

## 8. People and Communities – Community and Private Assets

### 8.1. Introduction

- 8.1.1. This chapter presents an assessment of the potential impacts to private property (including residential and commercial properties and agricultural, sporting and forestry interests), land used by the community, community facilities and public buildings as a result of the Proposed Scheme. The assessment includes consideration of potential community severance impacts resulting from the separation of residents from facilities and services they use within their community.
- 8.1.2. Impacts on pedestrians, cyclists and equestrians, paths and land used for recreation are assessed in Chapter 9 (People and Communities: All Travellers).
- 8.1.3. In accordance with DMRB Interim Advice Note (IAN) 125/09<sup>1</sup>, this detailed DMRB Stage 3 assessment follows the guidelines contained in the DMRB, Volume 11, Section 3, Part 6 Land Use<sup>i</sup>, and the Community Effects section of the DMRB, Volume 11, Section 3, Part 8<sup>ii</sup>. Subsequently IAN 125/15 recommends that Part 6 and all of Part 8 (pedestrians, cyclists, equestrians and community effects) are combined into an assessment on 'People and Communities'. In the absence of revised DMRB guidance setting out the methodology for People and Communities the assessments are retained in separate chapters but reported together under the heading of 'People and Communities'.
- 8.1.4. It should be noted that there are no proposals for restoration of un-navigable, disused or abandoned waterways or development of new waterways within the study area, and therefore this is not considered as part of the assessment.
- 8.1.5. Red Stag Lodge will be demolished to accommodate the Proposed Scheme, however, as this property is owned by the Scottish Ministers it is not assessed further within this chapter. No other demolition of property associated with the Proposed Scheme is required.

### Study Area

- 8.1.6. For the purposes of the assessment, the study area is 500m from the Proposed Scheme. The study area incorporates the land holdings and properties that are potentially affected by land-take or changes to access (refer to Figures 8.1 'Private Property, Community Facilities and Community Land', 8.2 'Development Land Allocations and Planning Applications' and 8.3 'Agriculture, Forestry and Sporting Interest'). For some aspects of the assessment such as development land, commercial interests and community severance, the study area may be extended or widened to include residential and commercial properties further away from the footprint of the Proposed Scheme. This is to incorporate receptors that may be indirectly affected by the construction or operation of the Proposed Scheme e.g. access changes or increased journey lengths that are outside of the study area.
- 8.1.7. The study area contains the following asset categories/receptors:
- private properties: residential dwellings, commercial properties (including farming) and industrial properties where land-take, demolition or changes in access would be required to accommodate the Proposed Scheme;

<sup>1</sup> Note that IAN 125/09 has now been superseded by IAN 125/15

- community land: areas that would be subject to direct land-take or changes in access as a result of the Proposed Scheme such as any town or village greenspace, public parks or land which is used for the purposes of public recreation;
- community facilities – which include commercial or public authority managed facilities, e.g. doctors' surgeries, schools, hospitals, post offices and churches;
- development land: planning applications and development plan allocations that are situated within 500m of the Proposed Scheme; and
- agricultural, sporting and forestry interests: includes the area of land used for agricultural purposes (crops and livestock); land that is managed for commercial forestry and land that is used for field sports interests, e.g. grouse shoots and deer stalking that would be subject to the land-take or changes in access as a result of the Proposed Scheme.

## 8.2. Approach and Methods

### Overview

8.2.1. The assessment considers both temporary construction impacts and permanent operational impacts that potentially arise as a result of the Proposed Scheme. The assessment included the following:

- detailed consideration of the number of properties potentially at risk of demolition or land-take;
- assessment of the likely impact on any affected business's future viability;
- identification of community land through consultation including any areas of importance for informal use;
- review of planning applications within the study area;
- site visits to examine land-uses and management arrangements as well as consultation with the owners/managers of agricultural, forestry and field sport interests land; and
- information gathering on the use of direct access points from the A9 to surrounding land and properties.

### Land-take

8.2.2. Land-take is defined as the land required to construct and operate the Proposed Scheme and is predominantly acquired through the Compulsory Purchase Order (CPO) process. With regard to the assessment, land-take is considered to be land that is required permanently, such as that required for environmental mitigation, e.g. landscape planting.

### Baseline Data Collection

8.2.3. This section describes the methods for establishing the baseline environment within the study area. A desk study was completed using the following sources:

- aerial photography;
- Ordnance Survey (OS) mapping;
- OS Address Base Plus (provides addresses within local authority areas);
- GIS data sets used for land-take calculations and map production;

- Census data (2011);
- identification of characteristics and extent of different agricultural, sporting and forestry land management activities along the length of the Proposed Scheme;
- Relevant Local Development Plans and strategies:
  - Highland Wide Local Development Plan (HwLDP)<sup>iii</sup>;
  - Cairngorms National Park Local Development Plan (CNP LDP) (2015)<sup>iv</sup>;
  - Inner Moray Firth Local Development Plan (IMFLDP)<sup>v</sup>;
  - The Highland Council Core Path Plan<sup>vi</sup>;
- information on Land Classification for Agriculture (LCA)<sup>vii</sup>;
- information on planning applications from The Cairngorms National Park Authority (CNPA) and The Highland Council (THC) online planning portals;
- data gathered from site visits; and
- meeting notes from meetings with landowners within the study area to confirm land-use, land management practises and accesses, sporting interests, other business enterprises, drainage, water supply, mapping and ownership boundaries.

## Residential and Commercial Land

- 8.2.4. Residential and Commercial land is assessed in this chapter in relation to potential changes to access, loss of homes, businesses, parking, services, amenities within the study area as a result of the Proposed Scheme. Residential land holdings are allocated 'R' numbers and commercial land is allocated 'C' numbers. Where these are affected by land take as a result of the Proposed Scheme, these are identified in Figure 8.1.

## Community Land

- 8.2.5. Within this chapter, community land is identified as areas that provide recreational amenity for public such as parks, playing fields, rivers and other waterways and areas identified as Open Space within Local Development Plans. The assessment includes consideration of community facilities such as schools, churches and burial grounds, sports halls and leisure facilities and war memorials. Community land and facilities identified through consultation feedback, desk study and site visits are allocated 'COM' numbers. Where these are affected by land take as a result of the Proposed Scheme, these are identified in Figure 8.1.
- 8.2.6. The Land Reform (Scotland) Act 2003<sup>viii</sup> sets out statutory rights of responsible access over most land and inland water and therefore areas of privately owned land may also potentially be used by the community. The assessment therefore incorporates those areas of privately owned land and water with amenity value that may be used by the community.
- 8.2.7. The potential severance of communities is assessed within this chapter in accordance with DMRB Volume 11, Section 3, Part 8 and incorporates the potential to impact local communities in terms of employment and access to community facilities.

## Development Land

- 8.2.8. Development land is identified within this chapter as land set out for development by The Cairngorms National Park Authority and The Highland Council within Strategic and Local Development Plans, in addition to planning applications within the study area.

- 8.2.9. Potential development land was identified as set out in the adopted CNP LDP (2015). There are no development land allocations within the study area identified within the HwLDP (2012), IMFLDP (2015) or Highland Supplementary Planning Guidance.
- 8.2.10. Planning applications considered within the assessment include those within the last three years that have been approved, pending consideration or refused but currently awaiting appeal. The three-year period reflects the standard duration of planning permissions as set out in the Town and Country Planning (Scotland) Act 1997. Planning applications excluded were: householder applications for improvements/extensions, change of use and enforcement actions, withdrawn or refused applications, and applications located outside of the study area.
- 8.2.11. Development land and planning applications identified from the desk study and affected by land take are shown in Figure 8.2.
- 8.2.12. The cumulative effects of major developments that are likely to be constructed during similar timeframes as the Proposed Scheme are reported in Chapter 20 (Cumulative Effects).

### **Agricultural, Sporting and Forestry Interests**

- 8.2.13. For the purposes of this assessment, agriculture is considered to be the practice of cultivating the land or rearing stock to produce food, animal fodder and fibres (especially wool). Sporting interests include 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 and ponds. Forestry is defined in relation to the growing of trees to produce wood and wood products for commercial purposes.
- 8.2.14. Structured interviews were held with the landowners and tenants of the potentially affected farms and holdings, and with forestry and sporting landowners and managers within the study area. This allowed the following baseline information to be ascertained:
- status of farmer, i.e. tenant or owner;
  - type of tenancy and duration;
  - extent of property holdings and form of land ownership;
  - extent of land boundary, farm tracks, water pipes, drains, ditches and any boundary features such as a fence, hedge or ditch;
  - type of farm for example combinable arable, mixed, beef and sheep etc.;
  - areas of arable, permanent pasture, rough grazing, hill/moorland, common grazing, buildings, commercial or environmental forestry;
  - areas of cropping;
  - stocking numbers including historic and anticipated future quantities and any additional livestock information such as pedigree herds/flocks, whether cattle are housed/out wintered, lambs finished;
  - details of subsidy claims and environmental agreements such as single farm payment (SFP), less favoured area support (LFASS) and Land Managers Options (LMO);
  - details of any environmental protections such as Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Special Protection Area (SPA);
  - areas of commercial and non-commercial woodland where relevant including species, age, management arrangements and future harvesting plans and timing;

- details of sporting interests such as fishing, deer stalking, driven and rough shooting including the scope and scale of activities undertaken on the land;
- any other business enterprises or diversifications such as rented accommodation, hay/seed sales, contracting;
- details of any buildings that may require to be demolished;
- identification of land that will be permanently severed and its current use including determination of additional journey times;
- drainage details including the type and location of field and other drains including mapping; and
- water supply type and location of any boreholes or springs as appropriate including type of pipes and depths.

8.2.15. The checklist templates used during the landowner interviews can be found in Appendix 8.1 (Farm, Forestry and Sporting Interview Checklists).

8.2.16. Land Capability for Agriculture (LCA) data were used to indicate the land class along the route of the Proposed Scheme. This classification system gives an indication of the capability of the land to grow certain types of crops and grass. 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 land.

8.2.17. LCA classes relevant to the Proposed Scheme are described in Table 8.1 and extents shown on Figure 8.4.

**Table 8.1: Land Capability for Agriculture Classifications and Descriptions**

LCA Class	Description
3.2	Land capable of producing a moderate range of crops. Land in this division is capable of average production but high yields of barley, oats and grass are often obtained. Other crops are limited to potatoes and forage crops. Grass leys are common and reflect the increasing growth limitations for arable crops and degree or risk involved on their production.
4.2	Land capable of producing a narrow range or crops. Land in this division is primarily grassland with some limited potential for other crops. Grass yields can be high but the difficulties of conservation or utilisation may be severe, especially in areas of poor climate or on very wet soils. Some forage cropping is possible and occasional cereal crop.
5.2	Land capable of use as improved grassland. Sward establishment presents no difficulties but moderate or low trafficability, patterned land and/or strong slopes cause maintenance problems. Growth rates are high and despite some problems of poaching satisfactory stocking rates are achievable.
5.3	Land capable of use as improved grassland. Land in this division has properties which lead to serious trafficability and poaching difficulties and although sward establishment may be easy, deterioration in quality is often rapid. Patterns of soil, slope, and wetness may seriously interfere with establishment and/or maintenance. The land cannot support high stock densities without damage and this may be serious after heavy rain even in summer.
6.2	Land capable of use as rough grazing. Moderate quality herbage such as white and flying bent grasslands, rush pastures and herb rich moorlands or mosaics of high and low grazing values characterise land in this division.

LCA Class	Description
6.3	Land capable of use as rough grazing. This vegetation is dominated by plant communities with low grazing values. Particularly heather moor, bog heather moor and blanket bog.

## Consultation

- 8.2.18. Details of consultation and engagement, in relation to the EIA, are provided in ES Chapter 7 Consultation and Scoping.
- 8.2.19. Landowners within the study area were interviewed in June 2017, specifically for the purposes of the Community and Private Assets assessment, to gather data on farm type, land use, subsidy claims and environmental agreements, woodland areas, commercial and business activities for the agriculture, forestry and sporting interests assessment. The interviews were also an opportunity for landowners to raise any particular concerns they may have regarding the Proposed Scheme, including severance and change/loss of access which were discussed at follow-up meetings as required.
- 8.2.20. Consultation with landowners and tenants is ongoing and it is normal practice for discussions regarding the details of any accommodation works to continue beyond the EIA process.
- 8.2.21. Information from landowner consultations has been used as baseline information and to inform the project design development.

## Assessment of Impacts

- 8.2.22. The significance of impacts is determined taking into account receptor sensitivity and impact magnitude for residential, commercial, community land and agricultural, sporting and forestry land uses. Standard significance terms are not appropriate for the assessment of development land and business viability and therefore a different approach has been applied.

### *Residential, Commercial and Community Land*

- 8.2.23. The assessment of impacts on residential, commercial and community land considers the direct impacts caused by any demolition and requirements for land-take on land owners and lease holders as a consequence of the Proposed Scheme. Assessment of each impact has been undertaken by determining the sensitivity and magnitude of impact according to the criteria in Table 8.2 and Table 8.3. The impact significance was then determined using Table 8.4.

### Sensitivity

- 8.2.24. As shown in Table 8.2, the sensitivity of community land is defined by the geographical scale at which visitors are attracted (i.e. local, regional or national). The loss of residential or commercial property through demolition, or where buildings become uninhabitable is assessed as high sensitivity. Land-take from residential or commercial property is considered less sensitive, so is assessed as medium sensitivity with derelict/unoccupied buildings the least sensitive.
- 8.2.25. Where a property is used for both residential and business purposes, the higher sensitivity criteria is assumed.

**Table 8.2: Sensitivity Criteria for Residential, Commercial and Community Land/Property**

Sensitivity	Description
High	<ul style="list-style-type: none"> <li>Residential or commercial buildings.</li> <li>Property used by the community (e.g. schools, doctor surgeries).</li> <li>Community land that attracts users nationally (e.g. National Parks).</li> <li>Cemeteries.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>Residential or commercial land e.g. gardens.</li> <li>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).</li> </ul>
Low	<ul style="list-style-type: none"> <li>Derelict or unoccupied buildings.</li> <li>Locally used community land (e.g. local parks and playing fields).</li> </ul>

Impact Magnitude

- 8.2.26. As indicated in Table 8.3, the magnitude of impacts was determined largely based on the degree of change from baseline conditions in terms of land-take and/or access severance. Professional judgement was used to adjust the magnitude for other impacts associated with demolition and land-take, including changes to access and amenity.
- 8.2.27. Land-take was calculated based on the area affected by the anticipated land required for the Proposed Scheme plus an assumed 5m buffer for maintenance purposes. In certain constrained locations, the buffer has been reduced to 3m and this is accounted for in the assessment.

**Table 8.3: Impact Magnitude Criteria for Residential, Commercial and Community Land/Property**

Magnitude of Impact	Description
High	Demolition of property, >50% loss of land and/or complete severance due to land-take. Changes to access increasing vehicular journey distances by over 5 km.
Medium	Between 15% and 50% loss of land and/or major severance due to land-take. Changes to access increasing vehicular journey distances by between 1 km and 5 km.
Low	<15% land loss and/or partial severance due to land-take. Changes to access increasing vehicular journey distances by between 500 m and 1 km.
Negligible	Very slight change from the baseline condition. Change hardly discernible, approximating to a 'no change' in conditions. Changes to access increasing vehicular journey distances by less than 500 m.

Impact Significance

- 8.2.28. The overall impact significance was determined taking into account sensitivity and magnitude of impact, as set out in Table 8.4. 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. Impacts with a significance category of Moderate and above are considered to be significant in the context of the EIA Regulations.

**Table 8.4: Impact Significance Matrix for Residential and Commercial and Community Land/Property**

Magnitude / Sensitivity	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

Likely Future Business Viability

- 8.2.29. DMRB Volume 11, Section 3, Part 6 requires an assessment of the likely impacts on future viability of individual businesses affected by the Proposed Scheme. A qualitative assessment of impacts on the viability of individual businesses was therefore undertaken using the following criteria:
- Significant Beneficial Impact: the business is likely to be able to continue trading and developing as planned and the Proposed Scheme may make a beneficial contribution to business development.
  - Neutral Impact (not significant): the business is affected by the land-take requirements of the Proposed Scheme, but no impacts on viability have been identified and the business is likely to be able to continue trading.
  - Significant Adverse Impact: the business may have to reduce its activities and becomes unviable, requires to relocate or close completely.
- 8.2.30. The assessment of business viability was based on professional judgement, with any impacts on business viability assigned to one of the three categories above. It should be noted that this DMRB assessment does not provide more detailed analysis of the scale of beneficial or adverse impact on business viability.
- 8.2.31. In the event of the loss of any residential or commercial land, the potential provision of financial compensation would be assessed by the District Valuer and was therefore not considered as part of the assessment of business viability process.

*Development Land and Planning Applications*

- 8.2.32. The assessment of impacts on development land and planning applications was undertaken using the following criteria:
- Significant Beneficial – 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 development (generally through improved access). Impacts on the amenity of the site would not interfere with its proposed use or the impact on the amenity would be beneficial, in that the Proposed Scheme would improve the site’s appropriateness for its proposed use.
  - Neutral (not significant) – 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 Adverse – some of, or the entire site, would no longer be available for the proposed use and the Proposed Scheme would reduce 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.
- Mixed – assessment of potential impacts includes some adverse and some beneficial factors.

### *Agricultural Land, Sporting Interests and Commercial Forestry*

8.2.33. The assessment of impacts on agricultural, sporting and forestry interests was undertaken by determining the sensitivity and magnitude of impact according to the criteria in Table 8.5 and Table 8.6. The impact significance was determined using Table 8.7.

#### Sensitivity

8.2.34. Professional judgement was used to consider the range of sensitivity characteristics found during the baseline data collection process for each agricultural, sporting and forestry land interest, and a sensitivity rating was assigned accordingly. Table 8.5 provides an indication of the characteristics used to inform the assignment of sensitivity for land interests.

**Table 8.5: Criteria for Sensitivity of Agricultural, Sporting and Forestry Interests**

Sensitivity	Characteristics
High	<ul style="list-style-type: none"> <li>• Small farm size (&lt;50ha).</li> <li>• Crofting.</li> <li>• Presence of prime quality land (Class 1, 2 and 3.1).</li> <li>• Conventionally farmed intensive arable cropping or intensive livestock systems (e.g. dairying).</li> <li>• Land of any farm type farmed according to organic or biodynamic standards.</li> <li>• Commercial sporting activity (deer stalking and grouse, pheasant and duck shooting).</li> <li>• Trees of high quality (good examples of species; rare or unusual; formal or semi-formal arboricultural species; visual importance; conservation, historical or commemorative value) with an estimated remaining life expectancy of at least 40 years if undisturbed.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Medium farm size (50ha – 150ha).</li> <li>• Presence of land of moderate quality (Class 3.2 and 4).</li> <li>• Conventionally farmed mixed cropping, grassland, arable farming and livestock systems of moderate intensity.</li> <li>• Moderate value commercial sporting activity (e.g. pheasant shooting).</li> <li>• Trees of moderate quality (trees that would be of high quality but have impaired condition; unsuitable for retention beyond 40 years; lacking special quality; collective landscape qualities; material conservation or other cultural value) with an estimated remaining life expectancy of at least 20 years if undisturbed.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• Large farm size (&gt;150ha).</li> <li>• Presence of land of low quality (Class 5, 6 and 7).</li> </ul>

Sensitivity	Characteristics
	<ul style="list-style-type: none"> <li>• Conventionally farmed extensive livestock systems or agricultural land in non-agricultural use.</li> <li>• Low value sporting activity (e.g. rough shooting).</li> <li>• Trees of low quality (unremarkable trees of limited 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.</li> </ul>

### Impact Magnitude

8.2.35. As indicated in Table 8.6, the magnitude of impacts was determined based on a range of characteristics and considered factors such as land-take, severance and access. Severance impacts refer to situations where:

- the Proposed Scheme would cut through land parcels, potentially affecting access and also creating field sizes and shapes which may become impractical for agricultural use; and/or
- the main farm steading would be separated from land parcels.

8.2.36. Land-take was calculated based on the area affected by the anticipated land required for the Proposed Scheme, together with any areas of severed land parcels that would be rendered redundant for current use. Any surplus land acquired may be offered back to former owners, or their successors, in accordance with the Crichel Down Rules<sup>ix</sup>.

8.2.37. The magnitudes of the various impacts, both pre- and post-mitigation, were determined and an overall magnitude assigned for each agricultural, sporting and forestry land interest accordingly.

**Table 8.6: Criteria for Magnitude of Impacts on Agricultural, Sporting and Forestry Interests**

Magnitude of Impact	Impact Description
High	<ul style="list-style-type: none"> <li>• Loss of more than 10% of the land holding.</li> <li>• High degree of severance extending to more than 20% of the land holding.</li> <li>• Access to agricultural, sporting and forestry land restricted.</li> <li>• Changes to access increasing vehicular journey distances by over 5 km.</li> <li>• High degree of disruption to cultivation patterns and with high risk of change in land use.</li> <li>• Disruption to driven shooting and/or high value fishing (e.g. salmon).</li> <li>• Noticeable change to the woodland over a wide area or an intensive change over a limited area.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Loss of between 5% and 10% of the land holding.</li> <li>• Moderate degree of severance extending to between 10% and 20% of the land holding.</li> <li>• Access to agricultural, sporting and forestry land compromised.</li> <li>• Changes to access increasing vehicular journey distances by between 1 km and 5 km.</li> <li>• Moderate degree of disruption to cultivation patterns with moderate risk of change in land use.</li> <li>• Disruption to walked-up shooting and/or medium value fishing (e.g. trout).</li> </ul>

Magnitude of Impact	Impact Description
	<ul style="list-style-type: none"> <li>Small changes to the woodland over a wide area or a noticeable change over a limited area.</li> </ul>
Low	<ul style="list-style-type: none"> <li>Loss of 1% to 5% of an agricultural land holding.</li> <li>Low degree of severance extending to less than 10% of the land holding.</li> <li>Minimal change in access to agricultural, sporting and forestry land.</li> <li>Changes to access increasing vehicular journey distances by between 500 m and 1 km.</li> <li>Minimal degree of disruption to cultivation patterns and low risk of change in land use.</li> <li>Disruption to rough shooting and/or low value fishing (e.g. no permit charged).</li> <li>Very minor changes to the woodland over a wide area or minor changes over a limited area.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>Negligible change to all of the above factors.</li> <li>Changes to access increasing vehicular journey distances by less than 500 m.</li> </ul>

### Impact Significance

- 8.2.38. The overall impact significance was determined taking into account sensitivity and magnitude of impact, as set out in Table 8.7. 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.

**Table 8.7: Determination of Impact Significance on Agricultural, Sporting and Forestry Interests**

Magnitude Sensitivity	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

### Likely Future Viability

- 8.2.39. DMRB Volume 11, Section 3, Part 6 guidance requires an assessment of the likely future viability of individual agricultural, sporting and forestry interests affected by the Proposed Scheme.
- 8.2.40. The impacts on future viability, particularly relating to land-take and severance issues, were considered for agricultural, sporting and forestry interests where the significance of residual impact (as defined by Table 8.7) was considered to be Moderate or above. In undertaking this viability assessment, the general principles that were applied relate to whether the farming, forestry or sporting interest has the potential to adapt its operations and whether it could continue to operate as a commercial unit.
- 8.2.41. It was assumed that compensation as agreed with the District Valuer would be available for land required as part of the Proposed Scheme, severance, injurious affection and disturbance. However, the determination of financial compensation is unknown at this

stage of the project. As such, any potential compensation payments were not considered as mitigation or as part of the agricultural viability assessment.

### *Community Impacts (Severance)*

- 8.2.42. Community severance can occur where the construction of a new road causes changes to existing travel patterns and accesses within a community and is defined in DMRB 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'*. The construction of a road can sever entire communities from access to existing roads or facilities, or it can greatly improve a situation whereby severance is reduced through provision of a new road and associated side roads and tracks. Where a reduction in traffic levels occurs due to the construction of a new road this is referred to as severance relief.
- 8.2.43. The assessment of community impacts considers the degree of potential severance experienced by the community (i.e. the degree to which communities are separated from facilities and services they use within their community). It should be noted that the DMRB guidelines on assessing severance are in relation to 'pedestrians and others'. Therefore, 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. However, it should be noted that for motorised users, additional journey distances of 500m for example represent a minimal additional journey time and this has been considered within the assessment. Reference should also be made to Chapter 9: People and Communities - Effects on All Travellers.

#### Relief from Existing Severance

- 8.2.44. 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 severance relief was made using the criteria shown in Table 8.8.

**Table 8.8: Significance Criteria for Relief from Existing Severance**

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

## New Severance

- 8.2.45. New severance is severance of pedestrians and others from community facilities resulting from the Proposed Scheme. New severance is assessed using the three criteria shown in Table 8.9.

**Table 8.9: 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"> <li>pedestrian at-grade crossing of a new road carrying &gt;16,000 vehicles AADT in the first full year of operation of the dualling; or</li> <li>an increase in journey distance of over 500m; or</li> <li>three or more of the hindrances set out under 'Slight' or two or more set out under 'Moderate'.</li> </ul>
Moderate (adverse)	When some local residents (particularly elderly or children) 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"> <li>pedestrian at-grade crossing of a new road carrying between 8,000-16,000 vehicles AADT in the first full year of operation of the dualling; or</li> <li>journey distance would be increased by 250-500m; or</li> <li>two or more of the hindrances set out under 'Slight' applying to single trips.</li> </ul>
Slight (adverse)	When some local residents (particularly elderly or children) may be dissuaded from making trips, or where trips would become longer or less attractive, for example: <ul style="list-style-type: none"> <li>pedestrian at-grade crossing of a new road carrying &lt;8,000 vehicles AADT in the first full year of operation of the dualling; or</li> <li>an increase in journey distance by up to 250m; or</li> <li>one hindrance (e.g. a new bridge or subway) would need to be negotiated.</li> </ul>

## Limitations of the Assessment

- 8.2.46. The estimated land-take is based on the footprint of the Proposed Scheme and land required during construction for temporary drainage features and access routes but does not include land within the existing A9 road corridor.
- 8.2.47. Specific details of construction activities were not known at the time of the assessment. For example, the scale and location of temporary construction compounds will be specified by the appointed contractors and will take into account constraints identified in this ES. Land required for construction activities may be within the Proposed Scheme boundary, however it is possible that the contractor may be required to seek relevant permissions for temporary use of land beyond this area. This would be subject to separate approvals and has therefore not been assessed at this stage. Essential areas for construction have been included within the CPO.
- 8.2.48. In addition to the direct impacts associated with land-take assessed in this chapter, there may also be wider indirect beneficial and adverse impacts. Indirect impacts are difficult to accurately quantify and relate to a variety of factors that are not associated

with land-take such as changes in journey times for residents in the wider area and improved safety (actual and perceived).

- 8.2.49. In order to identify the value of community land, DMRB Volume 11, Section 3, Part 6 recommends user access surveys be undertaken. However, it is considered that all routes should be maintained and/or improved where practicable regardless of levels of use and types of user and therefore surveys to determine usage levels have not been undertaken. The sensitivity of community land has been defined using professional judgement and by taking into account the scale of use/importance, for example local, regional or national level.

## 8.3. Baseline Conditions

### Overview

- 8.3.1. For the purposes of this assessment residential, commercial agriculture, forestry and sport land holdings that would be directly affected by the Proposed Scheme have been given an individual reference number. These land holdings are shown on Figure 8.1 and Figure 8.3.

### Local Settlements

- 8.3.2. The principal settlements in the study area are the town of Aviemore and the village of Carrbridge. Aviemore is located approximately 32 miles south of Inverness and is towards the southern end of the Proposed Scheme. It has a population of 3,613 according to 2011 census data<sup>x</sup>.
- 8.3.3. Carrbridge is located approximately 7 miles to the north of Aviemore and approximately 25 miles to the south of Inverness. The majority of the village is located to the east of the A9 and the population was recorded as 792 according to 2011 census data.

### Residential and Commercial Land

- 8.3.4. This section provides a description of the main residential areas, community facilities (including educational and health facilities), businesses and transport infrastructure within the study area.

### Residential Areas

- 8.3.5. Residential areas identified within the study area include:
- the settlements of Aviemore and Carrbridge;
  - several farmhouses and scattered residential properties including the following;
    - Auchterblair Farm
    - Ballinluig Farm
    - Druim Mhor
    - Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu
    - Dalrachney Beag Croft
    - Glebe of Deishar
    - Lynwilg Farm
    - Kinakyle

- Granish Farm
- Avielochan Farm
- Birch Cottage
- Kinveachy Lodge
- Slochd Mhor Lodge/Cottage
- Rynaclarsach

8.3.6. Residential properties directly affected by land-take or potential changes to access because of the Proposed Scheme are shown on Figure 8.1.

8.3.7. Residential buildings are considered to be of High sensitivity.

### *Commercial Activities*

8.3.8. Key settlements, residential areas, and private and commercial land in relation to the Proposed Scheme are shown on Figure 8.1.

8.3.9. Aviemore is a key location in Scotland's tourist industry and an economic driver for the CNP. It is a year-round destination with snowsports being a popular winter activity and walking, climbing, mountain biking and other outdoor activities drawing visitors in the summer. There is a wide range of accommodation comprising resort hotels, bed and breakfasts, guest houses, holiday lets, caravan parks (including Oakwood Caravan Park at Granish Farm), chalets, lodges and log cabins.

8.3.10. Kinrara Gin Distillery is part of Kinrara Estate and located adjacent to Lynwilg Farm.

8.3.11. A wildlife photography business for photographing ospreys, red squirrels and otters is based at a small pond to the east of the A9 south of the Macdonald Highland Resort Hotel.

8.3.12. Leisure facilities that provide employment and attract visitors include:

- the Strathspey Steam Railway;
- Cairngorm Reindeer Centre;
- Cairngorm Brewery;
- TreeZone Aviemore;
- Macdonald Spey Valley Golf and Country Club;
- Aviemore Kart Raceway; and
- various outdoor adventure centres.

8.3.13. There is also a network of local businesses in the town that include estate agents, property services, accountants, car dealerships, website design, building services and others.

8.3.14. Industrial and business facilities are located at the Dalfaber Industrial Estate, Cairngorm Technology Park, Myrtlefield Industrial Estate and Granish Farm industrial units.

8.3.15. Carrbridge is also a popular tourist destination with the following facilities:

- hotels, guest houses and holiday lets in the village;

- leisure attractions include the Landmark Forest Adventure Park, Carrbridge Trekking Centre and Carrbridge Golf Club; and
- commercial properties west of the A9, including a timber merchants and industrial units.

8.3.16. Outside of these settlements the Proposed Scheme passes through rural land used for agriculture. Estates manage land for commercial purposes such as forestry and sporting interests. Alvie Estate operates a wide range of commercial activities including; clay pigeon shooting, estate tours, horseback rides, archery, quad biking, zip wires, deer feeding and photography, events and weddings. Slochd Mhor Lodge operates as a hostel/ bunk house, which also provides an activity business that includes bike building and bike/ ski trailing. Other commercial properties consist of holiday lets located close to the A9 including Kinveachy Lodge and Avielochan Farm.

8.3.17. Commercial buildings are considered to be of High sensitivity and land associated with commercial activities is assessed as Medium sensitivity.

### *Public Transport*

8.3.18. Public transport is provided through railway stations located at Aviemore and Carrbridge. Both are on the Highland Main Line railway (HML) and are served at regular intervals by Scotrail with direct services north to Inverness and south to Edinburgh and Glasgow. Virgin Trains East Coast also operate a service between Inverness and London.

8.3.19. Bus services that serve the area include long distance bus services that stop in Aviemore from Inverness to Edinburgh and a daily service from London to Inverness. Local bus services that serve Aviemore and Carrbridge connect to Grantown-on-Spey, Boat of Garten and Nethy Bridge and Inverness as well as locations outside of the main settlements including Ballinluig Farm, Torr Alvie Cottages and Aviemore Dalnavert Cottages. The location of bus stops is shown on Figure 8.1.

8.3.20. Public transport access is covered in more detail in Chapter 9 People and Communities - Effects on All Travellers.

## **Community Land and Facilities**

### *Formal Areas for Community Recreation/Amenity*

8.3.21. Community facilities and areas for community recreation and amenity are shown on Figure 8.1 and listed in Table 8.10 as follows:

**Table 8.10: Community Land and Facilities**

<b>Community Facilities</b>	<b>Name</b>
Places of Worship	St Aidans
	St Andrew's
	Alvie Church
Cemetery	Carrbridge Cemetery
Library	Aviemore Library, Aviemore Community Centre
Health Centre	Aviemore Medical Practice
Dentist	Aviemore Dental Practice



Community Facilities	Name
	Your Perfect Smile Dental Clinic
Emergency Services	Ambulance Station, Aviemore
	Fire Station, Aviemore
	Police Station, Aviemore
	Fire Station, Carrbridge
Post Office	Aviemore Post Office
	Carrbridge Post Office
Education Facilities	Aviemore Primary School
	Carrbridge Primary School
Tourist Information	Tourist Information Centre, Aviemore
Village Green	Village Green, Aviemore
Community Buildings	Aviemore Community Centre
	Carrbridge Village Hall
Child Care	Aviemore Community Children's Group, Aviemore Community Centre
	Carrbridge Baby and Toddler Group, Carrbridge Village Hall
Play Areas	Ellanwood Road Play Area, Carrbridge
	Burnside Road Play Area, Aviemore
	Braeriach Court Play Area, Aviemore
	Morlich Court Play Area, Aviemore
	Strathspey Avenue Play Area, Aviemore
Leisure Centres	Leisure Centre, Aviemore Community Centre
	Aviemore Activity Centre, Macdonald Aviemore Resort
Sport and Recreation	Aviemore Bowling Club
	Rothiemurchus and Aviemore Tennis Club, Aviemore
	Curling Pond, Carrbridge

8.3.22. Community facilities are considered to be of High sensitivity.

#### *Informal Areas for Community Recreation/Amenity*

8.3.23. There are a number of local groups and clubs that are based in the study area, these include Cairngorm Runners, Cairngorm Cycling Club, Strathspey Rugby Club, Strathspey and Badenoch Welfare Football Association, Aviemore Bowling Club, Rothiemurchus and Aviemore Tennis Club, Cairngorm Ski Club, Cairngorm Snowboard Club, Aviemore Youth Club, Knitting for All and Cairngorm Bridge Club.

8.3.24. Informal outdoor recreation areas that are used by the community are listed below (further information on Core Paths is provided in ES Chapter 9 Effects on All Travellers, and shown on Figure 9.2):

- An area of private woodland designated as the Craigellachie National Nature Reserve (NNR) (Figure 8.1 Sheet 2: COM2) – land to the west of the A9 accessed via an underpass at Chainage 5290. The woodland has three Core Paths that are open to the public. These are the Craigellachie All-Abilities Path (LBS38);

Craigellachie Nature Reserve Path (LBS39) and the Craigellachie Viewpoint Path (LBS138);

- Milton Woods (woodland to the east of the A9) and an area of land adjacent to Milton Woods (Figure 8.1 Sheet 3: COM3/COM4). It should be noted that the area of COM3 (shown as the hatched area in Figure 8.1) is under development as part of two planning applications; THC reference 5/00209/REMBS (CNPA reference 05/306/CP) for erection of 140 dwellings, construction of roads and services and landscaping and THC reference 05/00207/FULBS (CNPA reference 05/304/CP) for erection of 21 houses, associated infrastructure and landscaping;
- The Aviemore Orbital Core Path (LBS30) passes through the woods connecting with three A9 underpasses (two solely for Non-Motorised Users (NMUs)). The underpasses provide access to properties and Craigellachie NNR to the west of the A9 and facilities within Aviemore such as the MacDonald Highland Resort to the east of the A9; and
- Land surrounding the High Burnside housing estate (Figure 8.1 Sheet 3: COM5) – community amenities include informal footpaths that connect with the Aviemore Orbital Path.

8.3.25. Craigellachie NNR is considered to be of Medium sensitivity and other locally used community land is considered to be of Low sensitivity.

### Development Land and Planning Applications

8.3.26. Development land is identified as areas which are designated for development in Strategic and Local Development Plans, as well as relevant planning applications lodged with the planning authorities. ES Chapter 19 Policies and Plans provides a review of the Proposed Scheme in the context of local and national planning policy. A summary of strategic, regional and local development plans relevant to the assessment of community and private assets are provided as follows.

#### *Land Allocated for Development*

8.3.27. As the majority of the Proposed Scheme lies within the Cairngorms National Park Authority administrative boundary, relevant development land allocations are set out within the CNP LDP. Within the vicinity of the Proposed Scheme CNP LDP community plans exist for 'Aviemore and vicinity' and 'Carrbridge'. Land development allocations in Aviemore and Carrbridge are set out in Table 8.11 and Table 8.12. The location of CNP LDP development land allocations in relation to the Proposed Scheme is shown on Figure 8.2.

**Table 8.11: Aviemore and Vicinity Development Land Allocations**

Site name	Existing Consents	LDP allocation
<b>Economic Development Land (ED)</b>		
ED3: Myrtlefield Industrial Estate	-	Allocated as Economic Development
ED4: Supermarket Site	Consent – for superstore	Allocated as Economic Development
<b>Community Land (C)</b>		
C1: Land at Dalfaber Drive between the Bowling Green and Main Railway Line	-	Provides an important community resource and will be protected for community use

C2: land at the former Aviemore Primary School playing fields	-	Should be protected from inappropriate development. The land adjacent to the former Aviemore Primary School is therefore allocated for community use.
<b>Open Space</b>		
Milton Woods (woodland area between Aviemore housing and the A9)	-	Open Space
Land to the east of the Highland Main Line Railway	-	Open Space

Table Source: Cairngorms National Park Local Development Plan (Adopted 2015)

- 8.3.28. Details of development land allocations within the Carrbridge settlement boundary are listed in Table 8.12 and are shown on Figure 8.2.

**Table 8.12: Carrbridge Development Land Allocations**

Site name	Existing Consents	LDP allocation
<b>Economy / Employment Land</b>		
ED1: Land at Railway Station	-	Allocated as Economic Development
<b>Tourism</b>		
T1: Landmark	Existing allocation	Allocated as Tourism Development

Table Source: Cairngorms National Park Local Development Plan (Adopted 2015)

### Planning Approvals

- 8.3.29. The Highland Council determines planning applications within the Proposed Scheme area unless applications are called in by CNPA. There are 22 planning applications (approved, pending or refused (but awaiting appeal)) within the study area. Relevant planning applications within the study area have been identified and are listed in Table 8.13. The location of sites with planning approval and affected by land-take as a result of the Proposed Scheme are shown on Figure 8.2.

**Table 8.13: Planning Applications**

Ref. (THC / CNPA Application Ref.)	Address	Location/ Proposal	Decision Date
18/02802/CLE	Vacant Land Sunnylea Grampian Road Aviemore PH22 1RH	Use of land as funfair and storage	Awaiting decision - as of 13/07/2018
18/00933/FUL	Site F Edinkillie Highburnside Aviemore	Erection of house and garage	Awaiting decision - as of 13/07/2018
18/02961/PIP	Corriegorm Aviemore PH22 1QD	Erection of house and formation of access (in principle)	Awaiting decision - as of 13/07/2018

Ref. (THC / CNPA Application Ref.)	Address	Location/ Proposal	Decision Date
18/03103/FUL	Rowan Cottage Kinveachy Boat of Garten PH24 3BT	Alterations, Extension and erection of garage/store	Awaiting decision - as of 13/07/2018
18/00933/FUL	Site F Edinkillie, Highburnside, Aviemore	Erection of house and garage	Awaiting Decision – as at 13/07/2018
17/05230/PNO	Land 775m south- east of Baddengorm Carrbridge	Prior Notification for Forestry-related Building Works (Non-residential) (private way)	Accepted – 30/11/2017
18/00315/FUL	Development Site on Former Filling Station Grampian Road Aviemore	Erection of 32no apartments with associated works (amended design)	Called in 6 February 2018. Awaiting decision – 4 April 2018. Was due by 22 March 2018
18/00097/SCRE	Land South of Dalfaber Drive Aviemore	Two storey Community Hospital facility, General Practitioner Surgery, Dental Surgery, and Community and Social Work facilities	Decided – 01/02/2018: Environmental Impact Assessment not required
16/04604/FUL	Granish Quarry and Waste Recycling Centre Granish Aviemore	Extend mineral working area	Awaiting Decision – as at 04/04/18
17/00224/FUL	House Plots at Rear of Braeriach House Grampian Road Aviemore	Erection of two semi- detached houses	Awaiting Decision – as at 04/04/2018
17/05620/PNO	Land 130m south- east of Baddengorm Carrbridge PH23 3AY	Prior Notification for Forestry-related Building Works (Non-residential)	Accepted – 21/12/2017
16/02611/FUL	Land 30M West of 31 Allt Mor Aviemore	Proposed 24 private flats, 8 private terrace units and 10 affordable units.	Approved – 15/09/2017
17/00659/FUL	Land 80M West of Aviemore News Grampian Road Aviemore	Erection of class 1, 2 and 3 (with take away function) kiosks with associated adjusted car parking arrangements and ancillary works	Approved - 13/09/2017
17/0797/S42	An Camas Mor Inverdrue Aviemore	Application under Section 42 to variation condition 1 of Planning Permission in Principle (CNPA Ref 09/155/CP) (1500 dwellings)	Approved – 18/08/2017
17/00077/FUL	Pine Bank Chalets Dalfaber Road Aviemore	Demolition of existing holiday units (Cairngorm	Approved – 12/06/2017

Ref. (THC / CNPA Application Ref.)	Address	Location/ Proposal	Decision Date
		and Macdui) and erection of 2 new units	
16/04669\FUL	Cairngorm Service Station Grampian Road Aviemore PH22 1PT.	Erection of 60 Bedroom Premier Inn Hotel with Associated Landscaping, Service Area and Car Parking	Approved – 03/05/17
17/00855/FUL	Granish Farm Cottage Aviemore PH22 1QD	Proposed replacement of existing farm cottage	Approved – 07/04/17
16/05477/FUL	1 Old Meall Road High Burnside Aviemore	Change of use from residential to holiday letting	Approved - 13/03/2017
16/05650/FUL	Filling Station 62 Grampian Road Aviemore Highland	Redevelopment of the whole facility with new below ground tanks, new canopy and new sales building	Approved – 02/02/17
5/00209/REMBS & 05/00207/FULBS	Horse Field (Land North of Scandinavian Village) Aviemore	5/00209/REMBS: Erection of 140 dwellings, construction of roads and services and landscaping 05/00207/FULBS: Erection of 21 houses, associated infrastructure and landscaping	Approved - 04/03/2008
16/03413/PIP	Corriegorm Aviemore PH22 1QD	Proposed 1.5 storey dwelling and access	Approved - 15/09/2016

- 8.3.30. 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, Sporting and Forestry Interests

- 8.3.31. Available Land Capability for Agriculture data were used to indicate the land class along the route of the Proposed Scheme. This classification system gives an indication of the capability of the land to grow certain types of crops and grass. LCA classes relevant to the Proposed Scheme are described in Table 8.1 and extents shown on Figure 8.3.
- 8.3.32. There is no prime agricultural land within the Proposed Scheme corridor.
- 8.3.33. Non-prime agricultural land within the Proposed Scheme corridor ranges from LCA Class 3.2 – land capable of producing a moderate range of crops, to LCA Class 6.3 – land capable of use only as rough grazing.
- 8.3.34. The highest quality agricultural land (Class 3.2) is located on low lying land bordering the route of the A9 as it runs through the Spey and Dulnain valleys.
- 8.3.35. The majority of the route passes through land in Class 4.2 (land capable of producing a narrow range of crops) and Class 5.2 (land capable of use as improved grassland).

- 8.3.36. The lowest quality agricultural land lies west of the A9 on high moorland and where the route rises towards Slochd Summit.

#### *Agricultural Land Holdings*

- 8.3.37. There are a total of six agricultural enterprises located within the extents of the Proposed Scheme. These are Ballinluig Farm (part of the Kinrara Estate), Granish Farm (Reidhaven Trust tenant), Avielochan Farm (Reidhaven Trust tenant), Dalrachney Beag Croft at Carrbridge, Auchterblair Farm and agricultural land at Dalrachney and North Sluggan currently farmed by a Reidhaven Trust tenant.
- 8.3.38. There is one croft affected by the Proposed Scheme and although the farmed area is small it is assigned a high resource value because of the protection afforded to croft land in Policy 47 of the Highland-wide Local Development Plan.
- 8.3.39. Further information on these farm holdings is provided in Table 8.14, including the location of holdings within the Proposed Scheme corridor, a description of the holdings, and sensitivity. The location of agricultural land holdings is shown on Figure 8.3.

**Table 8.14: Agricultural Land Holdings**

Ref. (Figure 8.3)	Landowner (Chainage Location)	Other Land- Uses	Description of Holding	Sensitivity
LH3 LH4 LH5 LH37	Ballinluig Farm Kinrara Estate (Chainage 560 to 4100)	Sporting Interests	<p>Part of the 1815 ha Kinrara Estate, Ballinluig Farm comprises 117 ha of enclosed arable, improved grassland, scrub and woodland grazing on the low ground adjacent to the A9. This enclosed land is used for winter feeding for the estate's 800 ewes and silage making. The sheep enterprise also provides tick management for the estate's grouse population.</p> <p>The farmed area includes a grass field of 1.53 ha, adjacent to the A9 north of the Allt na Criche burn, leased from the Clouds Estate.</p> <p>Beyond the enclosed land, the Kinrara Estate is moorland.</p> <p>Agri-environment schemes in place include Pillar 1 and 2 sheep support and the upland sheep support scheme.</p> <p>Enclosed land is in LCA classes 3.2 and 4.2, and the moorland is in 6.3.</p> <p>Farm buildings are located at Ballinluig Farm and Lynwilg Steading.</p> <p>The enclosed land is also important for pheasant and duck shooting and there are six drives and some flight ponds close to the A9.</p> <p>Beyond the enclosed land, the Kinrara Estate is moorland for grouse shooting and deer stalking which is unaffected by the Proposed Scheme.</p>	Medium
LH7 LH31	Reidhaven Trust grazing tenancy (Chainage 7500 to 7700)	None	<p>6.9 ha annual grazing tenancy. Rough grazing and woodland for horses.</p> <p>LCA class 4.2.</p>	Low
LH8 LH9 LH10	Granish Farm Reidhaven Trust tenancy (Chainage 7740 to 9140)	None	<p>Holdings located immediately north of the Aviemore urban area. 146 ha of agricultural land, producing sheep and beef cattle, is situated to the east of the southbound carriageway with a smaller parcel adjacent to the northbound carriageway. Of the total area, 29 ha is under arable and improved grassland and the remainder is classed as rough grazing, woodland grazing and moorland. There are some small industrial units on the farm providing local employment.</p> <p>Agri-environment schemes in place include Pillar 1 and 2 and the Less Favoured Area Support Scheme (beef support).</p> <p>Farm buildings are located at Granish Farm Steading and are unaffected by the Proposed Scheme.</p> <p>Land within these holdings is mainly in LCA class 4.2 with a smaller area of 6.3 in the west.</p>	Medium

Ref. (Figure 8.3)	Landowner (Chainage Location)	Other Land-Uses	Description of Holding	Sensitivity
LH11 LH12 LH13 LH14 LH15	Avielochan Farm Reidhaven Trust tenancy (Chainage 9900 to 13090)	None	116 ha beef cattle and sheep farm located north of Aviemore around Avie Lochan, adjacent to both carriageways of the A9. Also, an outlying holding at Lethendry, 1 km west of the A9. A separate tenancy at Lethendry, 1 km west of the A9, is not included in this assessment.  Farmland is a mixture of permanent grass, improved land (for grazing, silage and arable crop rotations) rough grazing and grazed woodland and scrub.  Agri-environment schemes in place include Pillar 1 and 2, beef and sheep support.  Farm buildings are located at Avielochan Farm and include four holiday cottages.  The majority of land within these holdings is in LCA class 4.2, with smaller areas of LCA class 5.2 and 6.3.	Medium
LH21 LH41	Dalrachney Beag Croft at Carrbridge (Chainage 16630 to 17050)	None	4 ha croft adjacent to A9 and HML at Carrbridge. The land is a mixed grass and arable smallholding and holiday cottage with plans for diversification including cattle, hens, market gardening, camping and bio-mass drying. Land affected by the Proposed Scheme is strip of approx. 2 ha between the A9 and HML, connected to the rest of croft holding and farm buildings via the railway underpass on Dalrachney Road.  The croft is part of Pillar 1 and 2 and Less Favoured Area Support Scheme (beef and sheep support) and has entered into a Scottish Government agri-environmental 5 Year land management contract.  Land is in LCA classes 3.2 and 4.2.	High
LH22	Auchterblair Farm at Carrbridge (Chainage 16630 to 17000)	None	Two fields west of the A9 at Carrbridge are part of Auchterblair Farm (east of the A9 at Carr). The two fields comprise 7 ha of the 629 ha farm and are under a grass and arable rotation. They are used for grazing sheep and suckler beef and silage, swede and barley production. No farm buildings are affected by the Proposed Scheme.  Agri-environment schemes claimed include Pillars 1, 2 and Less Favoured Areas Support Scheme (sheep and beef support). Land within these holdings is in LCA class 3.2 and 4.2.	Medium
LH23	Glebe of Deishar (agricultural land at Dalrachney and North Sluggan). Reidhaven Trust tenancy (Chainage 17230 to 21000)	None	Agricultural holding comprising 4,048 ha adjacent to the northbound A9 carriageway. Mainly rough moorland grazing for sheep, but with improved land under an arable and grass rotation at Dalrachney Beag for barley, oats, silage and beef cattle. No farm buildings are affected by the Proposed Scheme. The land holding also has short term grazing tenancies with Reidhaven Trust at Slochd on moorland east of A9 (LH27) and on 70 ha of rough grazing land to the west (LH34 and LH35).  Agri-environment schemes claimed include Pillar 1, Less Favoured Areas Support Scheme and Scottish Rural Development Programme (beef and sheep support) and Moorland Management grants.  Land at Dalrachney Beag is within LCA classes 3.2 and 4.2. The moorland is within 5.2 and 5.3.	Medium



### Commercial Forestry

- 8.3.40. There are three commercial forests located within the study area. Information on forestry holdings is provided in Table 8.15, including the location of holdings within the Proposed Scheme corridor, a description of the holdings, and resource value. The location of forestry holdings is shown on Figure 8.3.

**Table 8.15: Commercial Forestry Land Holdings**

Ref. (Figure 8.3)	Landowner	Other Land-Uses	Description of Holding	Sensitivity
LH1, LH2	Dalraddy Estate (Chainage 0 to 560)	Sporting Estate	214 ha of commercial forestry plots located adjacent to the northbound and southbound carriageways of the existing A9. Other land-uses within and adjacent to the forested area include deer stalking, rough shooting, off-roading, wildlife tours and quad biking. The wider estate includes sporting interests (deer and grouse).	Medium
LH29	Land owned by Scottish Water (Chainage 9400 to 9800)	None	7 ha of forestry with two former sewage sludge settling ponds.	Medium
LH6 LH7 LH16 LH17 LH18 LH20 LH24 LH25 LH26 LH30 LH31 LH42 LH52 LH53 LH58 LH59	Reidhaven Trust and Seafield Rural Partnership (Chainage 9150 to 21700)	Shooting and deer stalking	Forestry plots totalling 925 ha adjacent to the northbound and southbound carriageways of the A9. The total estate forested area is 2653 ha. Timber flows are north and south from most access points.  Kinveachy Lodge is the principal lodge on the estate used for short lets to sporting and holiday parties and is surrounded by open deciduous woodland.  Some of the affected forest is within a Forestry Grant Scheme.	Medium

### Sporting Estates

- 8.3.41. Two areas of land are identified as being primarily used for sporting interests and these are listed in Table 8.16 alongside a resource value rating based on Table 8.5 criteria. Their location is shown on Figure 8.3 Sheet 7 to 9.

**Table 8.16: Sporting Estate Land Holdings**

Ref.	Landowner	Description of Holding	Resource Value
LH27	Reidhaven Trust	Predominantly grouse moor with grazing tenants. 164 ha adjacent to A9.	High
LH28 LH54	Corrybrough and Clune Estates	1500 ha grouse moor with grazing tenants.	High

## 8.4. Potential Impacts

### Introduction

- 8.4.1. Potential impacts on land use have been identified for the study area and are discussed below. These are assessed in the absence of mitigation, with residual impacts taking account of mitigation identified in Section 8.6 (Residual Impacts).
- 8.4.2. It should be noted that an area for compensatory woodland planting of some 48ha has been proposed (refer to Landscape and Ecological Mitigation Plan Figure 13.4, Sheet 18) and incorporated into the CPO. This avoids land where the Land Capability for Agriculture class is better than 6 (LCA Class 6 being land capable of use only for rough grazing) such as moorland. The siting of this land is not considered significant in terms of the assessment of impacts on agricultural, forestry and sporting land.
- 8.4.3. Embedded mitigation includes the following:
- provision of 0.89ha land to be safeguarded for public access post construction to the south of COM4 Milton Woods community land - due to loss of 0.87ha open space community land at Milton Woods;
  - proposed works for widened underbridges and the associated access tracks which provide increased space for NMUs to pass; and
  - proposed works to widen and reduce gradients for certain existing forestry and maintenance access roads and thus provide increased space for NMUs to pass and reduce difficulty in covering steep ground.
- 8.4.4. For impacts relating to access, reference should also be made to Chapter 9 People and Communities - Effects on All Travellers.

### Construction Phase Impacts

- 8.4.5. The assessment considers temporary construction impacts both prior and post (forming residual impacts) implementation of mitigation measures. Some impacts such as permanent land-take are required at the construction stage but will continue to be required throughout the operational stage and are therefore considered in the Operational Phase Impacts section. Land take during the construction phase, for example for site drainage and haul routes, is considered in the assessment as permanent land take and as such is included under operational impacts.
- 8.4.6. As the locations of land-take required for materials storage or access during the construction phase are the responsibility of the construction contractor and not known at the time of the assessment, assumptions have been made. The assumptions are based on details provided in Chapter 5 that describe indicative timescales for construction, indicative construction activities for advance works, roadworks, structures, temporary works and maintenance.

- 8.4.7. The construction contractor will consult and comply with relevant authorities in connection with alterations to public and private roads, accesses and public and private Rights of Way. All public and private roads, accesses and public and private Rights of Way affected by the works will be retained and maintained during construction until alternative suitable means of access is provided by the contractor.
- 8.4.8. Any diversions which the contractor proposes will be designed to minimise disruption to the end user. In particular circumstances, it will be necessary for sections of routes to be temporarily closed to enable safe construction. These shall be kept to a minimum, but where required, the contractor shall be required to provide an alternative suitable means of access.
- 8.4.9. All construction procedures and equipment will include adequate provision to ensure the safety of members of the public and others using public and private roads, accesses and Rights of Way affected by the works.
- 8.4.10. Additional impacts that may occur during the construction period, including visual and noise impacts, are covered in more detail in Chapter 14 and Chapter 17, respectively, of this ES.

#### *Residential Land and Property*

- 8.4.11. During the construction phase access disruption could occur. Impacts could potentially occur to the following residential land and property identified and described below. Crossing Points (CP) are included on Figure 8.1 for reference.
- 8.4.12. Although there will closure of the direct access to the A9 for residents of Lynwilg Farm house and properties at Ballinluig, construction of the new access at Aviemore South Junction will be off-line with the existing access not closed until the new one is completed. There will be some disruption during construction of tie-ins.
- 8.4.13. At Druim Mhor, the main access to the property is via the B9152 and this will be retained with minor upgrade and realignment of the track leading from the B9152 to the property. The property's secondary access to the A9 will be closed and this is considered under operational impacts.
- 8.4.14. Residential properties south of Aviemore on the northbound side of the A9 (Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu) would be affected by access disruption during the construction of their improved underbridge connection to the B9152. A phased construction sequence is required to ensure access to the A9 is retained while the underbridge is being constructed and access to the local road network is restricted.
- 8.4.15. Shunem Cottage will experience delays and road narrowing associated with works to upgrade the B9152 and construct a new private access with a refuse area.
- 8.4.16. In Aviemore, residents at High Burnside will be affected by potential road narrowing and associated traffic delays at CP8 where a new underbridge will be constructed next to the existing to accommodate the widening of the A9.
- 8.4.17. At Avielochan and Birch Cottage there may be disruption due to road narrowing of Avielochan Road and adjacent access tracks due to works to the SuDS pond and access track.
- 8.4.18. Kinveachy Lodge will be subject to disruption due to stopping up of the existing at-grade access road at CP13 and works to construct the new underbridge and access road to replace the at-grade crossings at CP12 and CP13. A phased construction is required to

ensure access is retained to the A9 until there is an alternative route in place. Access to the B9153 / A95 will be maintained via diversions as crossings are closed.

- 8.4.19. Residents of Dalrachney Beag may experience some delays and disruption along Dalrachney Road at CP17 due to the works to construct a new vehicle and NMU underbridge below the A9. The offline construction of the underbridge will facilitate a phased construction to ensure access is retained to the A9 until there is an alternative route in place. Temporary road narrowing and subsequent delays will be required for short durations at road tie ins.
- 8.4.20. Residents of Slochd Cottage and Rynaclarsach will be subject to disruption such as delays and road narrowing along the U2400 road as a result of works in the vicinity of Slochd including construction of the LILO, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9.
- 8.4.21. A summary of potential construction impacts to residential land and property prior to mitigation is provided in Table 8.17.

**Table 8.17: Potential Construction Impacts to Residential Land and Property**

Receptor	Potential Impact	Sensitivity	Magnitude of Impact	Potential Impact Significance
Ballinluig Farm and Cottage	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	High	Negligible	Slight
Lynwilg Farm and Cottages	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	High	Negligible	Slight
Druim Mhor	Main property access retained to B9152 with minor upgrade and realignment.	High	Negligible	Slight
Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu (south of Aviemore adjacent to A9 northbound carriageway)	Phased construction to ensure access to A9 is retained during construction of underbridge upgrades. Short term local road diversion via A9 during major construction works to underbridge Construction diversion likely 2 weeks over 4 months and therefore the impact magnitude is Medium.	High	Medium	Moderate/Substantial

Receptor	Potential Impact	Sensitivity	Magnitude of Impact	Potential Impact Significance
Shunem Cottage	Delays and road narrowing to upgrade the B9152 and construct a new private access with refuse area.	High	Low	Slight / Moderate
High Burnside	Road narrowing, closures or delays as a result of works to the underbridge at CP8. Short duration, likely overnight impacts therefore the magnitude is Negligible.	High	Negligible	Slight
Avielochan and Birch Cottage	Impacts due to road narrowing to upgrade the existing track and increased traffic to form the extended track.	High	Low	Slight / Moderate
Kinveachy Lodge	Road narrowing and disruption at tie in of new offline underbridge forming operational diversion. Phased construction required to ensure access is retained until operational diversion in place.	High	Low	Slight / Moderate
Dalrachney Beag	Access disruption along Dalrachney Road due to works associated with the proposed vehicle and NMU underbridge at CP17 tie in works and addition of passing places. Phased construction required to ensure access to A9 is retained until operational diversion in place.	High	Low	Slight / Moderate
Slochd Cottage & Rynaclarsach	Access disruption to A9 due to works to construct the Slochd LILO and Black Mount Junction on U2400, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9.	High	Medium	Moderate / Substantial

### *Commercial Land and Property*

- 8.4.22. During the construction phase and access disruption have the potential to occur for the commercial land and property described below (also refer to Figure 8.1).
- 8.4.23. There is potential for disruption, delays or diversions for users of roads in the vicinity of Kinrara Gin Distillery as works associated with construction of Aviemore South Junction and the realigned Lynwilg Road. However, largely offline construction means the existing accesses will not be closed until an alternative is in place.

- 8.4.24. It is anticipated that there will be relatively minor access disruption to High Range Developments and MacDonald Aviemore Highland Resort as there are no existing direct accesses to the A9 from these locations. There may be access disruption to local roads to the east of the A9 such as the Aviemore Centre Ring Road and B9152.
- 8.4.25. There are no existing accesses to the A9 within close proximity of the Aviemore Ospreys photography business to the south of MacDonald Aviemore Highland Resort.
- 8.4.26. At Kinveachy Lodge holiday lets there will be disruption, road narrowing and delays as the new forestry access and NMU track is created. In addition, the existing at-grade crossings at CP12 and CP13 will be closed however access to and across the A9 will be maintained until the new underbridge and access road at Ch. 12400 is constructed.
- 8.4.27. Commercial properties within Carrbridge are likely to be subject to minimal access disruption impacts during the construction phase. This is due to the primary access routes not being subject to large disturbance i.e. the underbridge at CP16 will remain open and the majority of vehicles passing through Carrbridge will continue along the A938.
- 8.4.28. Access roads to Slochd Mhor Lodge will be subject to disruption such as delays and road narrowing along the U2400 road as a result of works in the vicinity of Slochd including construction of the LILO, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9. Disruption will be minimised by phased construction ensuring one of the accesses to the A9 either CP19 or CP20 is open during construction.
- 8.4.29. A summary of potential construction phase impacts to commercial land and property prior to mitigation is provided in Table 8.18.

**Table 8.18: Potential Construction Impacts to Commercial Land and Property**

Receptor	Potential Impact	Sensitivity	Magnitude of Impact	Potential Impact Significance
Kinrara Gin Distillery	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	Medium	Low	Slight
High Range Developments	There may be access disruption to local roads to the east of the A9 such as the Aviemore Centre Ring Road and B9152.	Medium	Low	Slight
MacDonald Aviemore Highland Resort				
Aviemore Ospreys				
Kinveachy Lodge holiday lets	Road narrowing and disruption at the tie in of the new offline underbridge. Phased construction required to ensure access is retained until operational diversion in place.	Medium	Low	Slight
Commercial properties in Carrbridge	There may be disruption at local roads such as the B9153, A938 and Station Road as works progress to the underbridge at CP16 which will be retained and the construction of the NMU and vehicle underbridge at CP17.	Medium	Low	Slight
Slochd Mhor Lodge	Disruption to A9 access due to works to construct the Slochd LILO and Black Mount Junction on the U2400, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9.	Medium	Medium	Moderate

- 8.4.30. The completion of the Proposed Scheme will result in improved travel times and safety on the A9, which is anticipated to benefit patrons of local businesses and commercial properties.

*Community Land and Property*

- 8.4.31. During the construction phase there is potential for limited land-take for community land and property. There may be minor access and travel disruption impacts caused by closures, diversions to residents and visitors to the following community land and properties.
- 8.4.32. The majority of community facilities are located within the town of Aviemore and are subject to only minimal disturbance during the construction phase due to the distance from the carriageway. There may be some indirect travel disruption such as road delays due to construction vehicle movements within Aviemore.
- 8.4.33. Community facilities within Carrbridge will similarly be subject to minimal disruption during the construction phase due to the distance of facilities from the A9 carriageway and due to the existing access route under the A9 at CP16 being retained. It is considered that access to community facilities will primarily be via the B9153 and A938 and not directly affected by construction works i.e. subject to substantial delays or diversions.
- 8.4.34. Informal areas of community recreation and amenity include the Craigellachie NNR, to the west of the existing A9 at Aviemore, (Figure 8.1 Sheet 2) which is primarily accessed by NMUs and therefore reference should be made to Chapter 9: People and Communities - Effects on All Travellers. There may be indirect access disruption such as delays and road narrowing within Aviemore and at adjacent roads such as the B9152 and B970. Vehicle maintenance access to Craigellachie NNR would be subject to disruption only for a short period of time during works to widen the underbridge at CP4.
- 8.4.35. Milton Woods (privately owned) (Figure 8.1 Sheet 3) is accessible by NMUs and therefore reference should be made to Chapter 9: People and Communities - Effects on All Travellers. There may be indirect access disruption on local roads within Aviemore due to construction vehicle movements.
- 8.4.36. Access to land surrounding High Burnside (Figure 8.1 Sheet 3) will be affected during the construction phase as there may be road narrowing and delays for vehicles accessing the underbridge at CP8 during works to the underbridges to accommodate the widening of the Proposed Scheme in this section. It is anticipated that access will be retained however either via the underbridge at CP8 or via CP7 at different phases of the construction works.
- 8.4.37. A summary of potential construction impacts to community land and property prior to mitigation is provided in Table 8.19.

**Table 8.19: Potential Construction Impacts to Community Land and Property**

Receptor	Potential Impact	Sensitivity	Magnitude of Impact	Potential Impact Significance
Community facilities within Aviemore	Indirect travel disruption such as road delays due to construction vehicle movements within Aviemore	High	Low	Slight / Moderate



Receptor	Potential Impact	Sensitivity	Magnitude of Impact	Potential Impact Significance
Community facilities within Carrbridge	Access to community facilities primarily via the B9153 and A938 and not directly affected by construction works	High	Negligible	Slight
Craigellachie NNR	Indirect access disruption to local roads and temporary maintenance vehicle access disruption at CP4	Medium	Low	Slight
Milton Woods	Indirect access disruption to local roads	Low	Low	Negligible / Slight
Land surrounding High Burnside	Potential access disruption such as delays and temporary road narrowing of Old Meall Road due to works to the underbridge at CP8	Low	Low	Negligible / Slight

8.4.38. No other community land or properties have been identified as likely to be impacted by the proposed scheme during the construction phase.

#### *Agricultural, Sporting and Forestry Interests*

8.4.39. The impact of the Proposed Scheme through compulsory purchase and consequent loss of grass and tree crops is an overall loss of 69 ha of farmland, 45 ha of forestry and 17 ha of grouse moor.

8.4.40. Land-take will have an impact on the operation of affected holdings in the construction phase. Permanent land-take will become an operational impact and so is assessed in more detail in the Operational Phase Impacts section.

8.4.41. There will be additional land take required for construction compounds, soil stores and haul roads and this will be the responsibility of the appointed contractor. The location of these is unknown at this stage and so they fall outside the scope of this assessment.

8.4.42. Construction is likely to have a high magnitude of impact on Avielochan and Ballinluig Farms, temporarily affecting their ability to produce winter feed and provide quiet and accessible areas for lambing or calving. The significance would be Substantial at Avielochan and Moderate/Substantial at Ballinluig Farm where the Aviemore South Junction is located on Kinrara Estate's good quality arable and grazing land.

8.4.43. The magnitude of impact would be high at Dalrachney Beag Croft and the significance Substantial due to the loss of 1ha from the 4ha holding.

8.4.44. On forests and grouse moors, where the construction activity and associated land-take would be confined to the edge of these estates, the impact would be low and the significance Slight. The exception is the low ground of the Kinrara Estate, adjacent to the A9, where any construction sites would have a high impact on the commercial pheasant shoots and the significance would be Substantial.

8.4.45. Agricultural, forestry and sporting enterprises which rely on underpasses or at grade crossings of the A9 for their day to day operations may be subject to temporary disruption during the construction phase. However, accesses will not be closed without

alternatives being provided and it will be the contractor's responsibility to liaise closely with land owners and tenants to minimise the impact of such closures.

- 8.4.46. Temporary closures of accesses will have a varying magnitude of impact ranging from High to Low, depending on the duration and the distances involved in diversions.
- 8.4.47. For the forestry operations on the Reidhaven Trust and Seafield Rural Partnership land the closure of accesses will be the main impact of the Proposed Scheme. The accesses to the Dalraddy Estate's 214 ha forest are unaffected.
- 8.4.48. Loss of forest land on these two forests is small in relation to their size and is only peripheral, alongside the A9. A 7 ha plantation owned by Scottish Water will lose 0.9 ha.
- 8.4.49. Accesses will not be closed without alternatives being provided and it will be the contractor's responsibility to liaise closely with forest managers to minimise the impact of such closures. Many accesses will remain permanently closed and so such changes will also become Operational Phase impacts.
- 8.4.50. Dust and noise generated by construction may locally affect livestock, grass crops and game, particularly in the vicinity of the new junctions, but with appropriate management (see Chapter 16 Air Quality and Chapter 17 Noise) the magnitude of impact will be generally Low and the significance Slight.
- 8.4.51. Other impacts include loss of a water trough to the Aviemore South Junction, but this can be relocated. It is possible that additional troughs and other minor items of farm infrastructure, such as handling pens, will be affected by land-take, but they can also be relocated so the magnitude of impact and impact significance would be Negligible.
- 8.4.52. Since land-take and closure of accesses are the main impacts of the Construction Phase and that most will become permanent, their significance is assessed under Operational Phase impacts. Impacts of land-take are summarised in Tables 8.28-30 and the closures of accesses in Table 8.31.

## Operational Phase Impacts

### *Residential Land and Property*

#### Land-Take

- 8.4.53. There is one residential land interest that is affected by land-take as a result of the Proposed Scheme, as shown in Table 8.20.

**Table 8.20: Land-Take Areas for Residential Land Interests and Impacts**

Ref.	Impact	Approx. Land-Take (ha)	Land-take from overall holding (%)	Sensitivity	Magnitude of Impact	Impact Significance
R14 2 Broom Cottages	Land take required for widening of the main carriageway in this section	0.004	7.84	Medium	Low	Slight

### Access

- 8.4.54. As described in the construction phase impacts section of this chapter, only properties with direct access changes (i.e. changes to the sole or primary access route to the property) are discussed in this section. Properties which will experience a change in access/travel distance to the A9, but where the A9 is not the sole/primary access route, are discussed under 'Community Severance'.
- 8.4.55. During the operational phase of the Proposed Scheme some properties will experience permanent changes in access. This is described in the following paragraphs and the significance of potential impacts is summarised in Table 8.21.
- 8.4.56. Ballinluig Farm residence will no longer have direct access to the A9 via the at-grade junction at Ch. 2200. There is a maximum diversion of 1.6km to the Aviemore South GSJ for southbound travellers and 490m for northbound journeys/connection to the local road network. There are safety benefits as vehicles will no longer have to make turns across traffic to head south or to connect to the local road network. Overall the impact is considered to be Negligible / Slight for A9 northbound journeys/ connection to the local road network and Moderate for A9 southbound journeys.
- 8.4.57. Lynwilg Farm will no longer have direct access to the A9 at Ch. 3300 and instead will be diverted a maximum of 1.4km via a new access track to Aviemore South GSJ for northbound travellers/connection to the local road network and 100m for southbound journeys. There are safety benefits as vehicles will no longer have to cross traffic across the A9 for southbound journeys or connection to the local road network and are able to access the A9 via Aviemore South GSJ. Overall the impact is considered to be Slight/Moderate for A9 northbound journeys/connection to the local road network and Negligible for A9 southbound journeys.
- 8.4.58. 5 residences (Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu) south of Aviemore (west of the A9) will no longer have direct access to the A9 at Ch. 4650 and will instead be diverted via the widened underbridge at CP3 to Aviemore GSJ via the B9152 (for A9 southbound), an additional distance of 900m, or to Granish GSJ via the B9152 through Aviemore (for A9 northbound), an additional distance of 600m. There are however safety benefits as vehicles will no longer have to cross traffic across the A9 when making southbound journeys and the connection to the local road network is improved. Overall the impact is considered to be Slight for A9 northbound and southbound journeys.
- 8.4.59. Kinveachy Lodge will no longer have direct access to the A9 at Ch. 12400 instead access will be under the A9 via a new underbridge and onto the A95/B9153. Residents making southbound journeys would be diverted south to Granish GSJ via the A95. However, as the diversion along the A95 runs parallel with the A9 the additional journey length is approximately 1.2km. For northbound journeys, residents are diverted 1.6km north along an access track to the west of the A9 to a proposed access onto the A9. However, this is largely offset by the reduced journey on the A9 so the additional journey length is 200m. There are safety benefits as vehicles heading southbound or linking to the A95 or local road network will no longer be crossing across traffic on the A9. Overall the impact is considered to be Slight for A9 northbound journeys and Slight for A9 southbound journeys/connection to the local road network.
- 8.4.60. Dalrachney Cottages will no longer have access to the A9 at Ch 17050m, instead they will cross under the A9 via a new underbridge and onto the A938 where they can access the A9 from Blackmount or Granish junctions to the north and south respectively. These routes are considered mostly parallel to the A9 therefore limiting the diversion. There are safety benefits as vehicles heading southbound or linking to the A938 or local road

network will no longer be crossing across traffic on the A9. Overall the impact is considered to be Negligible / Slight.

**Table 8.21: Potential Direct Residential Access Impacts**

Receptor	Sensitivity	Potential Impact Significance
Ballinluig Farm	High	Southbound - Moderate Northbound - Negligible / Slight
Lynwilg Farm	High	Southbound - Negligible / Slight Northbound - Slight
Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu	High	Southbound - Slight Northbound - Slight
Kinveachy Lodge	High	Southbound – Negligible Northbound - Slight
Dalrachney Properties	High	Southbound - Negligible / Slight Northbound - Negligible / Slight

Community Severance (New Severance) and Indirect Impacts

- 8.4.61. Properties which will experience a change in access/travel distance to the A9 during the operational phase, but where the A9 is not the sole/primary access route, are discussed in this section. Potential indirect residential access impacts are summarised in Table 8.22.
- 8.4.62. Druim Mhor will no longer have direct access to the A9 via an access road at Ch. 2200 and instead would be diverted to the Aviemore South GSJ either via the B9152 which is an additional distance of 1.6km or via the proposed vehicle and NMU route on the northbound side of the A9 via CP1 which is an additional distance of 1.75km. There are safety benefits as vehicles will no longer have to cross traffic on the A9 and are able to access the A9 via Aviemore South GSJ. Overall the impact is considered to be Slight for A9 northbound journeys and Moderate for A9 southbound journeys.
- 8.4.63. There is minimal adverse impact with regard to new severance and indirect access impacts anticipated for residential properties at Aviemore as the operational access to the A9, i.e. Granish GSJ, is in the same location as the existing access and therefore there is no change to the existing situation. There are however safety benefits where vehicles no longer have to cross A9 traffic.
- 8.4.64. Kinveachy Gatehouse will no longer have indirect access to the A9 via the at grade access CP13. Residents travelling to and from the A9 south would travel along the A95 to Granish GSJ or residents to and from the A9 north would travel to Black Mount junction along the B9153/A938 or to the at grade access to the A9 northbound, which they would otherwise have travelled on the A9). There are beneficial impacts as vehicles no longer need to cross traffic on the A9 when making southbound journeys. Overall the impact is considered to be Negligible for A9 southbound and Slight/Moderate for A9 northbound as the diverted routes run mostly parallel to the A9 so much of the diversion is offset by the equivalent distance on the A9.
- 8.4.65. There is a residential property at Baddengorm that will no longer be able to access the A9 indirectly via the at grade junction at CP18 however access is replaced by the Black Mount GSJ and there are safety benefits as vehicles will no longer need to cross traffic on the A9 when making southbound journeys. The overall impact is considered to be Slight Beneficial for A9 southbound/northbound travellers.

- 8.4.66. For Slochd Cottage/Rynaclarsach, the all movements direct access to the A9 via the at grade junction at CP19 will be closed and replaced with a left in left out access (Slochd LILO). Right turn movements to and from the A9 southbound will be diverted south along the U2400 (which runs parallel to the A9 for much of this length) to Black Mount GSJ if the vehicle is less than 3.8t or north along the A9 to make a U-turn at Tomatin junction (a distance of approximately 15.6km) if the vehicle is in excess of 3.8t. There are safety benefits as vehicles no longer have to cross the A9 traffic when making southbound journeys. Overall the impact is considered to be Slight Beneficial for A9 northbound journeys, Negligible / Slight for A9 southbound journeys (less than 3.8t) and Moderate/Substantial for A9 southbound journeys (more than 3.8t) however the frequency of this latter movement is expected to be minimal.

**Table 8.22: Potential Indirect Residential Access and Community Severance Impacts**

Receptor	Sensitivity	Potential Impact Significance
Residential property at Druim Mhor	High	A9 southbound - Moderate A9 northbound - Slight
Residential properties at Kinveachy Gatehouse	High	A9 southbound - Negligible A9 travelling from the north – Slight/Moderate
Residential property at Baddengorm	High	A9 southbound/northbound - Slight Beneficial
Slochd Mhor Lodge/Slochd Cottage/Rynaclarsach	High	Southbound (< 3.8t) - Negligible / Slight Southbound (> 3.8t) – Moderate/Substantial Northbound - Slight Beneficial

### Commercial Land and Property

#### Land-Take

- 8.4.67. This section considers land-take required from commercial land or property that is not in agricultural use; impacts on agricultural businesses are discussed separately in this chapter. Land-take impacts have been identified for four commercial land interests and details are provided in Table 8.23.

**Table 8.23: Land-Take Areas for Commercial Land-Interests and Impacts**

Ref.	Impact	Approx. Land-Take (ha)	Land-take from overall holding (%)	Sensitivity	Magnitude of Impact	Impact Significance
C1 High Range Developments Limited	Land take required for earthworks associate with widening of A9 main carriageway in this	0.11	3.56	Medium	Low	Slight

Ref.	Impact	Approx. Land-Take (ha)	Land-take from overall holding (%)	Sensitivity	Magnitude of Impact	Impact Significance
	section and for SuDS pond access track.					
C2 MacDonald Aviemore Highland Resort Limited	Land take required for earthworks associate with widening of A9 main carriageway in this section.	1.1	3.8	Medium	Low	Slight

### Access

- 8.4.68. As described in the construction phase impacts section of this chapter, only commercial properties with direct access changes (i.e. changes to the sole or primary access route to the property) are discussed in this section. Properties which will experience a change in access/travel distance to the A9, but where the A9 is not the sole/primary access route, are discussed under 'Indirect Impacts'. Potential direct commercial access impacts are summarised in Table 8.24.
- 8.4.69. There will no longer be direct access to the A9 from Kinrara Gin Distillery at Ch. 3300 and instead will be diverted 1.4km via a new access track to Aviemore South GSJ for northbound travellers/connection to the local road network and 100m for southbound journeys. There are safety benefits as vehicles will no longer have to cross traffic across the A9 for southbound journeys or connection to the local road network. The additional journey distance is considered to be an impact of Negligible / Slight significance for A9 northbound journeys/connection to the local road network and Negligible for A9 southbound journeys.
- 8.4.70. Kinveachy Lodge holiday lets will no longer have direct access to the A9 at Ch. 12400 and there will be a diversion 3.8km south to Granish GSJ via the A95. The diversion runs parallel to the A9 and therefore is not considered to be an additional journey distance for traffic heading south or accessing the side road network. For northbound journeys, there is a diversion of 1.4km north along an access track to the west of the A9 to a proposed access to the A9. There are safety benefits as vehicles heading southbound or linking to the A95 or local road network will no longer be crossing traffic on the A9. The additional journey distance northbound is considered to be an impact of Negligible / Slight significance for A9 northbound journeys and Negligible for A9 southbound journeys/connection to the local road network.
- 8.4.71. Direct access to the A9 from Slochd Mhor Lodge at Ch. 22800 will be closed and this access will be diverted either northbound via the Slochd LILO or southbound via the U2400 to Black Mount GSJ. The northbound diversion via Slochd LILO is a negligible additional distance and the diversion south along the U2400 runs adjacent to the A9 and is not considered to be a diversion as it follows approximately the same route. The impact to Slochd Mhor Lodge is therefore considered to be Slight/Moderate Negligible

for those travelling along the A9 from the north to access the properties via Blackmount GSJ and Negligible for the A9 northbound via Slochd LILO and A9 southbound via Blackmount GSJ.

**Table 8.24: Potential Direct Commercial Access Impacts**

Receptor	Sensitivity	Potential Impact Significance
Kinrara Gin Distillery	High	Negligible / Slight – northbound journeys Negligible – southbound journeys
Kinveachy Lodge holiday lets	High	Negligible / Slight – northbound journeys Negligible – southbound journeys
Slochd Mhor Lodge	High	From the north along A9 to properties via Blackmount GSJ - Slight/Moderate A9 northbound via Slochd LILO and southbound via Blackmount GSJ - Negligible

#### Indirect Impacts

- 8.4.72. As described in the access section above properties which will experience a change in access/travel distance to the A9 during the operational phase, but where the A9 is not the sole/primary access route, are discussed in this section. Potential indirect impacts on commercial land and property are summarised in Table 8.25.
- 8.4.73. Similar to residential properties at Aviemore, there is considered to be minimal impact to indirect access to the A9 from commercial properties, as access during the operational phase will be via Granish GSJ which is in the same location as the existing access. Therefore, there is no change to the existing situation. Journeys made to/from commercial properties to the south of Aviemore will have to travel an additional 400m due to the distance of the Aviemore South GSJ from the existing junction with the B9152. The additional distance is considered to represent a Negligible impact.
- 8.4.74. At Granish quarry and the Aviemore Kart Raceway there are not considered to be impacts to indirect access to the A9 as the existing access via the B9152 at Ch. 8750 is replaced by the Granish GSJ at the same location during the operational phase and there is therefore no change to journey distance.
- 8.4.75. Avielochan holiday lets will no longer have indirect access to the A9 via CP11 from the A95 and would be diverted 1.6km to the south along the A95 to Granish GSJ. The additional journey distance is considered to represent a Slight impact.

**Table 8.25: Potential Indirect Impacts on Commercial Land and Property**

Receptor	Sensitivity	Potential Impact Significance
Commercial properties at Aviemore	High	Negligible
Granish Quarry/Aviemore Kart Raceway	High	No impact
Avielochan Holiday Lets	High	Slight

## Community Land and Property

### Land-take

- 8.4.76. This section considers land-take required from community land or property. Land-take impacts have been identified for four community land interests and details are provided in Table 8.26.

**Table 8.26: Land-Take Areas for Community Land-Interests and Impacts**

Ref.	Impact	Approx. Land-Take (ha)	Land-take from overall holding (%)	Sensitivity	Magnitude of Impact	Impact Significance
COM2 Craigella chie NNR	Land take require for SuDS ponds and associated access tracks to the north and south of Loch Puladdern.	2.27	2.06	Medium	Low	Slight
COM3 Milton Woods	Land take required for earthworks and widening of the A9 main carriageway in this section.	0.6	6.81	Low	Low	Negligible / Slight
COM4 Milton Woods		0.87 (Note: an area of 0.89 land at COM3 is to be safeguarded for public access post construction)	8.36	Low	Low	Negligible / Slight
COM5 land surroundi ng High Burnside	Land take required for a SuDS pond to the west of the A9.	0.42	0.45	Low	Negligible	Negligible

### Access

- 8.4.77. Direct access changes to community facilities and community land via the A9 but where the A9 is not the sole/primary access route, are discussed in this section.
- 8.4.78. The area of community land COM2 is not directly accessible to the public by vehicle as access to this area is via the NMU underpass at Ch. 5300. There is therefore no direct access impact for COM2. Impacts to access for NMUs is assessed in Chapter 9 Effects on All Travellers.
- 8.4.79. Direct access to the areas of community land COM3 and COM4 is not directly affected by the Proposed Scheme as access is via Core Path LBS30 via Aviemore to the east of the A9. The impact on access for NMUs is assessed in Chapter 9 Effects on All Travellers.



8.4.80. Vehicle access to COM5 land in the area surrounding High Burnside will be unaffected during the operational phase as new underbridges are proposed and therefore access to this area will be retained.

Indirect Impacts

8.4.81. There are no areas of community land that are indirectly accessed by vehicles and subject to potential impacts for the Proposed Scheme during the operational phase.

*Development Plan and Planning Applications*

8.4.82. The Proposed Scheme complies with national, regional and local plans to develop the area, as it improves local and regional connectivity along a key strategic trunk road. The potential impacts within the context of planning policy are described in more detail in Chapter 19 Policies and Plans.

Development Plan

8.4.83. There is no Land-take to Development Plan Allocations identified as a result of the Proposed Scheme.

Planning Applications

8.4.84. There are two sites identified with extant planning approval that will be subject to land-take as a result of the Proposed Scheme as set out in Table 8.27.

**Table 8.27: Land-take Areas for Planning Applications and Impact**

Planning Application Reference.	Location/ Proposal	Approx. Land-take (ha)	Land-take from overall holding (%)	Impact Significance
5/00209/REMBS	Horse Field (Land North of Scandinavian Village) Aviemore 5/00209/REMBS: Erection of 140 dwellings, construction of roads and services and landscaping	0.4	4.88	Neutral
16/02611/FUL	Land 30M West Of 31 Alt Mor Aviemore - Proposed 24 private flats, 8 private terrace units and 10 affordable units	0.08	6.9	Neutral

*Agricultural, Forestry and Field Sports Interest Land*

Land-Take from Agricultural Holdings

8.4.85. A summary of the impacts of permanent land-take on agricultural holdings is presented in Table 8.28. Likely future viability is assessed for holdings where the significance of impact is Moderate or Substantial.

8.4.86. Total permanent agricultural land-take by the Proposed Scheme is approximately 69 ha. Loss of grazed moorland, reported below under sporting estates, comprises another approximately 17 ha.

- 8.4.87. Permanent agricultural land-take falls into the following LCA classes (Table 8.1):
- Class 3.2 - approximately 4 ha;
  - Class 4.2 – approximately 51 ha;
  - Class 5.2 – approximately 1 ha;
  - Class 5.3 – approximately 13 ha; and
  - Class 6.3 – approximately 17 ha (grazed moorland on sporting estates).
- 8.4.88. On the Kinrara Estate the impact is assessed only of the loss of 23.5 ha from the 117 ha of enclosed grazing, arable, scrub and grazed woodland on the low ground at Ballinluig Farm. The moorland is not included in the assessment as it is unaffected.
- 8.4.89. The Reidhaven Trust grazing tenancy and Granish Farm, where the significance of impact is moderate, should be able to adjust their management systems to the accommodate the land-take and remain viable.
- 8.4.90. Land-take is of Substantial significance on Dalrachney Beag Croft, Moderate/Substantial significance on Avielochan Farm and Ballinluig Farm, Moderate on the Reidhaven Trust grazing tenancy and Granish Farm and Negligible/Slight on the others.
- 8.4.91. At Avielochan Farm, in addition to loss of land from road widening, there are six drainage ponds and infiltration basins within three of the better quality grass fields (LCA Class 4.2). These features and associated access tracks will be fenced, changing the shape of the fields and adversely affecting their management. The accumulation of these impacts is likely to render the farming tenancy non-viable in its current form.
- 8.4.92. At Dalrachney Beag Croft the Substantial impact relates to loss of land in relation to its small size and may render this crofting business non-viable.
- 8.4.93. Avielochan Farm and Dalrachney Beag Croft may cease to be viable under the existing systems of land-use and this possibility may have to be considered by the District Valuer during the compensation process.
- 8.4.94. At Ballinluig the Moderate/Substantial impacts derive from loss of some of the better land and disruption to pheasant shoots. Substantial changes may be required to the management of this land to ensure its continuing viability, but these should be possible given the overall size of the estate.

**Table 8.28: Impact of Land-Take from Agricultural Land Holdings**

Ref.	Landowner	Land-Take (ha)	Land-Take (% of holding)	LCA class of land-take	Sensitivity	Magnitude of Impact	Significance of Impact (viability impact in brackets)
LH3 to LH5 LH37	Ballinluig Farm 117 ha of enclosed grazing and arable land close to A9 (Kinrara Estate)	23.3	20	3.2 and 4.2	Medium	High	Moderate/Substantial (Remaining viable – no significant impact)
LH7 LH31	Reidhaven Trust 6.9 ha grazing tenancy	0.8	13	4.2	Low	High	Moderate (Remaining viable – no significant impact)
LH8 to LH10	Granish Farm 146ha (Reidhaven Trust tenancy)	13.6	9	4.2	Medium	Medium	Moderate (Remaining viable – no significant impact)
LH11 to 15	Avielochan Farm 116 ha Reidhaven Trust tenancy	15.0	13	4.2	Medium	High	Moderate/Substantial (land-take includes six drainage ponds and infiltration basins and access tracks) (Probably rendered non-viable – significant adverse impact)
LH21 LH41	Dalrachney Beag Croft 4 ha	1.0	25	4.2	High	High	Substantial (Probably rendered non-viable – significant adverse impact)
LH22	Auchterblair Farm 629 ha	0.7	0.1	3.2	Medium	Negligible	Negligible/Slight (Probably rendered non-viable – significant adverse impact)
LH23	Glebe of Deishar (land at Dalrachney and North Sluggan). 4048 ha, plus grazing tenancies at Slochd (LH27, LH34 and LH35) Reidhaven Trust tenant	14.4	0.4	5.2 5.3	Medium	Negligible	Negligible/Slight

### Land-Take from Commercial Forestry

- 8.4.95. The impact of land-take on the two large and one small commercial forests is summarised in Table 8.29. The locations of these are shown in Figure 8.3g to 8.3i. The assessment is made in relation to the extent of forest plots adjacent to the A9 rather than the whole estates which extend well beyond the study area. The amount of land lost is small in relation to the size of the two larger forests and so the significance of impact is Slight. On the small plantation owned by Scottish Water the impact significance is also Slight as only a small amount of land is lost beside the A9.
- 8.4.96. The total permanent loss of forest land will be 53.7 ha and will not affect the future viability of these forests.
- 8.4.97. There is potential for windthrow of neighbouring plantations when trees are cleared increasing the quantity of timber lost. The extent of windthrow will depend on a number of factors, including windspeed and direction and calculation of loss and compensation will be a matter for the District Valuer.

**Table 8.29: Impacts of Land-take from Forestry Holdings**

Ref.	Landowner	Land-Take (ha)	Land-Take (% holding)	Sensitivity	Magnitude of Impact	Impact Significance
LH1, LH2	Dalraddy Estate 214 ha	4.8	2	Medium	Low	Slight
LH29	Land owned by Scottish Water 7 ha	0.9	13	Medium	Low	Slight
LH 6, 7, 16, 17, 18, 20, 24, 25, 26, 30, 31, 42, 52, 53, 58, 59	Reidhaven Trust and Seafield Rural Partnership 925 ha	48	5	Medium	Low	Slight

### Land-Take from Sporting Estates

- 8.4.98. The impact of land-take on the two sporting estates is summarised in Table 8.30.
- 8.4.99. The total permanent loss of sporting land will be 16.8 ha.
- 8.4.100. On the Reidhaven Trust Estate, the affected land parcel is 165 ha but it is managed as part of a much larger grouse moor and so the land-take is attributed to the larger area.
- 8.4.101. The land-take from both estates is restricted to land beside the A9 which has no sporting value and is very small in relation to their size. The magnitude of impact and its significance assessed as only Slight, with no effect on the viability of the estates.
- 8.4.102. The LCA classification is applicable to grouse moors as they are grazed by sheep for vegetation and tick control.

**Table 8.30: Impact of Land-Take from Sporting Estates**

Ref.	Landowner	Land-Take (ha)	Land-Take (% holding)	LCA Class of land-take	Sensitivity	Magnitude of Impact	Impact Significance
LH27	Reidhaven Trust >1500 ha	12.2	<1	6.3	High	Negligible	Slight
LH28 LH54	Corrybrough and Clune Estates 1509 ha	4.6	0.3	6.3	High	Negligible	Slight

Access

- 8.4.103. There is a total of 43 private at-grade junctions and underpasses within the Scheme serving agricultural, forestry and sporting holdings (see Figure 8.3 for their locations).
- 8.4.104. Table 8.31 details the proposed changes to these accesses, the magnitude of impact and significance of impact.
- 8.4.105. Impacts relate to additional journey times created by new access arrangements. As most accesses will be replaced or relocated close to the existing, the significance of impact is assessed as Negligible or Slight on all holdings apart from Avielochan Farm, Dalrachney Beag Croft and the Reidhaven/Strathspey Estate forestry plantations where the impact is Moderate.
- 8.4.106. None of the changes to access, alone, would affect the viability of the affected holdings as no land parcels are permanently severed and adequate alternative accesses and crossings are provided.

**Table 8.31: Impacts on Access to Agricultural, Forestry and Sporting Estates**

Land holding	Name	Existing Accesses	Proposed Changes	Sensitivity	Magnitude of Impact	Significance of Impact
<b>Agricultural Land</b>						
LH3, LH4, LH5, LH37	Ballinluig Farm (Kinrara Estate) (Chainage 560 to 4100)	There are eight access points to these holdings located within the Scheme area. These include three underpasses and five at-grade accesses.  1 Chainage 1510 (Underpass) 2 Chainage 1925 (Underpass) 3N Chainage 2240 (At-grade north bound) 3S Chainage 2240 (At-grade south bound) 4 Chainage 2720 (Underpass) 5N Chainage 2825 (At-grade north bound) 5S Chainage 2825 (At-grade south bound) 6N Chainage 3225 (At-grade north bound)	Three access points will be closed, but replaced by new access points from Aviemore South Junction.  1 Retained 2 Retained 3N Closed. Access track from junction  3S Closed. Access track from junction 4 Retained (moved closer to junction) 5N Incorporated into junction  5S Incorporated into junction  6N Closed. Access track from junction	Medium	Negligible	Negligible/Slight
LH8, LH9, LH10	Granish Farm Reidhaven Trust tenants (Chainage 7740 to 9140)	There is one underpass and one at-grade access located on the A9 northbound carriageway. 13 Chainage 8100 (Livestock underpass) 14 Chainage 8440 (At-grade north bound)	Underpass will be retained and Granish Junction will provide the main crossing.  13 Retained  14 Closed. Granish Junction will provide crossing	Medium	Negligible	Negligible/Slight
LH7, LH31	Reidhaven Trust (grazing tenancy)	Land on both sides of A9. Tenant uses public underpass 12A	Underpass will be retained	Low	No change	No impact

Land holding	Name	Existing Accesses	Proposed Changes	Sensitivity	Magnitude of Impact	Significance of Impact
LH11, LH12, LH13, LH14, LH15	Avielochan Farm Reidhaven Trust tenants (Chainage 9900 to 13090)	There are seven access points to these holdings within the Scheme area. These include six at-grade access points and one underpass.  18N Chainage 10545 (At-grade north bound) 18S Chainage 10545 (At-grade south bound) 19 Chainage 11200 (Livestock underpass) 20N Chainage 12145 (At-grade north bound) 20S Chainage 12145 (At-grade south bound) 21N Chainage 12405 (At-grade north bound) 21S Chainage 12405 (At-grade south bound)	Four accesses will be closed and 21N&S will be for light vehicles only. Heavy farm vehicles will use Granish Junction and an access track west of the A9, necessitating an additional journey distance of 4 km.  18N Closed 18S Closed  19 Retained  20N Closed  20S Closed  21N Retained for light vehicles  21S Retained for light vehicles	Medium	Medium	Moderate
LH21 LH41	Dalrachney Beag Croft (Chainage 16630 to 17050)	One at-grade access point on southbound carriageway. Main access is via A938 at Carrbridge.  25S Chainage 17050 (At-grade south bound)	Direct access on the A9 to be closed. All access will continue to be from A938 at Carrbridge, which will connect to Granish and Black Mount Junctions.  25S Closed. Access from Station Road (U2239) leading from A938 to Dalrachney Beag.	High	Low	Slight/Moderate
LH22	Auchterblair Farm (Chainage 16630 to 17000)	Two at-grade access points.  25N Chainage 17050 (At-grade north bound) 25S Chainage 17050 (At-grade south bound)	Direct access from A9 to be closed. All access will be via Station Road (U2239) leading from A938 to Dalrachney Beag. 25N Closed.  25S Closed.	Medium	Low	Slight

Land holding	Name	Existing Accesses	Proposed Changes	Sensitivity	Magnitude of Impact	Significance of Impact
LH23	Glebe of Deishar (agricultural land at Dalrachney and North Sluggan). Reidhaven Trust tenancy (Chainage 17230 to 21000)	Four at-grade access points.  25N Chainage 17050 (At-grade south bound) 25S Chainage 17050 (At-grade south bound) 26N Chainage 19300 (At-grade north bound) 27N Chainage 21025 (At-grade north bound)	Direct access from A9 to be closed. Access to farm steading at Dalrachney will be from Station Road (U2239) leading from A938 to Dalrachney Beag. Access to north will be from Black Mount Junction and new crossing at chainage 20700.  25N Closed.  25S Closed.  26N Closed. New accesses off Black Mount Junction and chainage 20700 27N Closed. New accesses off Black Mount Junction and chainage 20700	Medium	Low	Slight
<b>Commercial Forestry</b>						
LH1, LH2	Dalraddy Estate Chainage 0 to 560	No direct access from A9 within the Scheme area.	No change	Medium	No change	No impact
LH6, LH7, LH16, LH17, LH20, LH24, LH25, LH26, LH42, LH52, LH53, LH58, LH59	Reidhaven Trust and Strathspey Estate (Chainage 9150 to 21700)	A total of 17 accesses and 9 crossing points within the Scheme area.  12A Chainage 7370 (Underpass) 16N Chainage 9200 (At-grade) 16S Chainage 9200 (At-grade) 18N Chainage 10545 (At-grade)	All direct accesses will be closed and 3 existing access points will be retained, one of which (24) is suitable for heavy vehicles. Alternative accesses and access track will be provided at Granish and Black Mount Junctions and a new crossing at chainage 20700. Closure of CP16 and CP18 will necessitate additional journey distances of up to 3 km  12A Retained 16N Closed. Access track from Granish Junction 16S Closed. Access track from Granish Junction	Medium	Medium	Moderate



Land holding	Name	Existing Accesses	Proposed Changes	Sensitivity	Magnitude of Impact	Significance of Impact
		18S Chainage 10545 (At-grade) 21N Chainage 12405 (At-grade) 21S Chainage 12405 (At-grade) 22N Chainage 13260 (At-grade) 22S Chainage 13260 (At-grade) 23N Chainage 13800 (At-grade) 23S Chainage 13800 (At-grade) 24N Chainage 17050 (At-grade) 24S Chainage 17050 (At-grade) 26N Chainage 19300 (At-grade) 26S Chainage 19300 (At Grade) 27N Chainage 21024 (At-grade) 27S Chainage 21024 (At-grade)	18N Closed. Access track from Granish Junction 18S Closed. Access track from Granish Junction 21N Retained. Light vehicles only 21S Retained. Light vehicles only 22N Closed 22S Closed 23N Closed 23S Closed 24N Retained 24S Retained 26N Closed. Access from Black Mount Junction 26S Closed. Access from Black Mount Junction 27N Closed. New crossing at chainage 20700 27S Closed. New crossing at chainage 20700			
LH29	Land owned by Scottish Water	Accessed from A95	No change	Medium	No change	No impact
<b>Sporting Interests</b>						
LH27	Reidhaven Trust	One at-grade access. 28S Chainage 21920 (At-grade south bound)	28S Closed. Alternative access already exists from A938.	High	Slight	Negligible
LH28 LH54	Corrybrough and Clune Estates	One at-grade access point. 30S Chainage 24235 (At-grade south bound)	30S Closed. Alternative access from north is unaffected	High	Slight	Negligible

## 8.5. Mitigation

- 8.5.1. Mitigation measures proposed to address (avoid, reduce, offset) adverse impacts are described in the following sections for the Construction and Operational Phases.
- 8.5.2. The design process has avoided or reduced many potentially significant impacts by reducing land-take and providing alternative access arrangements. Land-take will occur where it is considered necessary for the purposes of constructing the Proposed Scheme and/or for associated mitigation measures such as landscape planting and drainage proposals.
- 8.5.3. Embedded mitigation relating to the alleviation of severance for NMUs across the A9 is described in detail in Chapter 9 People and communities - Effects on All Travellers.

### Mitigation during Construction

- 8.5.4. A number of construction mitigation measures will be incorporated and these are described in Chapter 21 Schedule of Environmental Commitments and included in Table 8.32 for reference.

**Table 8.32: Construction Mitigation**

Mitigation Item	Description
<b>Standard A9 Mitigation</b>	
SMC-S1	<p>A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor. The CEMP will set out how the Contractor intends to operate the construction site, including construction-related mitigation measures identified in Tables 21.1 to 21.11 of Chapter 21. The relevant section(s) of the CEMP will be in place prior to the start of construction work.</p> <p>The CEMP will include, but not be limited to, subsidiary plans relating to: agricultural soils, geology and land contamination; surface water and groundwater (including a Flood Response and Pollution Incident Response Plan); ecology (including specific Species and Habitat Management Plans); landscape, cultural heritage, air quality and noise and vibration.</p>
SMC-S2	<p>Prior to construction an Environmental Coordinator and team of suitably qualified Environmental Clerk of Works (EnvCoW) (i.e. professionally qualified in a relevant environmental discipline) will be appointed by the Contractor. The EnvCoW(s) will report to the Environmental Coordinator and be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.</p>
SMC-S3	<p>Throughout the construction period the Contractor will, as required, contribute towards the overall communications strategy for the A9 Dualling Programme.</p> <p>As part of this the Contractor will appoint a Community Liaison Officer supported by a liaison team as necessary who will:</p> <ul style="list-style-type: none"> <li>liaise with the following: relevant local authorities; other statutory bodies and regulatory authorities; community councils and relevant community groups; and businesses and residents in local communities affected by the construction works;</li> <li>notify occupiers of nearby properties a minimum of two weeks in advance of the nature and anticipated duration of planned construction works that may affect them;</li> </ul>

Mitigation Item	Description
	<ul style="list-style-type: none"> <li>• support the production of project communications such as the project website and newsletters; and</li> <li>• establish a dedicated freephone telephone helpline together with a dedicated email address and postal address for enquiries and complaints during the construction phase. The relevant contact numbers, email and postal addresses will as a minimum be displayed on signs around the construction site and will be published on the project website. Enquiries and complaints will be logged in a register and appropriate action will be taken in response to any complaints.</li> </ul>
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, as required, before they are put in place.
SMC-CP2	Existing access arrangements to agricultural and forestry land out-with the land made available (LMA) boundary will not be prevented by the construction works during or post construction, unless alternative access is provided for in the Road Orders.
SMC-CP3	Consultation with affected landowners and occupiers will be undertaken on the location and timing of planned construction works to reduce disturbance, where 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 out-with 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 and to avoid trespass. Where required, fencing of working areas will be to a standard adequate for excluding any livestock kept on adjoining land. Access by non-authorized 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) to ensure that soil mitigation measures are fully implemented and soil resources are protected. 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.

Mitigation Item	Description
	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 Crichel Down Rules.
SMC-CP13	Sporting or fishing rights which exist within working areas may not be accessible during the construction period. Where there are sporting or fishing rights adjacent to the working area, reasonable endeavours will be taken to minimise interference or 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 appropriate arboricultural and/or windthrow assessment will be undertaken pre-construction and appropriate mitigation employed for the purposes of 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. A photographic and video survey is to be undertaken of any land to be returned to agriculture, to ensure all land is restored as near to its original state as is reasonably practicable.

### *Agricultural, Forestry and Sporting Interests*

- 8.5.5. This section summarises the main mitigation measures to be implemented during construction.
- 8.5.6. Where possible, embankments and cuttings within the CPO boundary that are not required for the Proposed Scheme permanently will be restored to farming. There is potential for 1 ha to be restored at Ballinluig and 2 ha at Avielochan Farm.
- 8.5.7. Land acquired temporarily for construction compounds and haul roads will be restored to a condition equivalent to its original before being returned to its owner.
- 8.5.8. Nearly all agricultural, forestry and sporting holdings use the A9 for access and many have land on both sides. Therefore, there is potential for disruption to these enterprises when existing accesses are closed. The construction contractor, through liaison with affected landowners and tenants, will prepare a management plan to arrange temporary access routes while permanent replacement accesses are constructed.
- 8.5.9. The construction process will generate noise and dust, which, unless controlled, may adversely affect livestock (noise) and grass crops (dust). Noise from plant and other construction activities may also disturb game shooting close to the A9. Mitigation measures are outlined in Chapter 16 (Air Quality) and Chapter 17 (Noise and Vibration) of this report.
- 8.5.10. The planned engineered and other mitigation measures to minimise construction impacts on farming, forestry and sporting interests will be implemented through liaison with land owners and tenants before and during the construction process (SMC- S2 and 3 and SMC-CP3 and 4). Essential measures are:

- demarcation of the construction working corridor once defined, in order to prevent disturbance to adjacent areas and erection of livestock fencing along the working corridor, where required (SMC-CP6);
- provision of temporary access to farm steadings and severed farmland, forests and sporting land, as required (SMC-CP1 and 2);
- provision of drinking water for livestock, as necessary (SMC-CP11);
- diversion or restoration of land drainage systems affected by the Scheme (SMC-CP10).
- land occupied or disturbed during the construction process that is not permanently acquired for engineering and landscaping will be restored to a condition equivalent to its original (SMC-CP12 and 15); and
- the quality and quantity of soil on site will be maintained by implementing appropriate techniques for stripping, stockpiling and reinstatement, in accordance with Defra's 2009 Code of Practice for the Sustainable Use of Soils on Construction Sites. This approach will be adopted in a Soil Handling and Management Strategy (SHMS), which will form part of the Construction Environmental Management Plan (CEMP). A qualified soil scientist will supervise all aspects of this work (SMC-S1 and SMC-CP8).

8.5.11. The CNP LDP (Policy 10.6) and the HwLDP (Policy 55) stress the role of peat as a carbon sink and store and the need to minimise disturbance of soils, peat and any associated vegetation to reduce to a minimum the release of stored carbon. This aspect of the mitigation process is covered in detail in Chapter 10 Geology, Soils and Groundwater.

### Mitigation during Operation

8.5.12. Where land-take is required for the Proposed Scheme, for the purposes of this assessment it is assumed land owners will be compensated financially for the loss in accordance with the District Valuer's assessment. Further details of the extent of financial compensation are beyond the scope of this assessment.

### *Agricultural, Forestry and Sporting Interests*

- 8.5.13. In this time any emergence of noxious weeds and problems associated with settlement and drainage will be rectified.
- 8.5.14. In commercial forests loss of timber through windthrow may occur over a period of years after trees are felled during the construction process and this is a compensation matter that will be dealt with by the District Valuer (P11-CP16).
- 8.5.15. The following mitigation measures will be incorporated and these are described in Chapter 21 Schedule of Environmental Commitments and included in Table 8.33 for reference.

**Table 8.33: Operational Mitigation**

Mitigation Item	Description
<b>Standard A9 Mitigation</b>	
SMC-CP2	Existing access arrangements to agricultural and forestry land outwith the LMA boundary will not be prevented by the construction works during or post construction, unless alternative access is provided.

Mitigation Item	Description
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.
<b>Project Specific Mitigation</b>	
P11-CP16	In commercial forests loss of timber through windthrow may occur over a period of years after trees are felled during the construction process. This would be a matter for compensation for an agreed number of years into the operational phase.

## 8.6. Residual Impacts

### Construction

- 8.6.1. Residual impacts for residential, commercial and community land during the construction phase are presented in Table 8.34. Residual agricultural and forestry land-take impacts of the proposed scheme are summarised in Table 8.36.
- 8.6.2. Residual agricultural and forestry impacts of the proposed scheme are summarised in Table 8.34. These are essentially the same as for the operational phase impacts but some temporary mitigation measures are highlighted, such as the provision of temporary accesses and noise and dust control.

**Table 8.34: Summary of Potential Impacts and Residual Impacts to Residential, Commercial and Community Land/Property during Construction**

Receptor	Potential Impact	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Ballinuig Farm and Cottage	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	Slight	SMC-S1-SMC-S4, SMC-CP1-SMC-CP15	Slight
Lynwilg Farm and Cottages	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	Slight		Slight
Druim Mhor	Main property access retained to B9152 with minor upgrade and realignment.	Slight		Slight
Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu (south of Aviemore adjacent to A9 northbound carriageway)	Phased construction to ensure access to A9 is retained during construction of underbridge upgrades. Short term local road diversion via A9 during major construction works to underbridge.	Moderate/Substantial		Moderate
Shunem Cottage	Delays and road narrowing to upgrade the B9152 and construct a new private access with refuse area.	Slight/Moderate		Slight
High Burnside	Road narrowing, closures or delays as a result of works to the underbridge at CP8. Short duration, likely overnight.	Slight		Slight
Avielochan and Birch Cottage	Impacts due to road narrowing to upgrade the existing track and increased traffic to form the extended track.	Slight / Moderate		Slight
Kinveachy Lodge	Road narrowing and disruption at tie in of new offline underbridge forming operational diversion. Phased construction required to ensure access is retained until operational diversion in place.	Slight / Moderate		Slight / Moderate
Dalrachney Beag	Access disruption along Dalrachney Road due to works associated with the proposed vehicle and NMU underbridge at CP17 tie in works and addition of passing	Slight/Moderate		Slight

Receptor	Potential Impact	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
	places. Phased construction required to ensure access to A9 is retained until operational diversion in place.			
Slochd Cottage & Rynaclarsach	Access disruption to A9 due to works to construct the Slochd LILO and Black Mount Junction on U2400, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9.	Moderate / Substantial		Moderate
Kinrara Gin Distillery	Closure of direct access to the A9 and construction of new access to proposed Aviemore South Junction. No construction diversion as off-line construction. Minimal impact during construction of tie-ins.	Slight		Slight
High Range Developments	There may be access disruption to local roads to the east of the A9 such as the Aviemore Centre Ring Road and B9152.	Slight		Slight
MacDonald Aviemore Highland Resort				
Aviemore Ospreys				
Kinveachy Lodge holiday lets	Road narrowing and disruption at tie in of new offline underbridge. Phased construction required to ensure access is retained until operational diversion in place.	Slight		Slight
Commercial properties in Carrbridge	There may be disruption at local roads such as the B9153, A938 and Station Road as works progress to the underbridge at CP16 which will be retained and the construction of the NMU and vehicle underbridge at CP17.	Slight		Negligible
Slochd Mhor Lodge	Disruption to A9 access due to works to construct the Slochd LILO and Black Mount Junction on U2400, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9.	Moderate		Slight
Community facilities within Aviemore	Indirect travel disruption such as road delays due to construction vehicle movements within Aviemore.	Slight		Negligible / Slight
Community facilities within Carrbridge	Access to community facilities primarily via the B9153 and A938 and not directly affected by construction works.	Slight		Negligible



Receptor	Potential Impact	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Craigellachie NNR	Indirect access disruption to local roads and temporary maintenance vehicle access disruption at CP4.	Slight		Negligible
Milton Woods	Indirect access disruption to local roads.	Negligible/Slight		Negligible / Slight
Land surrounding High Burnside	Potential access disruption such as delays and temporary road narrowing of Old Meall Road due to works to the underbridge at CP8.	Negligible/Slight		Negligible / Slight

**Table 8.35: Summary of Potential Impacts and Residual Impacts to Agricultural, Sporting and Commercial Forestry Interests during Construction**

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance (viability impact in brackets)
Agricultural Land Holdings	Ballinluig Farm (Kinrara Estate) LH3 to LH5, LH37	<p>Permanent loss of 23.3 ha of better quality farmland close to A9. Additional land loss for construction, particularly around new junction.</p> <p>Temporary closure of accesses.</p> <p>Disturbance to pheasant shoots.</p> <p>Noise and dust.</p>	Moderate/substantial	<p>Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)</p> <p>Liaison with owner to minimise temporary severance (SMC-S3, SMC-CP1 – SMC-CP4)</p> <p>Liaison with shoot managers to minimise disturbance to shoots (SMC-S3, SMC-CP1-SMC-CP4)</p>	Moderate/substantial (Remaining viable – no significant impact)

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance (viability impact in brackets)
				SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5	
Agricultural Land Holdings	Granish Farm (Reidhaven Trust Tenants) LH8 to LH10	<p>Permanent loss of 13.6 ha of agricultural land. Additional temporary land loss for construction, particularly around new junction.</p> <p>Temporary closure of accesses necessitating additional journey times.</p> <p>Noise and dust.</p>	Moderate/substantial	<p>Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)</p> <p>Liaison with owner to minimise temporary severance (SMC-S3, SMC-CP1 - SMC-CP4)</p> <p>SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5</p>	Moderate (Remaining viable – no significant impact)
Agricultural Land Holdings	Reidhaven Trust grazing tenancy LH7, LH31	<p>Permanent loss of 0.08ha of agricultural land. Additional land loss for construction.</p> <p>Noise and dust.</p>	Slight/Moderate	<p>Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)</p> <p>SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5</p>	Slight/Moderate (Remaining viable – no significant impact)
Agricultural Land Holdings	Avielochan Farm (Reidhaven Trust tenants) LH11 to 15	Permanent loss of 15ha of agricultural land. Six drainage ponds and access tracks will adversely affect the management of three fields in LCA class 4.2 under arable and improved grassland.	Substantial	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)	Moderate/Substantial (Probably rendered non-viable – significant adverse impact)

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance (viability impact in brackets)
		<p>Additional land loss for construction</p> <p>Permanent loss of four accesses and temporary closure of other accesses, necessitating additional journey times.</p> <p>Noise and dust.</p>		<p>Liaison with owner to minimise temporary severance (SMC-S3, SMC-CP1 – SMC-CP4)</p> <p>SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5</p>	
Agricultural Land Holdings	Dalrachney Beag Croft LH21, LH41	<p>Permanent loss of 1ha of agricultural land. Additional land loss for construction.</p> <p>Closure of access off A9 necessitating additional journey times.</p> <p>Noise and dust.</p>	Substantial	<p>Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)</p> <p>None</p> <p>SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5</p>	Substantial (Probably rendered non-viable – significant adverse impact)
Agricultural Land Holdings	Auchterblair Farm LH22	<p>Permanent loss of 0.7ha of agricultural land. Additional land loss for construction.</p> <p>Closure of access off A9 necessitating additional journey times.</p> <p>Noise and dust.</p>	Slight	<p>Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)</p> <p>None</p>	Slight

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance (viability impact in brackets)
				SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5	
Agricultural Land Holdings	Agricultural land at Dalrachney and North Sluggan (Reidhaven Trust Tenant) (LH23)	Permanent loss of 14.4ha of agricultural land. Additional land loss for construction.  Closure of access off A9 necessitating additional journey times.  Noise and dust.	Slight	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)  None  SMC-S1, SMC-S2, SMC-AQ1 to AQ3, P11-AQ4, SMC-NV1 to NV2, P11-NV3 to NV5	Slight
Commercial Forestry	Dalraddy Estate LH1, LH2	Permanent loss of 4.8ha of forest land. Additional loss of land for construction.	Slight	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)	Slight
Commercial Forestry	Land owned by Scottish Water LH29	Permanent loss of 0.9ha of forest land. Additional loss of land for construction.	Moderate	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)	Moderate (Remaining viable – no significant impact)
Commercial Forestry	Reidhaven Trust and Seafield Rural Partnership (LH6, LH7, LH16, LH17, LH18, LH20, LH24, LH25, LH26, LH30, LH31, LH42, LH52, LH53, LH58,	Permanent loss of 48ha of forest land. Additional land loss for construction.	Moderate/substantial	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)  Liaison with forest managers to minimise temporary	Moderate (Remaining viable – no significant impact)

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance (viability impact in brackets)
	LH59)	Permanent loss of twelve accesses and temporary closure of other accesses, necessitating additional journey times.		severance (SMC-S3, SMC-CP1 – SMC-CP4)	
Sporting Estate	Reidhaven Trust LH27	Small loss of 12.2 ha of land. Additional loss for construction.  Access closed but alternative access is available from A938.  Noise may disturb shooting.	Slight	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)  Liaison with owner to minimise temporary severance (SMC-S3, SMC-CP1 – SMC-CP4)  Liaison with shoot managers (SMC-S3, SMC-CP3, SMC-CP4)	Slight
Sporting Estate	Corrybrough and Clune Estates (LH28 and LH54)	Small loss of 4.6 ha of land. Additional loss for construction.  Access closed but land will continue to be accessible from the north.  Noise may disturb shooting.	Slight	Soil restoration on land acquired temporarily to a condition equivalent to its original (SMC-CP12, SMC-CP15)  Liaison with owner to minimise temporary severance SMC-S3, SMC-CP1 – SMC-CP4)  Liaison with shoot managers (SMC-S3, SMC-CP3, SMC-CP4), noise management (SMC-NV1 to NV2, P11-NV3 to NV5)	Slight

## Operation

- 8.6.3. Residual impacts for residential, commercial and community land during the operational phase are presented in Table 8.36. Residual agricultural and forestry land-take impacts of the proposed scheme during the operational phase are summarised in Table 8.37.

**Table 8.36: Summary of Potential Impacts and Residual Impacts to Residential, Commercial and Community Land during Operation**

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
<b>Land-Take</b>			
<b>Residential Land and Property</b>			
R14 2 Broom Cottages	Slight	No additional mitigation measures proposed.	Slight
<b>Commercial Land and Property</b>			
C1 High Range Developments Limited	Slight	No additional mitigation measures proposed.	Slight
C2 MacDonald Aviemore Highland Resort Limited	Slight		Slight
<b>Community Land</b>			
COM2 Craigellachie NNR	Slight	No additional mitigation measures proposed.	Slight
COM3 Milton Woods	Negligible / Slight		Negligible / Slight
COM4 Milton Woods	Negligible / Slight		Negligible / Slight
COM5 land surrounding High Burnside	Negligible		Negligible
<b>Planning Applications</b>			
5/00209/REMBS	Neutral	No additional mitigation measures proposed.	Neutral
16/02611/FUL	Neutral		Neutral
<b>Access</b>			
<b>Direct Residential Access</b>			
Ballinluig Farm	Southbound - Moderate Northbound - Negligible / Slight	No additional mitigation measures proposed.	Southbound - Moderate Northbound - Negligible / Slight
Lynwilg Farm	Southbound - Negligible / Slight Northbound - Slight		Southbound - Negligible / Slight Northbound - Slight
Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu	Southbound - Slight Northbound - Slight		Southbound - Slight Northbound - Slight

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Kinveachy Lodge	Southbound – Negligible Northbound - Slight		Southbound – Negligible Northbound - Slight
Dalrachney Properties	Southbound - Negligible / Slight Northbound - Negligible / Slight		Southbound - Negligible / Slight Northbound - Negligible / Slight
<b>Indirect Residential Access</b>			
Residential property at Druim Mhor	A9 southbound - Moderate A9 northbound - Slight		A9 southbound - Moderate A9 northbound - Slight
Residential properties at Kinveachy Gatehouse	A9 southbound - Negligible A9 travelling from the north – Slight/Moderate	No additional mitigation measures proposed.	A9 southbound - Negligible A9 travelling from the north – Slight/Moderate
Residential property at Baddengorm	A9 southbound/northbound - Slight Beneficial		A9 southbound/northbound - Slight Beneficial
Slochd Mhor Lodge/Slochd Cottage/Rynaclarsach	Southbound (< 3.8t) - Negligible / Slight Southbound (> 3.8t) – Moderate/Substantial Northbound - Slight Beneficial		Southbound (< 3.8t) - Negligible / Slight Southbound (> 3.8t) – Moderate/Substantial Northbound - Slight Beneficial
<b>Direct Commercial Access</b>			
Kinrara Gin Distillery	Negligible / Slight – northbound journeys Negligible – southbound journeys	No additional mitigation measures proposed.	Negligible / Slight – northbound journeys Negligible – southbound journeys
Kinveachy Lodge holiday lets	Negligible / Slight – northbound journeys Negligible – southbound journeys		Negligible / Slight – northbound journeys Negligible – southbound journeys
Slochd Mhor Lodge	Southbound (< 3.8t) - Negligible / Slight Southbound (> 3.8t) – Moderate/Substantial Northbound - Slight Beneficial		Southbound (< 3.8t) - Negligible / Slight Southbound (> 3.8t) – Moderate/Substantial Northbound - Slight Beneficial



Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
<b>Indirect Commercial Access</b>			
Commercial properties at Aviemore	Negligible	No additional mitigation measures proposed.	Negligible
Granish Quarry	No impact		No impact
Avielochan Holiday Lets	Slight		Slight

**Table 8.37: Residual Impacts for Agricultural, Forestry and Sporting Interests during Operation**

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance
Agricultural Land Holdings	Ballinluig Farm (Kinrara Estate) LH3 to LH5, LH37	Permanent loss of 23.3 ha of better quality agricultural land of the estate (LCA 3.2 and 4.2) adjacent to A9.	Moderate/substantial	Existing access arrangements outwith the LMA boundary will not be prevented unless alternative access is provided – SMC-CP2.  Any land required temporarily during the construction stage will be reinstated as far as practicable and in line with mitigation plans – SMC-CP15.	Moderate / substantial (remaining viable)
Agricultural Land Holdings	Granish Farm (Reidhaven Trust Tenants) LH8 to LH10	Permanent loss of 13.6 ha of agricultural land.	Moderate		Moderate (remaining viable)
Agricultural Land Holdings	Reidhaven Trust grazing tenancy LH7, LH31	Permanent loss of 0.8 ha of agricultural land.	Slight/Moderate		Slight/Moderate (remaining viable)
Agricultural Land Holdings	Avielochan Farm (Reidhaven Trust tenants) LH11 to 15	Permanent loss of 15 ha of agricultural land. Six drainage ponds and access tracks will adversely affect the management of three of the fields in LCA class 4.2 under arable and improved grassland.	Substantial		Substantial (probably rendered non-viable)

Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance
		Round trips to crossings increased by around 7 km			
Agricultural Land Holdings	Dalrachney Beag Croft LH21, LH41	Permanent loss of 1ha of agricultural land.  Additional journey times	Substantial		Substantial (probably rendered non-viable)
Agricultural Land Holdings	Auchterblair Farm LH22	Permanent loss of 0.7ha of agricultural land.  Additional journey times	Slight		Slight
Agricultural Land Holdings	Agricultural land at Dalrachney and North Sluggan (Reidhaven Trust Tenant) (LH23)	Permanent loss of 14.4ha of agricultural land.  Additional journey times	Slight		Slight
Commercial Forestry	Dalraddy Estate LH1, LH2	Permanent loss of 4.8ha of forest land.	Slight	Existing access arrangements outwith the LMA boundary will not be prevented unless alternative access is provided – SMC-CP2.	Slight
Commercial Forestry	Land owned by Scottish Water LH29	Permanent loss of 0.9ha of forest land. Additional temporary loss of land for construction	Moderate	Any land required temporarily during the construction stage will be reinstated as far as practicable and in line with mitigation plans – SMC-CP15.	Moderate (remaining viable)
Commercial Forestry	Reidhaven Trust and Seafield Rural Partnership (LH6, LH7, LH16, LH17, LH18, LH20, LH24, LH25,	Permanent loss of 48ha of forest land  Round trips to crossings increased by around 6 km	Moderate/Substantial	In commercial forests loss of timber through windthrow may occur over a period of years after trees are felled during the construction process. This would be a matter for compensation for an agreed number of	Moderate / Substantial (remaining viable)



Sub-topic	Receptor (Reference)	Potential Impact	Pre-mitigation Significance of Impact	Mitigation Measure	Residual Impact Significance
	LH26, LH30, LH31, LH42, LH52, LH53, LH58, LH59			years into the operational phase – P11-CP17.	
Sporting Estate	Reidhaven Trust LH27	Loss of 12.2ha land Closure of one access but land accessible from A398	Slight	Existing access arrangements outwith the LMA boundary will not be prevented unless alternative access is provided – SMC-CP2.	Slight
Sporting Estate	Corrybrough and Clune Estates (LH28 and LH54)	Loss of 4.6ha of land Closure of one access but land will continue to be accessible from north	Slight	Any land required temporarily during the construction stage will be reinstated as far as practicable and in line with mitigation plans – SMC-CP15.	Slight

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- <sup>i</sup> Highways Agency et al. (2001); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 6 Land Use - Amendment No.1.
- <sup>ii</sup> Highways Agency et al. (2001); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 8 Pedestrians, Cyclists, Equestrians and Community Effects.
- <sup>iii</sup> The Highland Council (2012); Highland-wide Local Development Plan.
- <sup>iv</sup> Cairngorms National Park Authority, (April 2015), Cairngorm National Park Local Development Plan
- <sup>v</sup> The Highland Council (2015); Inner Moray Firth Local Development Plan.
- <sup>vi</sup> The Highland Council (2011); Core Paths Plan, Map: 17a-c.
- <sup>vii</sup> James Hutton Institute (2013); MLURI Land Capability for Agriculture Data.
- <sup>viii</sup> The Scottish Government (2003); Land Reform (Scotland) Act.
- <sup>ix</sup> Department of Communities and Local Government (2004); Circular 06/04: Compulsory Purchase and The Crichele Down Rules.
- <sup>x</sup> Scotland's Census (2011); Scotland's Census [online]. Available at <http://www.scotlandscensus.gov.uk/> [Accessed June 2017].