacts of **Moderate/Substantial** significance are anticipated as a result of land-take at two residential properties; Greengates (from parcel of woodland) and Faskally Cottage West. Residual impacts of **Substantial** significance are anticipated at one residential property (Tigh na Beithe) and one commercial property (Craiglunie), both of which will be demolished as a result of the proposed scheme.
- 8.7.2 In addition, residual impacts of **Moderate** significance are expected due to changes in journey distance at nine groupings of residential properties (Littleton of Fonab, Middleton of Fonab, Nethernton of Fonab, Balmore Cottages, Cluniemore, Craggan, The Gatehouse, Tombane and Kennels Cottage) and five industrial/commercial properties (Fonab Castle Hotel, Mark Murphy & Partners Ltd, Pitlochry Festival Theatre, Fonab Farm Foods, and Balmore Sawmill) as a result of the proposed scheme.
- 8.7.3 Pitlochry Boating Station and Café are expected to experience a significant residual impact (**Moderate/Substantial**) during the construction period of the proposed scheme. As a result, the businesses likely future impacts on the commercial viability would be **significant Adverse** during the construction period. However, following construction, the likely future impacts on businesses viability are assessed as not significant as the businesses would be expected to be able to operate in a manner similar to or the same as currently.

Development Land and Planning Applications

- 8.7.4 Development land and a planning application at Fonab Business Park would both be directly affected by the proposed scheme, which would limit the development potential of these sites. As a result, **significant Adverse** residual impacts are assessed for both the development land and the planning application as the impacts of the proposed scheme would interfere with their proposed use.

Agricultural, Forestry and Sporting Land Interests

- 8.7.5 With the proposed scheme in place, and taking into account mitigation measures as described in Section 8.5 (Mitigation), significant residual impacts are anticipated at three agricultural, forestry and sporting land interests: West Haugh of Dalshian Farm; Fishing Rights at West Haugh (construction only); and Fishing Rights held by The Bruar Trust (construction only) as a result of land-take and temporary disturbance to fishing rights. A **significant Adverse** impact on likely future farm business viability is assessed at West Haugh of Dalshian.
- 8.7.6 No other impacts are considered to be significant in accordance with the EIA Regulations.

8.8 References

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