

15 People and Communities – Community and Private Assets

This chapter considers the potential impacts of the proposed scheme on community and private assets, including land and property. Current land uses in the study area include residential, commercial and industrial property, community land and facilities, development land and planning applications, and land supporting agriculture and sporting activity. The proposed scheme and study area are located wholly within the greater Inverness area. The main local communities within Inverness relevant to the proposed scheme include Raigmore, Inshes, Cradlehall, Resaurie, Westhill, Smithton and Culloden.

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

The proposed scheme would require land-take of approximately:

- 5ha of commercial and industrial land;
- 23ha of agricultural land; and
- 2ha of other land.

No significant residual impacts on residential, commercial and industrial property are expected to arise from the proposed scheme.

A Moderate Beneficial relief from existing severance along C1036 Tower Road is expected for pedestrians (both non-vulnerable and vulnerable groups) accessing community facilities and services within the local community.

Residual impacts of Moderate significance arising from new severance associated with the proposed scheme are assessed for users of National Cycle Network Route 1 (NCN 1) accessing Cradlehall and Inverness College UHI. Users of core path IN08.10 linking local communities of Smithton and Cradlehall to Inverness Business and Retail Park are also expected to experience residual impacts of Moderate significance. These impacts are a result of at-grade crossings of roads with predicted traffic flows of over 8,000 AADT.

Significant residual impacts have been identified at one agricultural and sporting interest (K&C Munro Ashton Suffolks) as a result of permanent land-take, field severance and disruption to field boundaries, field access and land drainage.

31 individual and grouped tree features are considered to have significant residual impacts as a result of the construction of the proposed scheme.

Development land allocations LA03 (Inverness Campus, Beechwood), LA06 (South of Inverness Retail and Business Park), LA08 (Ashton Farm and Adjoining Land) and planning applications PA11 (Land 330M NW of Inverness College UHI – Construction of a new Centre for Health Science 2) and PA14 (Land to Rear of Inverness Retail and Business Park – Erection of Prison) are expected to experience Beneficial impacts as a result of the proposed scheme.

15.1 Introduction

15.1.1 This chapter presents the results of the Design Manual for Roads and Bridges (DMRB) Stage 3 Environment Impact Assessment (EIA) for the A9/A96 Inshes to Smithton scheme (hereafter referred to as the proposed scheme) in relation to impacts on community and private assets.

15.1.2 The assessment is based on guidance presented in DMRB Volume 11, DMRB Interim Advice Note (IAN) 125/15 (supersedes IAN 125/09) Environmental Assessment Update (Highways England, Scottish Government, Welsh Assembly Government and The Department for Regional Development Northern Ireland 2015). IAN125/15 recommends that the Volume 11 three topic areas of 'Land Use', 'Pedestrians, Cyclists, Equestrians and Community Effects' and 'Vehicle Travellers' (Volume 11: Parts 6, 8 and 9 respectively) are considered under a single topic area: 'People and Communities', for which updated DMRB topic guidance has not yet been published. Due to volume and complexity of data covered under 'People and Communities' in relation to the proposed scheme, the findings are reported in two linked chapters; this chapter (Chapter 15) covering 'Community and Private Assets', and Chapter 16 (People and Communities - All Travellers).

- 15.1.3 The chapter is supported by the following appendices and figures, which are cross referenced in the text where relevant:
- Appendix A15.1: Land Capability Assessment Descriptors;
 - Appendix A15.2: Farm Business Survey;
 - Appendix A15.3: Arboricultural Impact Assessment (AIA);
 - Appendix A15.4: Agriculture and Sporting Land: Pre- and Post-Mitigation Impacts;
 - Appendix A15.5: Planning Application and Development Land Assessment;
 - Figure 15.1: Overview of Community and Private Assets;
 - Figure 15.2: Proposed Scheme Land-take: Agricultural and Sporting Land;
 - Figure 15.3: Tree Constraints Plan;
 - Figure 15.4: Planning Applications and Development Land Allocations; and
 - Figure 15.5: Change in Vehicle Access.
- 15.1.4 Community and private assets assessment includes consideration of private properties (residential, commercial and industrial); community land and facilities; land allocated for development through the Local Development Plan (LDP) and/or planning applications; and agricultural and sporting interests. This assessment considers both temporary construction impacts and operational impacts of the proposed scheme and includes a discussion of the potential impacts, along with mitigation measures as they relate to community and private assets.
- 15.1.5 This chapter makes reference to Chapter 4 (The Proposed Scheme), Chapter 7 (Air Quality), Chapter 8 (Noise and Vibration), Chapter 9 (Landscape), Chapter 10 (Visual), Chapter 16 (People and Communities - All Travellers) and Chapter 18 (Policies and Plans).

Legislative and Policy Background

- 15.1.6 A summary of the national, regional and local planning policies and guidance relevant to community and private assets is provided. These policies are further reviewed in Chapter 18 (Policies and Plans).
- 15.1.7 The Scottish Government, under Scottish Planning Policy (SPP) (Scottish Government 2014a), indicates that the fundamental principle of sustainable development is that it integrates economic, social and environmental objectives. The aim is to achieve the right development in the right place. SPP guides the planning system to promote development that supports the move towards a more economically, socially and environmentally sustainable society. The following principles, as set out in paragraph 29 of SPP, are of relevance to community and private assets:
- *'giving due weight to net economic benefit;*
 - *responding to economic issues, challenges and opportunities, as outlined in local economic strategies;*
 - *supporting good design and the six qualities of successful places;*
 - *making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;*
 - *supporting delivery of accessible housing, business, retailing and leisure development;*
 - *supporting delivery of infrastructure, for example transport, education, energy, digital and water;*
 - *improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;*
 - *having regard to the principles for sustainable land use set out in the Land Use Strategy;*

- *protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;*
- *avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.'*

- 15.1.8 SPP states that '*development on prime agricultural land or land of lesser quality that is locally important should not be permitted except where it is essential...for example for essential infrastructure*', (Paragraph 80). The protection of agricultural land from development is further outlined in Circular 18/1987 (as amended by 29/1988 and 25/1994): Development Involving Agricultural Land (Scottish Executive 1987). The circular sets the primary aim to conserve agricultural land in a situation of considerable shortfalls in basic commodities. This policy has been implemented through development plans and development management under the Town and Country Planning (Scotland) Act 1997 (as amended by The Planning etc. (Scotland) Act 2006).
- 15.1.9 The National Planning Framework 3 (NPF3) (Scottish Government 2014b) is a strategy for all of Scotland, championing the most successful places and supporting change in areas where, in the past, there has been a legacy of decline. NPF3 brings together plans and strategies in economic development, regeneration, energy, environment, climate change, transport and digital infrastructure to provide a coherent vision of how Scotland should evolve over the next 20 to 30 years. NPF3 places importance on the benefits that land use possesses in that it '*encourages us to make the best use of assets to support primary activities including food production, flood management and carbon storage*'. In particular, prime agricultural land is considered a finite resource which will be important in achieving the strategy's overall vision.
- 15.1.10 Table 15.1 sets out the main local planning policies relevant to community and private assets.

Table 15.1: Overview of Key Local Planning Policies for Community and Private Assets

Planning Document	Policy	Key Points
Highland-wide Local Development Plan (HwLDP) (The Highland Council 2012)	Policy 7: Inshes and Raigmore	These policies relate to development land allocations set out within the HwLDP. They have however been superseded by the Inner Moray Firth Local Development Plan (IMFLDP) allocations. Further details of delivering developments can be found in IMFLDP Policy 2.
	Policy 10: Beechwood Campus	
	Policy 11: Inverness Retail and Business Park	
	Policy 12: Stratton	
	Policy 28: Sustainable Design	The Highland Council will support developments which promote and enhance the social, economic and environmental well-being of the people of the Highlands. Proposed developments will be assessed on the extent to which they impact on individual and community residential amenity and impact on non-renewable resources such as prime agricultural land.
	Policy 41: Business and Industrial Land	The Highland Council will support the development of strategic business and industrial sites/locations as indicated on the Proposals Map (supplementary guidance of the HwLDP). These sites will be safeguarded from other competing uses unless a development plan review concludes that the site is no longer required or suitable for business and industrial purposes.
	Policy 75: Open Space	The Highland Council's long-term aim for open space provision is for open spaces that improve the quality of life for visitors and residents. All sites identified in The Highland Council's Audit of Greenspace (The Highland Council 2010) will be safeguarded unless development of the open space would significantly contribute to the spatial strategy for the area.

Planning Document	Policy	Key Points
Inner Moray Firth Local Development Plan (IMFLDP) (The Highland Council 2015a)	Policy 2: Delivering Development	Development of the locations and uses specified in Section 4 of the LDP will be supported subject to provision of the necessary infrastructure, services and facilities required to support new development proposed as indicated in the LDP. Development Land allocations of relevance to the proposed scheme can be found in both East and South Inverness sections of the LDP. Larger sites must be appropriately master-planned. Each phase of development will need to show its relationship to this overall master plan and demonstrate how the required infrastructure will be delivered.
Inverness East Development Brief (Approved, June 2018) (The Highland Council 2018)		The Inverness East Development Brief (IEDB) provides detailed land use requirements for the Inverness East city expansion areas. It is supplementary guidance to the Inner Moray Firth Local Development Plan. The IEDB was adopted by The Highland Council in June 2018 and provides the detailed land use allocations for the East Inverness city expansion area, based on the allocations in the IMFLDP. In relation to the proposed scheme (referred to as 'East Link'), the IEDB describes the need for the collaborative delivery of both projects to ensure the sustainable growth of the area, stating in Paragraph 45 that the: ' <i>East Link is integral to the pattern of land use within the heart of the Brief area. Therefore the Brief considers its alignment and design in detail.</i> '
Inshes and Raigmore Development Brief (The Highland Council 2015b)		The Inshes and Raigmore Development Brief sets out a land use planning framework and plays a role in steering future development and investment in the area. The development brief aims to address key challenges and opportunities in the area, including the delivery of increased capacity on the local transport network to relieve congestion and accommodate future development. The development brief takes into consideration Transport Scotland's A9/A96 Connections Study and specifies that the route options that are outlined in the study should be considered in development proposals.

- 15.1.11 An assessment of the compliance of the proposed scheme against all planning policies and plans relevant to this environmental topic is reported in Appendix A18.2 (Assessment of Development Plan Policy Compliance) with a summary provided in Chapter 18 (Policies and Plans), Section 18.4 (Assessment of Compliance).

15.2 Methodology

- 15.2.1 The approach used to establish the baseline conditions and assess the significance of potential impacts on community and private assets is explained in this section. Changes to access for non-motorised users (NMUs) are assessed within Chapter 16 (People and Communities - All Travellers).

Study Area

- 15.2.2 The assessment includes a general study area for baseline conditions which extends to a corridor of 500m from the centre line of the proposed scheme. Where appropriate, the study area may be reduced or extended to support the impact assessment e.g. the assessment of impacts on land-take is confined to those assets which are directly impacts by proposed scheme, whereas the relief of existing severance assessment will take cognisance of any relevant changes in traffic volumes, which may be outwith the 500m study area.

Baseline Conditions

- 15.2.3 Baseline receptors considered within this assessment include:
- centres of population;
 - residential areas;
 - commercial (including tourist attractions) and industrial properties;

- community land - land which is an established public recreational resource, such as playing fields, country parks, waterways or areas identified as 'Open Space' within the LDP. Informal areas of community land which permit public access such as woodlands are also included;
- community facilities - commercial or public authority managed facilities for use by the whole community e.g. doctors' surgeries, schools, colleges and universities, hospitals, post offices and churches;
- agricultural land – land used for the practice of cultivating the land and/or rearing stock to produce food products;
- other agricultural land – land within agricultural and sporting interest properties that is not utilisable agricultural land described above. Examples would include agricultural tracks, yards and buildings, open ditches and unusable land;
- land for sporting interests – land used for sporting activities, such as shooting and stalking over agricultural land and woodland, as well as fishing and other water activities in and on waterbodies;
- arboricultural features – notable individual and grouped trees that are not considered forestry such as agricultural boundary features, ornamental garden features, linear roadside avenues and visual screens;
- other land - land not meeting one of the land use categories identified above e.g. existing roads and road verges;
- planning applications – areas of land with consented planning permissions as approved (or submitted and yet to be determined) by the Local Planning Authority (The Highland Council); and
- development land – land allocated through the adopted LDPs (as noted in paragraph 15.2.17).

- 15.2.4 The classification of private assets may fall into one or more of the baseline receptor categories listed in paragraph 15.2.3 for land use. In order to take full account of the impact on land use, assessment of impacts is reported for current land use e.g. agricultural land, and future land use, including relevant planning applications and development land allocations.
- 15.2.5 It should be noted that where a development has planning permission and construction has commenced, this is considered within the current land use assessment against the land use as consented within the planning application e.g. residential or commercial.
- 15.2.6 Land-take is calculated for each of these land uses where appropriate to inform the assessment. It should be noted that the land-take associated with planning applications and/or development land is included within the current land use assessment and this has been taken into consideration in the assessment of the potential impacts on future land use.
- 15.2.7 There are no relevant waterway restoration projects located within the study area based on latest available information from the Inland Waterways Amenity Advisory Council (2013), and therefore these are not considered any further in this assessment.
- 15.2.8 Baseline conditions for the receptors listed in paragraph 15.2.3 were identified through the following resources:
- review of aerial photography;
 - review of digital Ordnance Survey (OS) maps;
 - consultation with statutory and non-statutory consultees, landowners, tenants and other stakeholders (refer to paragraphs 15.2.21 to 15.2.23 and Chapter 6: Consultation and Scoping);
 - Jacobs' Geographical Information System (GIS) database;
 - VisitScotland website (Inverness) (2019);
 - Statistics website population estimates (The Scottish Government 2017);
 - Highland profile – key facts and figures (The Highland Council 2016);

- The Highland-wide Local Development Plan (HwLDP) (The Highland Council 2012);
- Inner Moray Firth Local Development Plan (IMFLDP) (The Highland Council 2015a);
- The Highland Council Core Paths Plan (The Highland Council 2011);
- Highland Greenspace Audit (Inverness) (The Highland Council 2010);
- Macaulay Land Use Research Institute (MLURI) and Land Capability for Agriculture (LCA) data (The James Hutton Institute 2013);
- Highland Tree Preservation Orders and Conservation Orders (The Highland Council 2018) interactive map;
- Ancient Tree Inventory (Woodland Trust 2019) interactive map;
- title searches undertaken by Transport Scotland;
- online searches supported by stakeholder meetings for commercial and industrial properties and community facilities;
- extant planning applications provided by the Highland Council and an online search of The Highland Council Planning Portal (1 February 2016 to 22 March 2019) (The Highland Council 2019);
- online search of the Planning and Environmental Appeals Division (DPEA) to consider any appealed planning applications (The Scottish Government 2019).

Residential, Commercial and Industrial Property

- 15.2.9 Interviews were held with residential, commercial and industrial property owners and occupiers between February 2018 and November 2018 where necessary to identify the potential impacts of the proposed scheme on their property and business interests.

Community Land and Community Facilities

- 15.2.10 Community land and community facilities have been identified using the resources identified in paragraph 15.2.8.

Agricultural and Sporting Interests

- 15.2.11 Agricultural business units were defined on the basis of their operation and, in some instances, included areas of land under different ownership.
- 15.2.12 The quality of agricultural land is identified using the MLURI (now James Hutton Institute (JHI)) published data. Land is classified into seven main classes with subdivisions and these differentiate between prime quality and non-prime quality land. The LCA classification can be found in Appendix A15.1 (Land Capability Assessment Descriptors).
- 15.2.13 Structured interviews were also held between February 2018 and November 2018 with the landowners and tenants of the potentially affected farms and holdings and sporting landowners and managers within the study area. Interviews were undertaken by Jacobs and the following baseline information was ascertained:
- extent of property holdings and form of land ownership;
 - land use, management and performance levels attained;
 - labour and machinery resources;
 - sporting activity and management;
 - other business interests; and
 - existing grants.

- 15.2.14 The questionnaire template used during the landowner interviews can be found in Appendix A15.2 (Farm Business Survey). Completed questionnaires may be commercially sensitive and are therefore not provided.
- 15.2.15 A summary of the information provided during the surveys is presented in Table 15.14 for each potentially affected agricultural and sporting interest.

Arboricultural Features

- 15.2.16 An Arboricultural Impact Assessment (AIA) survey was conducted within the survey study area (approximately 15m either side of the proposed scheme boundary) in July 2018 to provide baseline conditions for individual and grouped tree features within the study area (Appendix A15.3: Arboricultural Impact Assessment).

Planning Applications and Development Land

- 15.2.17 Development land allocations were identified within the IMFLDP (The Highland Council 2015a) which, along with the HwLDP (The Highland Council 2012) forms The Highland Council's Development Plan. The IMFLDP focuses on where development should and should not occur in the Inner Moray Firth Area in the next 10 to 20 years. As both LDPs broadly mirror development land allocations, development plan impacts have been assessed against the IMFLDP allocations due to this being the more recent publication. This is reflected within paragraph 1.7 of the IMFLDP which states that '*any allocation and text in the adopted HwLDP that relates to sites within the Inner Moray Firth area will be updated by this Plan's content*'. Some of the larger areas of development land are discussed in further detail within the HwLDP. Additionally, The Highland Council has also adopted the IEDB in June 2018 which is supplementary guidance to the land allocations in the IMFLDP for Inverness East.
- 15.2.18 Consultation with The Highland Council as well as an online planning portal search was undertaken to identify consented planning applications submitted within the proposed scheme's study area between 1 February 2016 and 22 March 2019. The three-year assessment period was chosen to reflect the standard duration for commencing development following the grant of planning permission.
- 15.2.19 Consented, or yet to be determined, planning applications in the three-year period were assessed with the following application types excluded if the application related to minor works or procedural aspects and therefore would not alter the number or location of receptors captured in the baseline;
- householder applications for improvements/extensions;
 - local commercial and business applications for minor improvement works and alterations;
 - change of use;
 - applications for advertisement consent;
 - enforcement actions;
 - road construction consent applications; and
 - applications that have been withdrawn or refused.
- 15.2.20 Approved applications outwith the three-year period are either assumed to have lapsed or been completed at which point they are assessed as existing land use. However, where consultation with landowners and the planning authority has confirmed the presence of an application outwith this period which is an extant consent (e.g. due to development being initiated) this was included in the existing land use assessment against the land use as consented within the planning application. The same principle was applied to planning permissions within the three-year period where construction had commenced (e.g. assessment considered within current land use against the consented land use).

Consultations

- 15.2.21 Consultations were undertaken with a number of statutory and non-statutory consultees to inform the assessments. This included ongoing consultation with The Highland Council to identify consented and pending planning applications.
- 15.2.22 Additional consultation regarding community and private assets was undertaken with the Scottish Government Agriculture Officer, Scottish Land & Estates, the National Farmers Union of Scotland (NFUS) and the appropriate landowners, tenants and associated parties. No response was received from these consultees.
- 15.2.23 The consultation process is further discussed in Chapter 6 (Consultation and Scoping) and supporting Appendix A6.1 (Summary of Consultation Responses).

Impact Assessment

- 15.2.24 The Roads (Scotland) Act 1984 (as amended by the Environmental Impact Assessment Regulations 2017) requires the consideration of any '*likely significant effects*' in relation to a proposed scheme. However, the Regulations do not provide a definition of what constitutes a significant effect as this is determined according to the environmental parameter under consideration. For certain categories (planning applications, development land and commercial business viability) impacts are simply described as being significant or not significant, but for the majority of assessments a level of significance is assigned. For the purposes of this assessment, impacts were considered to be 'significant' in the context of the EIA Regulations where the assessment results indicated impacts of Moderate or higher significance.
- 15.2.25 This methodology is consistent with the guidance provided within the DMRB, Volume 11, Section 2, Part 5, Assessment and Management of Environmental Effects (Highways Agency, Transport Scotland, Welsh Assembly Government and The Department for Regional Development Northern Ireland 2009).

Residential, Commercial and Industrial Property

- 15.2.26 The assessment of impacts from the proposed scheme on residential, commercial and industrial property is focused on direct land-take, changes in access and, where relevant, impacts in future business viability. In addition, indirect socio-economic impacts may arise, particularly for people and businesses that utilise both the existing A9 Perth – Inverness Trunk Road (hereafter referred to as the A9) and A96 Aberdeen – Inverness Trunk Road (hereafter referred to as the A96). Socio-economic impacts relate to a variety of factors and professional judgement has been used to qualitatively assess these and these are reported as either; no change, beneficial impact, adverse impact or mixed impact. Significance is not attributed to the reported impacts.

Land-Take

- 15.2.27 Land-take is defined as land acquired through the Compulsory Purchase Order (CPO) process to provide sufficient land to construct, operate and maintain the proposed scheme including essential mitigation. Land-take and the CPO process is defined within Chapter 4 (The Proposed Scheme).
- 15.2.28 For the purpose of this assessment, permanent land-take is considered to be areas directly required for the operation and maintenance of the proposed scheme and includes land required for environmental mitigation such as landscape planting. Servitude rights across some land may also be acquired and where this is the case, this land is also included within the land-take assessment.
- 15.2.29 The assessment on residential, commercial and industrial properties has been undertaken by determining the sensitivity and magnitude according to the criteria in Table 15.2 and Table 15.3. The impact significance was then determined using professional judgement and in line with Table 15.4.

Sensitivity

15.2.30 Table 15.2 provides details of the criteria for assessing the sensitivity of residential, commercial and industrial property. This table also includes details for community facilities and community land.

Table 15.2: Sensitivity Criteria for Residential, Commercial, Industrial Property and Community Land/Facilities

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

Impact Magnitude

15.2.31 As indicated in Table 15.3, the magnitude of impacts was determined based on the degree of change from baseline conditions in terms of land-take and/or access severance.

Table 15.3: Impact Magnitude Criteria for Residential, Commercial, Industrial Property and Community Land/Facilities

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

Impact Significance

15.2.32 The overall impact significance was determined taking into account sensitivity and magnitude, as set out in Table 15.4. 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. As outlined in paragraph 15.2.24, impacts are considered potentially 'significant' where the assessment results indicated impacts of Moderate or higher significance.

Table 15.4: Matrix for Determination of Impact Significance

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

Vehicle Access

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

- 15.2.34 The impacts are described based on the anticipated increase or decrease in journey distance from the property in relation to the direction of travel (to the A96 or to the A9) for vehicle users. Consideration has also been given to journey distances to the property (from the A9 and from the A96). Any changes in journey distance have been calculated based on the assumption that either the existing surrounding road network or the proposed scheme would be the preferred route to be used to travel between the property and the A9 and/or the A96. Where there are different options to maintain vehicle access to the existing road network or the proposed scheme, the shortest route has been assessed. Impacts on vehicle travellers has been assessed for the proposed scheme during operation. Traffic diversions and associated impacts on vehicle travellers during construction of the proposed scheme are not fully known at this stage and as such have not been considered within the vehicle access assessment.
- 15.2.35 The impact significance for changes in vehicle access was adapted for distances for vehicles using paragraph 3.2 of DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency, Scottish Government, The National Assembly for Wales and The Department of Regional Development Northern Ireland 1993) and determined using professional judgement, as outlined in Table 15.5.

Table 15.5: Impact Significance Criteria for Vehicle Access

Significance	Description
Substantial	An increase in journey distance over 5km.
Moderate	An increase in journey distance between 2.5km and 5km.
Slight	An increase in journey distance between 0.5km and 2.5km.
Negligible	An increase in journey distance of less than 0.5km.

Likely Future Commercial Business Viability

- 15.2.36 DMRB Volume 11, Section 3, Part 6, Land Use (Highways Agency et al. 2001) guidance requires an assessment of the likely impacts on future viability of individual businesses affected by the proposed scheme.
- 15.2.37 A qualitative assessment of impacts on the likely future viability of individual commercial and industrial businesses was undertaken using the following criteria, developed by Jacobs using professional judgement:
- No Significant Impact: the business is affected by the land-take or change in access requirements of the proposed scheme, and this may result in a reduction or restructuring of its activities. However, this does not compromise the likely future viability of the business and the business is likely to be able to continue trading and support the current land use, albeit after some restructuring of its operations.
 - 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 future development of the business and its land use.
 - Significant Adverse Impact: the business may have to reduce its activities to a point where it becomes unviable and there is a risk of change in land use, it requires to be relocated, or as a consequence of the adverse impacts it chooses to cease trading.
- 15.2.38 Qualitative assessment of likely future business viability was based on professional judgement, with any impacts on likely future business viability of commercial and industrial businesses, and consequent likely change in future land-use, assigned into one of the three categories listed in paragraph 15.2.37. It should be noted that this is not an economic assessment of business viability and does not provide more detailed analysis of the scale of impact on likely future business viability.
- 15.2.39 In the event of the loss of any residential, commercial or industrial land, the potential provision of financial compensation for land lost, severance, injurious affection and disturbance would be assessed by the District Valuer. However, the determination of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. Potential compensation payments were

not considered as mitigation. However, as part of the likely future viability assessment for commercial and industrial businesses, it is considered that reasonable claims for compensation would be met in line with the Compensation Code.

Community Land and Community Facilities

- 15.2.40 The land-take and access impacts on community land and community facilities are assessed as per the assessment for residential, commercial and industrial property (paragraphs 15.2.26 to 15.2.35).

Local Communities (Community Severance)

- 15.2.41 Community severance is defined in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al. 1993) as *'the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows'*.
- 15.2.42 The construction of new roads, or even relatively minor changes to existing roads, can result in significant changes to journey length or travel patterns within a community. A road may act as a barrier deterring people from using certain community facilities (new severance), or conversely, a diversion of road traffic away from a busy road may make an existing road easier to cross (relief from severance), thereby reducing community severance.
- 15.2.43 It should be noted that the DMRB guidelines on assessing severance (new severance and relief from severance) are in relation to pedestrians. Within this assessment of new severance, the criteria were applied to all users, including vehicles, as they may still be deterred from making journeys which require them to negotiate additional roads and/or junctions or conversely may experience easier journeys through reduction in traffic volumes on some roads and/or junctions.
- 15.2.44 Existing severance is considered to be the severance of communities from their facilities, as caused by the road network where existing Annual Average Daily Traffic (AADT) flows are greater than 8,000 vehicles. As such a reduction in traffic volumes on these routes is considered to provide relief from existing severance with the significance of impacts arising from relief of severance assessed using the criteria shown in Table 15.6. These criteria are defined in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al. 1993).

Table 15.6: Significance Criteria for Relief from Existing Severance

Significance	Criteria	
	Built-Up/Urban Area	Rural Area
Substantial (beneficial)	When existing traffic levels are reduced by >60%.	When existing traffic levels are reduced by > 90%. However, if the existing road substantially bisects a village or small town, 60% was used.
Moderate (beneficial)	When existing traffic levels are reduced by between 30% and 60%.	When existing traffic levels are reduced by between 75% and 90%. However, if the existing road substantially bisects a village or small town, the above figures are between 30% and 60%.
Slight (beneficial)	When existing traffic levels are reduced by between 20% and 30%.	When existing traffic levels are reduced by between 60% and 75%. However, if the existing road passes through a village or on the perimeter of a built-up area, between 20% and 30% was used.

- 15.2.45 New severance is considered to be the severance of communities from facilities and services as a result of the proposed scheme through an increase in journey length (e.g. distance) or having to negotiate additional infrastructure (e.g. crossing or junctions).
- 15.2.46 The guidelines provided in DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency et al. 1993) refer specifically to 'pedestrians' and therefore do

not currently apply to vehicle travellers. However, the assessment of new community severance took this into account and in doing so the criteria detailed in Table 15.7 have been adapted to reflect the expected impact on travel patterns for pedestrians, cyclists and also vehicle travellers as these travellers may also be deterred from making journeys. Where applicable, pedestrians within vulnerable groups (such as older people, disabled people and children) are separately identified where they constitute a disproportionate number of users of a route or community facility.

- 15.2.47 Journey distances for cyclists and vehicle travellers were determined based on the journey distances for pedestrians taking into account the average journey speeds referenced in paragraph 3.2 of DMRB Volume 11, Section 3, Part 8, Pedestrians, Cyclists Equestrians and Community Effects (Highways Agency et al., 1993). An average journey speed of 3km/h is referenced for pedestrians (vulnerable groups), 5km/h for pedestrians (non-vulnerable groups) and 20km/h for cyclists. For vehicle travellers, an average journey speed of 50km/h has been assumed.
- 15.2.48 Local roads have assumed to be used by both cyclists (in addition to local and core paths, and regional and national cycle routes) and vehicle travellers to access community facilities and services, with pedestrian users using local and core paths and rights of way.

Table 15.7: Significance Criteria for New Severance

Significance	Description
Substantial (adverse)	Local residents are likely to experience considerable hindrance or be deterred from making trips to the extent that routes are changed, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying >16,000 vehicles Annual Average Daily Traffic (AADT) in the opening year; or an increase in journey distance of over 0.3km for pedestrians (vulnerable groups), 0.5km for pedestrians (non-vulnerable groups), 1km for equestrians, 2km for cyclists and others and/or >5km for vehicles; or three or more of the hindrances set out under 'Slight' or two or more set out under 'Moderate'.
Moderate (adverse)	When some local residents are likely to be dissuaded from making trips or where trips would become longer or less attractive, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying between 8,000 and 16,000 vehicles AADT in the opening year; or journey distance would be increased by 0.15km to 0.3km for pedestrians (vulnerable groups), 0.25km to 0.5km for pedestrians (non-vulnerable groups), 0.5km to 1km for equestrians, 1km to 2km for cyclists and others and/or >2.5km and <5km for vehicles; or two of the hindrances set out under 'Slight' applying to single trips.
Slight (adverse)	The current journey pattern is likely to be maintained but there may be some hindrance to movement, for example: <ul style="list-style-type: none"> pedestrian at-grade crossing of a new road carrying <8,000 vehicles AADT in the opening year; an increase in journey distance by up to 0.15km for pedestrians (vulnerable groups), 0.25km for pedestrians (non-vulnerable groups), up to 0.5km for equestrians, up to 1km for cyclists and others and/or >0.5km and <2.5km for vehicles; or new road infrastructure would need to be negotiated (e.g. bridge or underpass).

- 15.2.49 New severance and relief from existing severance was assessed for the proposed scheme during operation. Traffic diversions and associated impacts during construction are not fully known at this stage and as such have not been considered within the community severance assessment.

Agricultural and Sporting Interests

- 15.2.50 The proposed scheme may impact on the scope and scale of agricultural land management activities and the productive and sporting capacity of land and water within the study area. The possible impacts may include:
- permanent loss of land or reduction in agricultural capability due to the proposed scheme and associated works;
 - severance of fields;

- access restrictions with changes in routes to and from fields;
- disruption to existing drainage and disruption of provision of water to fields; and
- changes in permanent and/or seasonal employment patterns due to changes in the scale and nature of agricultural and sporting enterprises.

15.2.51 The assessment of impacts on agricultural and sporting interests was undertaken by determining the sensitivity and magnitude according to the criteria in Table 15.8 and Table 15.9. The impact significance was determined using professional judgement and in accordance with Table 15.4.

Sensitivity

15.2.52 Professional judgement was used to consider the range of sensitivity characteristics found during the baseline data collection process for each agricultural and sporting interest, and a sensitivity rating was assigned accordingly. Table 15.8 provides an indication of the characteristics used to inform the assignment of sensitivity for land interests.

Table 15.8: Criteria for Sensitivity of Agricultural and Sporting Interests

Sensitivity	Characteristics
High	<ul style="list-style-type: none"> • small farm size (<50ha); • presence of prime quality land (Classes 1, 2 and 3.1); • conventionally farmed intensive arable cropping or intensive livestock systems (e.g. dairying); • land of any farm type farmed according to organic or biodynamic standards; and • high value commercial sporting activity (e.g. driven grouse shooting or salmon fishing).
Medium	<ul style="list-style-type: none"> • medium farm size (50ha to 150ha); • presence of land of moderate quality (Classes 3.2 and 4); • conventionally farmed mixed cropping and livestock systems of moderate intensity; and • moderate value commercial sporting activity (e.g. walked up pheasant shooting).
Low	<ul style="list-style-type: none"> • large farm size (>150ha); • presence of land of low quality (Classes 5, 6 and 7); • conventionally farmed extensive livestock systems or agricultural land in non-agricultural use; and • low value sporting activity (e.g. rough shooting).

Impact Magnitude

15.2.53 The magnitude of impacts was determined based on a range of characteristics and took into account factors such as land-take, severance and access. Severance impacts refer to situations where:

- the proposed scheme would pass through fields and sporting land, potentially affecting access and also creating field compartment sizes and shapes which may cause operational disturbance to normal husbandry operations or render the severed area redundant for agricultural or sporting use; and/or
- the main farm steading or important farm buildings would be separated from land parcels.

15.2.54 Land-take is calculated and acquired through the CPO process which provides sufficient land to construct and operate the proposed scheme including essential environmental mitigation. The assessment also takes into consideration any areas of severed land parcels that would be rendered redundant for future use. Any surplus land acquired may be offered back to former owners or their successors in accordance with the guidance set out in Planning Circular 5 - 2011: Disposal of Surplus Government Land – The Crichel Down Rules (Scottish Government 2011).

15.2.55 The magnitudes of the various impacts were determined, and an overall magnitude assigned for each agricultural and sporting interest accordingly, as set out in Table 15.9.

Table 15.9: Criteria for Magnitude of Impacts on Agricultural and Sporting Interests

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

15.2.56 The overall impact significance was determined considering sensitivity and magnitude, as set out in Table 15.4. 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 in the assessment.

Likely Future Farm Business Viability

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

15.2.58 The impacts on likely future farm business viability, particularly relating to land-take and severance issues, were considered for agricultural and sporting interests. The likely future farm business viability assessment is not an economic assessment of the impacts of the proposed scheme on the farm business. In undertaking this farm viability assessment, the general principles that were applied relate to whether the farming unit has the potential to adapt its operations and whether, as a consequence of the proposed scheme, there would be a likely change in future land use.

15.2.59 A qualitative assessment of impacts on the likely future viability of individual farm businesses was undertaken using the criteria as outlined in paragraphs 15.2.36 to 15.2.39.

15.2.60 As noted in 15.2.39, the potential provision of financial compensation for land lost, severance, injurious affection and disturbance would be assessed by the District Valuer and is outside the remit of the EIA process. Potential compensation payments were not considered as mitigation. However, as part of the likely future viability assessment for agricultural and sporting businesses, it is considered that reasonable and necessary claims for compensation would be met in line with the Compensation Code.

Arboricultural Features

15.2.61 The proposed scheme may impact on the structural and physiological condition of individual and grouped tree features located within the different land uses reported within this assessment. The arboricultural features located within these individual land uses are assessed and reported separately within the ‘Arboricultural Features’ section of this report. As such land-take is not reported within ‘Arboricultural Features’ as this is calculated within the individual land use assessments e.g. Agriculture and Sporting Interests.

- 15.2.63 The potential impacts on arboricultural features within the study area may include the following:
- direct removal of the arboricultural feature to allow the construction of the proposed scheme;
 - severe changes to the rooting environment and/or direct disturbance of roots of the arboricultural feature arising from construction of the proposed scheme which is likely to cause failure of the arboricultural feature and subsequently require its removal;
 - some change to the rooting environment and/or disturbance of roots of the arboricultural feature arising from construction of the proposed scheme and which is considered unlikely to significantly impact structural or physiological condition of the arboricultural feature and subsequently it may be retained; and
 - no perceived impact on soil conditions or roots of the arboricultural feature.
- 15.2.64 A Root Protection Area (RPA) has been calculated in accordance with British Standard 'BS5837:2012 – Trees in Relation to Design, Demolition and Construction' guidance (British Standard Institution 2012) (hereafter referred to as 'BS5837'). The RPA is calculated to indicate the minimum area around a tree deemed to contain sufficient roots to maintain a trees viability, and where the protection of the roots and soil structure should be treated as a priority. The RPA is used to determine the likely potential impact of the proposed scheme on an arboricultural feature.

Sensitivity

- 15.2.65 Professional judgement was used to consider the range of sensitivity characteristics found during the baseline data collection process for each notable arboricultural feature, and a sensitivity rating was assigned accordingly. Table 15.10 provides an indication of the characteristics used to inform the assignment of sensitivity for these features.

Table 15.10: Criteria for Sensitivity of Arboricultural Features

Sensitivity	Characteristics
High	Trees of high quality classified as category 'A' in accordance with BS5837 and may include good examples of species; rare or unusual; formal or semi-formal arboriculture species; of particular visual importance as arboricultural and/or landscape features; significant conservation, historical or commemorative value, (e.g. veteran trees) with an estimated remaining life expectancy of at least 40 years if undisturbed. 'A' grade trees would be a priority for retention.
Medium	Trees of moderate quality classified as category 'B' in accordance with BS5837 and include trees that would be of high quality but have impaired condition; unsuitable for retention beyond 40 years; lacking special arboricultural quality; collective landscape qualities; material conservation or other cultural value with an estimated remaining life expectancy of at least 20 years if undisturbed. 'B' grade trees would be retained where possible and safe to do so.
Low	Trees of low quality classified as category 'C' in accordance with BS5837 and include unremarkable trees of limited arboricultural merit; low or transient landscape benefits; no material conservation or other cultural value with an estimated remaining life expectancy of at least 10 years if undisturbed. 'C' grade trees would not place a constraint on development proposals. Trees in poor structural and/or physiological condition classified as category 'U' in accordance with BS5837 and that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years. 'U' grade trees would normally be unsuitable for retention and would not place a constraint on development proposals.

- 15.2.66 The arboricultural features were further subcategorised into three groups (1, 2 and 3) based on their arboricultural, landscape or cultural qualities, however these do not affect the sensitivity of the feature within this assessment. Each feature and its full arboricultural classification are provided in Appendix A15.3 (Arboricultural Impact Assessment). The landscape value of arboricultural features is considered in Chapter 9 (Landscape).

Impact Magnitude

- 15.2.67 As indicated in Table 15.11, the magnitude of impacts was determined on the degree of change from baseline conditions in terms of structural and physiological condition and the classification (sensitivity) of the tree.

Table 15.11: Criteria for Magnitude of Impacts on Arboricultural Features

Magnitude	Impact Description
High	<ul style="list-style-type: none"> • direct removal of individual or grouped tree feature with a classification of 'A'.
Medium	<ul style="list-style-type: none"> • potential change in rooting conditions and/or direct disturbance of roots within a RPA to individual or grouped trees classified as 'B' or higher which may reduce structural or physiological condition. These trees that have works encroaching within their RPA have the potential to be removed and would be subject to further investigation during the construction phase.; • partial removal of grouped tree features; and • direct removal of individual or grouped tree feature with a classification of 'B'.
Low	<ul style="list-style-type: none"> • potential changes in rooting condition and/or disturbance to roots within a RPA to trees classified as 'B' or higher but is not considered likely and/or not considered to significantly reduce physiological or structural health of individual or grouped tree features; • potential change to individual or grouped trees classified as 'C' or lower in rooting conditions and/or direct disturbance of roots within a RPA which may reduce structural or physiological condition; and • direct removal of individual or grouped tree feature with a classification of 'C' or lower.
Negligible	<ul style="list-style-type: none"> • where 'no impact' is conceivable on an individual or group tree feature.

15.2.68 The overall impact significance was determined considering sensitivity and magnitude, as set out in Table 15.4.

Planning Applications and Development Land

15.2.69 DMRB Volume 11, Section 3, Part 6 (Land Use) (Highways Agency et al. 2001) does not provide specific detailed guidance on how the impact of the proposed scheme on development land and extant planning applications should be assessed. This assessment was based upon the professional judgement of suitably qualified and experienced specialists.

15.2.70 The assessment did not assign a standard significance category (e.g. Moderate significance), and instead qualitatively considered whether the ability of the land to be developed for its proposed use (as allocated in the LDP or granted planning permission) would be potentially affected by the proposed scheme. This took into consideration the overall development capacity of the site, land-take, access and potential impacts on amenity (e.g. air, noise and visual impacts). This approach was followed as the uncertain nature of future development (e.g. whether developments would be constructed and the uncertainty of the exact layout of these sites) made it difficult to determine the magnitude of impacts and therefore a significance level.

15.2.71 Development land allocations not already subject to an extant planning application are assessed and reported based on existing land use and additionally assessed as development land for future land use. Where a development land allocation is subject to an extant planning application that is either yet to be determined or has been determined and construction has not commenced, this is assessed and reported based on existing land use and additionally assessed as a planning application for future land use. As such any land-take of a planning application or area of development land is already reported within the assessment of current land use, and these calculations have been taken into consideration in the assessment of impacts on future land use.

15.2.72 Where development land has been granted planning permission and construction has commenced, this is considered within the current land use assessment against the land use as consented within the planning application (e.g. a residential development). For the purposes of this assessment, the construction status of planning applications has been identified through the submission of a 'Notification of Initiation of Development' within the Highland Council Planning Portal, or in the absence of this notification, the status of remaining applications within the study area was determined through a site survey on 4 April 2019.

- 15.2.74 The assessment of impacts on development land and planning applications is reported under the following categories:
- Beneficial: the land would still be available for the proposed use and the development of the proposed scheme would improve the development capacity of the site for the proposed development (generally through improved access, e.g. by alleviating infrastructure constraints). Impacts on the amenity of the site would not intervene with its proposed use or the impact on the amenity would be beneficial because the proposed scheme would improve the site's appropriateness for its proposed use.
 - No Significant Impact: the land would still be available for the proposed use and there would be no discernible impact on the development capacity 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.
 - Adverse: all or part of the site would no longer be available for the proposed use and the proposed scheme would reduce the development capacity 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: the assessment of potential impacts includes some Adverse and some Beneficial factors.
- 15.2.75 The cumulative impacts of developments that are likely to be constructed during similar timeframes as the proposed scheme are reported in Chapter 19 (Assessment of Cumulative Effects).

Limitations to Assessment

- 15.2.76 Land-take estimates are based on the areas shown on the draft CPO which include the land required for proposed scheme design elements, the extent of earthworks and the mitigation measures identified in this EIA Report, and any other land required for the construction, maintenance and operation of the proposed scheme. The locations of temporary construction compounds would depend on the appointed contractor, taking into account constraints identified by this EIA Report. Whilst the appointed contractor may locate these within land made available within the CPO, it is possible that planning consent would be sought for temporary use of land beyond this boundary. This would be subject to separate approvals that would be assessed at the appropriate time.
- 15.2.77 In assessing the impact of the proposed scheme on access and change in journey distance, the assessment considers the change in journey distance arising from the proposed scheme and does not make allowance for the overall trip length.
- 15.2.78 The assessment of impacts of the proposed scheme on arboricultural features is based on the observed health and structural condition of the trees at the time of survey conducted in July 2018. Trees health can change rapidly and there is no definitive way of predicting future growth and health of a tree. Further information on the limitations to the arboricultural assessment are detailed in Appendix A15.3 (Arboricultural Impact Assessment).

15.3 Baseline Conditions

Local Communities and the Wider Area

Centres of Population

- 15.3.1 The main communities within and in close proximity to the study area have been provided to offer context for the proposed scheme within the baseline assessment. The proposed scheme and study area are located wholly within the greater Inverness area. The local communities within Inverness relevant to the proposed scheme include Raigmore, Inshes, Cradlehall, Resaurie, Westhill, Smithton and Culloden. and the location of these are shown on Figure 15.1.
- 15.3.2 Inverness has a total estimated population of 63,780 (The Highland Council 2016). Of this total population, an estimated 9,333 live east of the A9 in smaller settlements such as Cradlehall, Westhill and Smithton (Scottish Government 2017); close to where a significant portion of the proposed scheme footprint is located.

Tourism and Recreation

- 15.3.3 Within the wider region, particularly in Inverness, tourism is of growing importance. Inverness is well connected to both central and eastern Scotland via the A9 and A96 respectively, as well as the Highland Main Line Railway. Inverness Airport also provides connections throughout the UK permitting Inverness, and its attractive tourist destinations, to be easily reached by many.
- 15.3.4 Tourist attractions have been identified through the VisitScotland website (VisitScotland 2019) and other online searches. Tourist destinations, or 'attractions' noted on the VisitScotland website include Clava Cairns, Culloden Battlefield, Loch Ness, Urquhart Castle and the Highlanders' Museum. The HwLDP (The Highland Council 2012) aims to continue to provide sustainable economic growth while protecting and enhancing '*important environmental assets that underpin tourism and quality of place*'.
- 15.3.5 There are no tourist destinations identified within the study area of the proposed scheme. The closest tourist destination provided on VisitScotland website is Culloden Battlefield which is situated approximately 3.6km east of the proposed scheme.

Transport Infrastructure

- 15.3.6 Raigmore, Inshes, Cradlehall, Resaurie, Westhill, Smithton and Culloden. are well connected with each other and to the city centre of Inverness by public transport services. There are 32 bus stops located within the 500m study area. Local bus services in the study area are currently operated by Stagecoach with services running Monday to Sunday (approximately every 15 to 30 minutes). Long distance bus services in the study area are operated by D & E Coaches and Fishers Tours. The Highland Main Line Railway and the Aberdeen to Inverness Railway Line run through the study area however there are no train stations in the vicinity of the proposed scheme. Impacts on public transport (service provision and facilities) during construction and operation are covered in more detail in Chapter 16 (People and Communities - All Travellers).

Residential, Commercial and Industrial Property

Residential Areas

- 15.3.7 Most of the residential properties are located within the aforementioned local communities; Inverness, Raigmore, Inshes, Cradlehall, Resaurie, Westhill, Smithton and Culloden.. In addition, there are some cottages and farm steadings located along the length of the proposed scheme including Ashton Farm farmhouse and steadings, Ashton Farm Cottages and Stratton Farm and associated steadings. Housing developments to create a new residential area are under construction as part of Phase 1A of the Stratton Area Development Brief (Barton Willmore 2016) as shown on Figure 15.1 and detailed in Chapter 5 (Overview of Assessment) and Appendix A15.5 (Planning Application and Development Land Assessment).

Commercial and Industrial Property

- 15.3.8 There are many commercial and industrial properties within the study area, which are summarised and grouped in Table 15.12 and shown on Figure 15.1.

Table 15.12: Commercial and Industrial Properties

Type	Property Name	
Accommodation, Food and Drink	Jane's Villa	-
Retail	Inverness Retail and Business Park	Smart Pets
	Inshes Retail Park	Maidenhead Aquatics Inverness
	Simpsons Garden Centre	-
Office	Cradlehall Business Park	Beechwood Business Park North
	Beechwood Business Park	Stoneyfield Business Park

Type	Property Name	
Commercial	Inshes Veterinary Centre	Cradlehall Care Home
	Scottish SPCA Animal Rescue and Rehoming Centre	Raigmore Recreation Hall
	Momentum IT Solutions	Bowlts Chartered Surveyors
	Geodata Survey Ltd	Tyre City Inverness
	Holmes Care (Group) Limited	Hazledene – Inverness Retail and Business Park**
	Hazledene – Stratton Farm*	Simply UK Limited – Culloden House Care Home
	Inverness Campus	-
Industrial	Lifescan (Scotland)	-

*Commercial area of land which is allocated for Development Land in the IMFLDP, and subject to planning permission, part of which is currently under construction (Phase 1A).

** Commercial area of land which is allocated for Development Land in the IMFLDP.

Further details on the above are included in Appendix A15.5 (Development Land and Planning Application Assessment) and Figure 15.4.

- 15.3.9 Inverness Campus is a business, research and educational campus being developed by Highlands and Islands Enterprise (HIE). The campus consists of 17 development sites, some of which have already been developed and utilised. One of these sites (Site 1) includes Inverness College University of Highland and Islands (hereafter referred to as Inverness College UHI) which is assessed as a community facility. Inverness College UHI utilises two other sites within Inverness Campus and the remaining 14 development sites are, or will be, occupied by a range of other organisations. Impacts in relation to the development capacity of the IMFLDP development land allocation (IN81) as well as planning applications situated on the site are outlined in Table 15.27 and further discussed in Appendix A15.5 (Development Land and Planning Application Assessment).

Community Land

- 15.3.10 Community land includes land which provides an established recreational resource that is open to the public. This may include parks and gardens; play spaces; residential, business and transport amenity areas; school grounds; green access routes; allotments; golf courses; and playing fields. Community land also includes informal areas that permit public access such as woodlands.
- 15.3.11 There are two small public play parks and a skate park located within Raigmore. The location of these is shown on Figure 15.1.
- 15.3.12 There is no open space designation within the study area as set out by the IMFLDP and therefore this is not discussed further in this chapter.

Community Facilities

- 15.3.13 Community facilities include education facilities, places of worship and emergency services. A full list of community facilities within the study area is provided in Table 15.13 and their locations are shown on Figure 15.1. Table 15.13 also identifies the community facilities that are considered to be used by a disproportionate number of vulnerable users (e.g. elderly, disabled and children). This information is considered within the assessment of community severance and within the assessment of the sensitivity of the path network within Chapter 16 (People and Communities – All Travellers).
- 15.3.14 The study area encompasses three primary school and one nursery catchment areas: Smithton Primary School, Raigmore Primary School, Duncan Forbes Primary School and Cradlehall Nursery. There are also two secondary school catchment areas within the study area: Culloden Academy and Millburn Academy.

Table 15.13: Community Facilities

Type of Community Facility	Community Facility Name
Educational Facility	Inverness College UHI
	Les Enfants Nurseries Ltd*
	Raigmore Primary School*
Emergency Services	Inverness Police Headquarters
	Raigmore Hospital*
Church	Inshes Church of Scotland*
Community Centre	Raigmore Community Centre*
	Children in the Highland Information Point (CHIP)*

* Community facility considered to be used by a disproportionate number of vulnerable users (e.g. elderly, disabled and children).

- 15.3.15 Inverness College UHI is one of the largest of 13 colleges and research centres in partnership with the educational facility University of Highlands and Islands (UHI). Of these partnerships, Inverness College UHI is the main UHI campus with over 6,500 full-time and part-time students enrolled. As mentioned in paragraph 15.3.9, Inverness College UHI is located within Inverness Campus, to the west of the proposed scheme and east of the existing A9.
- 15.3.16 There are 32 bus stops located within the 500m study area and the location of these is shown on Figure 15.1.

Agricultural and Sporting Interests

Land Use and Land Capability

- 15.3.17 Most of the agricultural land within the study area is prime quality land and categorised as LCA Class 2 (land capable of producing a very wide range of crops with consistently high yields) and LCA Class 3.1 (land capable of producing a moderate range of crops but with consistently high yields of cereals and grasses). The remainder of the agricultural land is non-prime quality land and falls into LCA Class 3.2 (land capable of producing a moderate range of crops with average production but high yields of barley, oats and grass are often obtained). Further information on LCA classification is provided in Appendix A15.1 (Land Capability Assessment Descriptors) and the distribution of LCA classes within the study area is illustrated on Figure 15.2.
- 15.3.18 The predominant land use in the study area is agriculture interspersed with areas of commercial and residential use. The land supports a range of agricultural systems although arable cropping (cereals and grasses) predominates with livestock enterprises (sheep and cattle) also present.

Sensitivity Assessment

- 15.3.19 The baseline data collected during the farm business surveys were used to give an individual sensitivity assessment for each land interest potentially affected by the proposed scheme (refer to Figure 15.2 for the location of each land interest). The sensitivity assessments for each land interest can be found in Table 15.14.

Table 15.14: Agricultural and Sporting Interests

Land interest	Description of Land Use	Sensitivity
Mclver Contracting Ltd (Ref. A)	<ul style="list-style-type: none"> • large owned, tenanted and contract farmed arable farm extending to 405ha; • LCA Class 3.1 and 3.2; • no livestock; • land use at Beechwood Farm (rented under a Short Limited Duration Tenancy (SLDT) agreement) comprises predominantly cereals (spring barley for malting and straw); • no known sporting interests; and • in receipt of Basic Payment Scheme (BPS). with no known additional environmental agreements. 	Medium
K&C Munro Ashton Suffolks (Ref. B)	<ul style="list-style-type: none"> • medium-sized owned and tenanted livestock farm extending to 61ha; • LCA Class 2, 3.1 and 3.2; • land use supports livestock enterprises which includes a flock of pedigree Suffolk sheep and store cattle; • no known sporting interests; and • in receipt of BPS with no known environmental agreements. 	High
Ashton Farm East (Ref. C)	<ul style="list-style-type: none"> • small owned arable farm extending to 44ha; • LCA Class 2 and 3.2; • no livestock; • land use supports arable enterprises which includes spring barley and spring oats, and some permanent pasture; • rough game shooting and deer stalking; and • in receipt of BPS with no known additional environmental agreements. 	High
Seafield Park Partnership (Ref. D)	<ul style="list-style-type: none"> • large owned arable and livestock farm extending to approximately 324ha; • LCA Class 2 (at Seafield of Raigmore); • no livestock present; • land use at Seafield of Raigmore comprises arable (predominantly malting spring barley, wheat, and carrots and potatoes (let out)) and grass for silage; • no known sporting interests; and • in receipt of BPS with no known additional environmental agreements. 	Medium

15.3.20 Two land interests have been categorised with a high sensitivity and two with a medium sensitivity.

Arboricultural Features

- 15.3.21 A review of the Highland Tree Preservation Orders and Conservation Areas interactive map (The Highland Council 2018) and the Ancient Tree Inventory interactive map (Woodland Trust 2019) in October 2018, found no statutory Tree Preservation Orders (TPO), Conservation Areas or veteran trees within the survey study area (approximately 15m from the proposed scheme boundary).
- 15.3.22 The AIA (Appendix A15:3 Arboricultural Impact Assessment) conducted in July 2018 allowed baseline conditions to be collected on all notable individual and grouped tree features within the survey study area.
- 15.3.23 The individual trees and woodlands found within the proposed scheme study area comprise of both coniferous and deciduous species of all ages. Generally, the west of the proposed scheme is predominantly mixed woodland screens and the east is predominantly individual and/or linear deciduous field and track boundaries. In general, the trees located within the study area have moderate physiological and structural health.
- 15.3.24 Many of the trees located along agricultural and sporting land boundary features were considered to have lower physiological or structural health. Numerous trees had standing deadwood and tree diseases present such as the fungus *inonotus hispidus* (shaggy bracket) which causes physiological and structural degradation.

- 15.3.25 In total, 75 tree features were surveyed during the AIA. This includes individual and grouped tree features which were categorised based on the BS5837 methodology detailed in Table 15.10. Table 15.15 displays the categorisation of the trees surveyed during the AIA and the land use which the features falls under.

Table 15.15: Summary of Arboriculture Baseline Results

BS5837 Grades	Total no of Individual Trees	Total no of Grouped Trees	Land Use				
			Trees within Residential Land	Trees within Commercial Land	Trees within Community Land	Trees within Agriculture and Sporting Land	Trees within Other land
A	6	2	0	2	0	5	1
B	21	13	1	7	0	24	2
C	11	18	2	10	0	15	2
U	3	1	0	0	0	4	0

- 15.3.26 The location of each arboricultural feature in relation to the proposed scheme is shown on Figure 15.3.

Planning Applications and Development Land

- 15.3.27 There are 29 planning applications and nine development land allocations located within the study area. Both extant planning applications and development land are assessed in terms of impacts on their future land uses, with the exception of planning permissions where construction has begun; these are considered within the current land use assessment against the land use as consented within the planning application (e.g. a residential development). The location of planning applications and development land allocations in relation to the proposed scheme are shown on Figure 15.4.
- 15.3.28 Details of the extant planning applications and development land are provided in Appendix A15.5 (Planning Applications and Development Land Assessment), with each assigned a planning application and development land reference for the purposes of referencing in this assessment (e.g. PA01: Planning Application or LA01: Land Allocation).

15.4 Potential Impacts

Introduction

- 15.4.1 Potential impacts on community and private assets have been identified and are discussed in this section. Construction and operation impacts have been assessed together, as impacts on community and private assets are expected to be similar during both construction and operation phases. The exceptions to this are impacts associated with vehicle access and community severance where operational impacts only are assessed (as outlined in Section 15.2: Methodology). Impacts are assessed in the absence of embedded and additional mitigation, with residual impacts taking account of the mitigation reported in Section 15.6 (Residual Impacts). All potential impacts are adverse and direct unless otherwise stated. Potential impacts arising from the operation of the proposed scheme, e.g. land-take, severance and change in access, are assumed to be permanent.
- 15.4.2 Potential impacts assessed as Moderate or above are considered potentially significant in the context of the EIA Regulations. This is with the exception of impacts on business viability, socio-economic impacts, development land and community impacts which use different assessment criteria as outlined in Section 15.2 (Methodology).
- 15.4.3 Potential impacts relating to access by NMUs, including severance, are considered further in Chapter 16 (People and Communities - All Travellers).

15.4.4 Where applicable, potential impacts are described with reference to the ‘Links’ of the proposed scheme as shown on Figure 4.1 (accompanies Chapter 4: The Proposed Scheme). For ease of reference the links are described as follows:

- Link 1: Culloden Road to Cradlehall Roundabout;
- Link 2: Cradlehall Roundabout to Eastfield Way Roundabout;
- Link 3: Eastfield Way Roundabout to Inverness Retail and Business Park;
- Link 4: Eastfield Way Roundabout to Smithton Junction;
- Link 5: Cradlehall Roundabout to Inverness Campus; and
- Link 6: Castlehill Road Tie-in.

Loss of Land to the Proposed Scheme (Land-take)

15.4.5 The proposed scheme requires approximately 30.06ha of land-take from current land uses of which approximately 0.35ha relates to servitude rights. The impact and significance of land-take from community and private assets is considered in the context of each land use type where this is presented within Table 15.16 and reported in the relevant land use sections. As mentioned in paragraph 15.2.74, land-take reported in this assessment is based on the draft CPO.

Table 15.16: Land-take from Current Land Use

Current Land Use Category	Total Land-take (ha)
Commercial and Industrial Property	5.07
Agricultural and Sporting Interests	23.36
Other land	1.63
Total	30.06

15.4.6 Of the above land-take arising from the proposed scheme, 1.63ha of other land (of which 0.84ha is from unknown land ownership) has been identified where the land has not met one of the land use categories identified in paragraph 15.2.3. Only land-take values in relation to this land are reported above and significance (potential or residual) is not attributed.

15.4.7 The land-take related to arboricultural features is calculated within the land use category in which the feature is located and the individual impacts on these features are reported separately in Appendix A15.3 (Arboricultural Impact Assessment). The same principle applies for land-take in relation to planning applications/development land (refer to paragraph 15.2.70 for further details).

Residential Property

Land-take

15.4.8 There are no residential properties directly affected by land-take as a result of the proposed scheme.

Vehicle Access

15.4.9 Five groupings of residential properties would experience a change in access/travel distance as a result of the proposed scheme. Expected change in access route for each grouping of residential properties is outlined in Table 15.17 and Table 15.18 and is shown on Figure 15.5a to Figure 15.5g.

Table 15.17: Groupings of Residential Properties Change in Vehicle Access to/from A9

Residential Grouping	Change in Journey Distance (km)		Significance		Figure Ref.	
	Connection to the A9	Connection from the A9	Connection to the A9	Connection from the A9	Connection to the A9	Connection from the A9
Culloden	-0.6	No change	Slight (beneficial)	No impact	15.5a	-
Smithton	-0.6	No change	Slight (beneficial)	No impact	15.5b	-
Stratton Phase 1A Residential Development	-0.6	No change	Slight (beneficial)	No impact	15.5c	-

Table 15.18: Groupings of Residential Properties Change in Vehicle Access to/from A96

Residential Grouping	Change in Journey Distance (km)		Significance		Figure Ref.	
	Connection to the A96	Connection from the A96	Connection to the A96	Connection from the A96	Connection to the A96	Connection from the A96
Cradlehall	-0.8	-0.8	Slight (beneficial)	Slight (beneficial)	15.5d	15.5e
Inshes	-1.6	-1.2	Slight (beneficial)	Slight (beneficial)	15.5f	15.5g

- 15.4.10 Table 15.17 indicates Slight (beneficial) potential impacts for vehicle travellers of Culloden, Smithton and residents of the Stratton Phase 1A development (currently under construction) when connecting to the A9. Table 15.18 indicates Slight (beneficial) potential impacts for vehicle travellers of Cradlehall and Inshes connecting to and from the A96, via the proposed scheme.

Commercial and Industrial Property

Land-take

- 15.4.11 There are five commercial and industrial land interests affected by land-take (totalling approximately 5.07ha, of which 0.32ha would be subject to servitude rights) as a result of the proposed scheme as detailed in Table 15.19. Where applicable, the description of impacts makes referenced to the 'Link' of the proposed scheme as detailed in paragraph 15.4.4.

Table 15.19: Land-take Areas for Commercial/Industrial Property

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		(ha)	(%)			
Inverness Retail and Business Park	Partial loss of amenity land as a result of Link 3 and associated CPO boundary.	0.09	1	Medium	Low	Slight
Hazledene – Inverness Retail and Business Park	Partial loss of road as a result of Link 3 and associated CPO boundary.	0.09	1	Medium	Low	Slight
Hazledene – Stratton Farm*	Partial loss of grassland with scattered shrubs as a result of the northern end of Link 4 and A96 tie in roads together with their associated CPO boundaries.	2.82	3	Medium	Low	Slight
Elm House, Cradlehall Business Park	Partial loss of amenity land as a result of the CPO boundary associated with the Link 6 connection to Cradlehall Roundabout.	0.02	1	Medium	Low	Slight
Inverness Campus**	Partial loss of amenity land as a result of the A9 southbound lane gain/drop, the proposed Inshes Overbridge (PS02) and Link 5, together and their associated CPO boundaries.	2.04***	10	Medium	Low	Slight

* Planning Application PA15 to PA24 associated with this element of commercial land.

** Of the land-take within Inverness Campus, 0.32ha would be subject to servitude rights.

- 15.4.12 There are no significant impacts anticipated on commercial/industrial properties as a result of land-take for the proposed scheme.

Vehicle Access

- 15.4.13 Seven commercial/industrial properties have been identified that would experience a change in access/travel distance as a result of the proposed scheme. Expected change in access route for each commercial/industrial property is outlined in Table 15.20 and Table 15.21 and shown on Figure 15.5h to Figure 15.5s.

Table 15.20: Commercial/Industrial Properties Change in Vehicle Access to/from A9

Commercial/ Industrial Property	Change in Journey Distance (km)		Significance		Figure Ref.	
	Connection to the A9	Connection from the A9	Connection to the A9	Connection from the A9	Connection to the A9	Connection from the A9
Inverness Retail and Business Park	-0.5	No change	Slight (beneficial)	No impact	15.5h	-
Hazledene – Stratton Farm	-0.8	No change	Slight (beneficial)	No impact	15.5i	-

- 15.4.14 Table 15.20 indicates Slight (beneficial) potential impacts for vehicle travellers of Inverness Retail and Business Park and Hazledene – Stratton Farm connecting to the A9, via the proposed scheme.

Table 15.21: Commercial/Industrial Properties Change in Vehicle Access to/from A96

Commercial/ Industrial Property	Change in Journey Distance (km)		Significance		Figure Ref.	
	Connection to the A96	Connection from the A96	Connection to the A96	Connection from the A96	Connection to the A96	Connection from the A96
Cradlehall Business Park	-2.2	-1.8	Slight (beneficial)	Slight (beneficial)	15.5j	15.5k
Holmes Care (Group) Limited	-2.2	-1.8	Slight (beneficial)	Slight (beneficial)	15.5l	15.5m
Simply UK – Culloden House Care Home	-2.2	-1.8	Slight (beneficial)	Slight (beneficial)	15.5n	15.5o
Inverness Campus	-1.8	-1.2	Slight (beneficial)	Slight (beneficial)	15.5p	15.5q
Scottish Vet Referrals	-1.8	-1.2	Slight (beneficial)	Slight (beneficial)	15.5r	15.5s

- 15.4.15 Table 15.21 indicates Slight (beneficial) potential impacts for vehicle travellers using Inverness Campus, Cradlehall Business Park, Holmes Care (Group) Limited, Simply UK Limited – Culloden House Care Home and the Scottish Vet Referrals when connecting to and from the A96, via the proposed scheme.

Socio-economic Impacts

- 15.4.16 As noted in Chapter 2 (Need for the Scheme), the principle objective of the proposed scheme is to alleviate traffic pressure on the trunk road network. However, the proposed scheme also contributes to the delivery of essential infrastructure to support the delivery of The Highland Council's Inverness to Nairn Growth Area which is referred to in the IMFLDP as, '*...a nationally important area for coordinated growth and public investment along the A96 Corridor...*' (pg. 19, IMFLDP, 2015a). With the delivery of essential infrastructure, including the proposed scheme, the development potential (as allocated in the IMFLDP) could be fully realised in East Inverness leading to potential for beneficial economic growth and the establishment of commercially attractive facilities in the localised and wider area. This socio-economic impact is assessed as Beneficial.

Indirect Socio-economic Impacts

- 15.4.17 During construction, there is likely to be additional spend in the local area by workers and others associated with the construction of the proposed scheme, along with increased employment. Some businesses, for example those providing seasonal holiday accommodation and food, would have the opportunity to adapt their business and customer profile to take advantage of increased demand from construction workers for catering and accommodation in the area. Although there would be disturbance during construction (noise and vibration, dust emissions, landscape and visual) to community and private assets, the overall socio-economic potential impact during construction is likely to be Beneficial for commercial businesses in the local area. Construction impacts would be reduced through the implementation of environmental management plans.
- 15.4.18 During operation, the proposed scheme is likely to provide easier and safer access to residential properties and businesses located within the study area as a result of reduced traffic volumes on the local road network. This indirect socio-economic impact is assessed as Beneficial.

Community Land and Community Facilities

Land-take

- 15.4.19 There are no community properties directly affected by land-take as a result of the proposed scheme.

Vehicle Access

- 15.4.20 Reductions in travel distance are expected during operation of the proposed scheme for vehicle travellers of Inverness College UHI when connecting to and from the A96 of approximately 1.8km and 1.2km, respectively. Inverness College UHI would therefore experience a Slight (beneficial) potential impact for journeys to and from the campus and connecting to the A96. The expected change in access route is illustrated on Figure 15.5t-u.

Community Severance

Relief from Existing Severance

- 15.4.21 During operation, the proposed scheme would reduce traffic flows along several local road networks within the study area.
- 15.4.22 A potential for Moderate Beneficial relief from existing severance for pedestrians using the C1036 Tower Road to the east of the proposed scheme is assessed. This arises from a reduction in Annual Average Daily Traffic (AADT) flows of 49% (refer to Figure 2.1 and Figure 2.2 Location Point 13) making journeys easier for pedestrians (both non-vulnerable and vulnerable groups) using this road to access residential properties, community facilities (including five bus stops as shown on Figure 15.1) and services within the local community.
- 15.4.23 Although reduction in AADT flows are predicted at other location points, these either do not meet the relief from severance criteria or are not considered to be used by pedestrians.

New Severance

- 15.4.24 Community facilities and services (refer to Table 15.12 and Table 15.13) within the study area are mainly located within Cradlehall, Inshes, Raigmore and at the Inverness Campus (Inverness College UHI). The main routes in relation to the proposed scheme to access these community facilities and services are summarised in Table 15.22 and, in relation to the NMU path network, further detailed in Chapter 16 (People and Communities - All Travellers) and Figure 16.2.

Table 15.22: Main Access Routes to Community Facilities

Location of Community Facility/Service	Type	Main Access Routes (Vehicle Travellers and NMUs)	Main User(s) <i>*indicates path predominately used by vulnerable groups.</i>
Cradlehall	Road	U1058 Caulfield Road North (via the Link 6 connection to Cradlehall Roundabout of proposed scheme) – <i>mitigation provided as part of the proposed scheme includes a shared use path along this part of the route.</i>	Vehicles Cyclists Pedestrians
	National Cycle Network (NCN)/Local Path	NCN 1/LP11	Pedestrians/Cyclists
Inshes	Road	B9006 Culloden Road (via proposed Inshes Overbridge) - <i>footpath provided alongside road.</i>	Vehicles Cyclists Pedestrians
	Local Paths	LP4	Pedestrians/Cyclists
	National Cycle Network/Local Path	NCN 1/LP11	Pedestrians/Cyclists
Raigmore	Road	B9006 Culloden Road (via proposed Inshes overbridge) – <i>footpath provided alongside road.</i>	Vehicles Cyclists Pedestrians
	Core Paths	IN19.15 and IN19.16	Pedestrians*/Cyclists
Inverness Campus	Road	Link 3 of the proposed scheme - <i>mitigation provided as part of the proposed scheme</i>	Vehicles Cyclists

Location of Community Facility/Service	Type	Main Access Routes (Vehicle Travellers and NMUs)	Main User(s) <i>*indicates path predominately used by vulnerable groups.</i>
		<i>includes a shared use path along this part of the route.</i>	Pedestrians
	Local Path	LP2, LP5 and LP7	Pedestrians/Cyclists
	National Cycle Network/Local Path	NCN 1/LP11	Pedestrians/Cyclists

- 15.4.25 The potential impacts on vehicle travellers and cyclists (where cyclists are users of the local roads) in relation to new severance as a result of the proposed scheme are detailed in Table 15.23.

Table 15.23: New Severance – Vehicle/Cyclist Travellers

Location of Community Facility/Service	Main Access Routes (Vehicle Travellers and NMUs)	Potential Impact on New Severance	Significance
Cradlehall	U1058 Caulfield Road North (via Link 6 connection to Cradlehall Roundabout of proposed scheme)	U1058 Caulfield Road North will be severed by the proposed scheme and vehicle travellers/cyclists will be re-directed via the Cradlehall Roundabout and onto the Link 6, then back onto U1058 Caulfield Road North. Increase in journey distance of 0.1km. Travellers to negotiate roundabout.	Slight
Inshes	B9006 Cullogen Road (via proposed Inshes Overbridge)	Inshes overbridge will be widened as part of the proposed scheme. No change to journey length and no additional hinderances.	No Impact
Raigmore	B9006 Cullogen Road (via proposed Inshes overbridge)	Inshes overbridge will be widened as part of the proposed scheme. No change to journey length and no additional hinderances.	No Impact
Inverness Campus	Link 3 of the proposed scheme	Alternative access to Inverness Campus provided via Link 3 of the proposed scheme. Increase in journey length of 0.2km. Travellers required to negotiate a roundabout, rather than a junction.	Slight

- 15.4.26 In relation to NMUs (pedestrians and cyclists) and new severance, the proposed scheme would sever the NMU path network at three locations, namely LP2, LP5 and NCN 1/LP11. This is mainly due to the Link 1, 3 and 6 of the proposed scheme associated with the Cradlehall Roundabout.
- 15.4.27 NMUs using LP2 and LP5 to access Inverness College UHI and the bus stops in this location would be subject to an increase in journey distance of approximately 0.2km, during operation of the proposed scheme. The potential significance this new severance as a result of the proposed scheme is assessed as Slight for pedestrians (non-vulnerable groups) and cyclists.
- 15.4.28 NMUs using NCN 1/LP11 to access Cradlehall (travelling west) would be subject to an increase in journey distance of approximately 0.1km, during operation of the proposed scheme due to the addition of the Cradlehall Roundabout. They would be directed via the Cradlehall Roundabout to cross at the dropped kerbs, with a signalised at-grade crossing of the carriageway (predicted traffic flows of 14,100 AADT) proposed just north of the Cradlehall Roundabout to provide safe crossing for NMUs. The change in journey distance and the new severance arising from the predicted traffic flow of the proposed scheme at the crossing is assessed to be of Moderate significance.
- 15.4.29 NMUs can also use NCN 1 to access Inverness College UHI (travelling east) and they will also be directed via the Cradlehall Roundabout as noted above in paragraph 15.4.28. Although no change in journey distance is expected, the new severance arising from the predicted traffic flow of the proposed scheme at the crossing point is assessed to be of Moderate significance.

- 15.4.30 It should also be noted that core path (IN08.10) links the local communities of Smithton and Cradlehall to the Inverness Retail and Business Park which is used by the community. During operation of the proposed scheme, users of this core path would experience a pedestrian at-grade crossing of a new road with predicted traffic flows of 9,200 AADT in the opening year, therefore the potential significance of this new severance is assessed as Moderate.
- 15.4.31 Potential impacts relating to all NMUs, including severance, is considered further in Chapter 16 (People and Communities - All Travellers).

Agricultural and Sporting Interests

- 15.4.32 A summary of the potential impact significance in the absence of mitigation for the four agriculture and sporting interests affected by the proposed scheme is provided in Table 15.24.

Table 15.24: Significance of Potential Impacts on Agricultural and Sporting Interests (Unmitigated)

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agricultural and Sporting Interests	1	0	0	1	2	0	0

- 15.4.33 The potential impacts for all agricultural and sporting land interests are detailed within Appendix A15.4 (Agricultural and Sporting Land: Pre- and Post-Mitigation Impacts).
- 15.4.34 The total land-take from four agricultural and sporting interests equates to approximately 23.27ha, of which 0.03ha relates to servitude rights. Of this, 7.95ha is classed as prime agricultural land, 13.24ha as non-prime agricultural land and 2.08ha as other agricultural land. Other agricultural land consists of agricultural tracks, yards and buildings, ditches and unusable land. The proposed scheme is expected to directly impact 15 agricultural fields, of which six (38%) of these would be severed. An additional 0.09ha of land-take is expected from prime agricultural land which is not currently in agricultural use and is subject to a planning application (PA14) (refer to Appendix A15.5: Planning Application and Development Land Assessment).
- 15.4.35 There are significant potential impacts (i.e. Moderate or above) for one land interest. These impacts are described in Table 15.25. The potential impacts generally relate to loss of land, severance of fields, loss of access, loss of field boundaries (including fences, hedges and walls) and disruption of existing field drainage systems.

Table 15.25: Description of Significant Impacts on Agricultural and Sporting Interests (Unmitigated)

Land Interest	Description of Impacts
K&C Munro, Ashton Suffolks (Ref. B)	Loss of 11.32ha (2.48ha is LCA Class 2, 1.70ha is LCA Class 3.1, 6.04ha is LCA Class 3.2 and 1.10ha is other agricultural land). Land lost equates to 19% of total farmed area. Eight fields affected, of which two would be severed. Land to the east and south of the proposed scheme severed from the farm steading. Loss of boundary features, seven gated accesses and disruption to drainage. Significance assessed as Substantial.

Arboricultural Features

- 15.4.36 The land-take of arboricultural features is calculated separately within the land use category in which the feature is located.
- 15.4.37 A total of 31 arboricultural features are assessed as being significantly affected by the proposed scheme. A summary of the potential impacts for arboricultural features are provided in Table 15.26.

Table 15.26: Summary of Potential Significant Impacts on Arboricultural Features (Unmitigated)

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Individual Trees	2	3	17	0	1	14	4
Grouped Trees	0	1	8	5	1	12	7

- 15.4.38 The potential impacts of the proposed scheme on each individual and grouped feature are reported within Appendix A15.3 (Arboricultural Impact Assessment) and displayed on Figure 15.3.

Planning Applications and Development Land

- 15.4.39 Within the study area there are six development land allocations and five extant planning applications affected by the proposed scheme as detailed in Appendix 15.5 (Planning Application and Development Land Assessment). Of these, five are 'No Significant Impacts' and three represent 'Beneficial' impacts. The beneficial impacts are detailed in Table 15.27.
- 15.4.40 Please refer to Figure 15.4 for the location of the development land and planning applications in relation to the proposed scheme.

Table 15.27: Development Land Allocations and Planning Applications Affected by Proposed Scheme

Ref.	Development Status	Impact Assessment
LA03 PA11	Inverness Campus/Beechwood (Future Use: Mixed Use – business, student accommodation and community) Planning permission has been granted for the construction of a new Centre for Health Science including an Elective Care Centre, Life Science Business Incubator and Health Innovation Facility.	Beneficial
LA06 PA14	Land is allocated at South of Inverness Retail and Business Park for Retail. Planning Permission in Principle has been approved for the Erection of a Prison and associated works.	Beneficial
LA08	Ashton Farm and Adjoining Land (Future Use: Mixed Use – homes, community, business, industrial and non-residential institution)	Beneficial

- 15.4.41 LA03 (Mixed Use Inverness Campus/Beechwood) and PA11 (Land 330M NW of Inverness College UHI) would be subject to direct land-take associated with the proposed southbound lane gain/drop of the A9 and proposed Cradlehall roundabout. In terms of LA03 the IMFLDP notes that the site does include for *'the reservation of land for potential A9/A96 Trunk Road'* within its land allocation requirements. The direct loss of land is not expected to compromise the site's future use because; the majority of the land-take proposed is located in areas adjacent to the existing road network; the land-take provides infrastructure to improve access to the site; and land-take allows for landscape mitigation to be provided along the eastern side of the A9 reducing the amenity impacts. In relation to PA11, there is direct land-take expected along the A9 side of the planning application boundary with potential impacts upon existing landscaping. However, as part of the proposed scheme the removal of existing landscaping will be reinstated along with additional landscaping mitigation that has also been proposed. Please refer to Chapter 9 (Landscape) and Figure 9.5 (Landscape and Ecological Mitigation) for further details regarding landscape mitigation measures. As such, Beneficial impacts are anticipated for LA03 and PA11.
- 15.4.42 PA14 (Land to Rear of Inverness Retail and Business Park) within LA06 (South of Inverness Retail and Business Park) would be subject to loss of land as a result of the proposed scheme. PA14 has Planning Permission in Principle for the *'Erection of Prison to incorporate Visits Building, Family Help Hub, Regimes & Facilities Building, Community Integration Unit and Car Parking'*, however details of construction have not been confirmed. Potential impacts upon both the planning application and development land are anticipated to be Beneficial due to the negligible amenity impacts as well as the

improved access to the site facilitated by the proposed scheme which would enhance the development capacity.

- 15.4.43 LA08 (Ashton Farm and Adjoining Land) is expected to be subject to direct loss of land as a result of the proposed scheme. The IMFLDP notes that a masterplan/development brief must be produced for the Ashton Farm site which will assess and safeguard areas for future transport corridors. Within the corresponding Inverness East Development Brief (IEDB), a strategic road is identified as a requirement for the delivery of the development, with the 'Late Phase' (which includes 'Ashton West' as part of the western section of LA08), being dependant on the 'East Link' (*East Link is the IEDB reference for the proposed scheme*). As such, whilst the development will be subject to land-take, the overall potential impact is assessed as Beneficial on the basis that the proposed scheme will provide a transport corridor through the area which will enable the delivery of the development aspirations as set out in IEDB.

15.5 Mitigation

- 15.5.1 Mitigation measures for the proposed scheme in relation to community and private assets are detailed in this section and take into account best practice, legislation, guidance and professional experience.
- 15.5.2 The DMRB Stage 3 design includes measures to provide access to residential property as well as agricultural and sporting interests, with revised access arrangements and tie-ins to the road network. This includes the proposed private means of access and access tracks which form part of the proposed scheme design. These have been discussed with affected residents/landowners as part of the consultation process, and their inclusion in the design is considered embedded mitigation.
- 15.5.3 The DMRB Stage 3 design has reduced land-take, where possible, through the consideration and assessment of different design options (Chapter 3: Consideration of Alternatives).
- 15.5.4 Where the proposed scheme results in the loss of land, it is assumed landowners will be compensated financially for their loss subject to a valid claim and assessment of compensation by the District Valuer taking into account all statutory and common law provisions. Detail of the extent of financial compensation is outside the remit of the EIA process and is unknown at this stage of the project. As such any potential compensation payments were not considered as mitigation.
- 15.5.5 Mitigation relating to the alleviation of severance for NMUs across the proposed scheme is described in Chapter 16 (People and Communities – All Travellers) and shown on Figure 16.2. The proposed scheme design includes measures to provide road connections between local settlements and more specifically includes the maintenance of NMU provision between Inshes and Smithton.
- 15.5.6 Mitigation to reduce impacts on amenity during both construction and operation is described in more detail in Chapter 7 (Air Quality), Chapter 8 (Noise and Vibration), Chapter 9 (Landscape) and Chapter 10 (Visual). Further mitigation is proposed to reduce the identified potential impacts on community and private assets, where practicable.

Residential Property

- 15.5.7 Access to and from properties will be maintained throughout the construction period by means of signed diversions where necessary. The contractor will be required to ensure that the estimated duration and location of these diversions is communicated to affected residents before they are put in place **(Mitigation Item CP-R01)**.
- 15.5.8 Consultation with affected parties will be undertaken on the location and timing of the planned construction works to reduce disturbance, as far as practicable, taking into account the overall construction programme **(Mitigation Item CP-R02)**.

Commercial and Industrial Property

- 15.5.9 Access to commercial and industrial properties will be maintained throughout the construction period by means of signed diversion, where necessary. The contractor will be required to ensure that the estimated duration and location of these diversions are communicated to affected commercial and industrial businesses, a minimum of 2 weeks in advance, before they are put in place (**Mitigation Item CP-C01**).
- 15.5.10 Consultation with affected parties will be undertaken on the location and timing of the planned construction works to reduce disturbance, as far as practicable, taking into account the overall construction programme (**Mitigation Item CP-C02**).
- 15.5.11 Consideration will be given by Transport Scotland to the replacement of existing roadside signage on the proposed scheme for certain businesses whose access has changed and whose business is particularly dependent on vehicular access movements. This includes where the proposed scheme has provided new access to commercial or industrial property (**Mitigation Item CP-C03**).

Community Land and Community Facilities

- 15.5.12 Access to community land and facilities will be maintained throughout the construction period by means of signed diversion, where necessary. The contractor will be required to ensure that the estimated duration and location of these diversions are communicated to affected parties before they are put in place (**Mitigation Item CP-CM01**).
- 15.5.13 Consideration will be given by Transport Scotland to the replacement of existing roadside signage on the proposed scheme for community land and facilities. In addition, consideration will be given to the addition of road signage where new access is provided to community land or facility, as a result of the proposed scheme (**Mitigation Item CP-CM02**).

Community Severance

- 15.5.14 The proposed scheme design includes measures to limit the impacts on community severance such as road connections to local settlements and paths to community facilities, including redirecting severed path. Chapter 16 (People and Communities: All Travellers) provides specific mitigation in relation to NMU paths.

Agricultural and Sporting Interests

- 15.5.15 Mitigation measures relating to agricultural and sporting interests have been developed with the aim of protecting agricultural capability of the land and soils and the maintenance of the viability of farming units. Land-take requirements (i.e. CPO) have been minimised through the DMRB Stage 3 design and assessment process.
- 15.5.16 Consultation with landowners and tenants is ongoing and it is normal practice for the details of specific accommodation works to continue beyond the EIA process. Agreed accommodation works will be included within the construction contract. Although specific details are unknown at this stage, it is assumed for the purposes of the identifying residual impacts that accommodation works reasonably necessary to enable the ongoing operation of agricultural and sporting interests will be applied.
- 15.5.17 The various mitigation measures to avoid or reduce effects on agricultural and sporting activities are listed in Table 15.28. Appendix A15.4 (Agricultural and Sporting Land: Pre- and Post-Mitigation Impacts) notes the series of mitigation measures that are applicable to each affected agricultural and sporting land interest.
- 15.5.18 The majority of the proposed mitigation would relate to the provision of access to fields and severed areas, reinstatement of boundary features (fences, hedges and drystone walls) as well as watering points for livestock and provision of new or reinstated field drainage systems.

Table 15.28: Agricultural and Sporting Mitigation Measures

Mitigation Item	Mitigation Measure
CP-AG01	Measures will be taken to ensure adequate diversion signage is maintained during construction.
CP-AG02	Loss of agricultural land is to be reduced by implementing re-instatement plans i.e. returning land to agricultural use, where appropriate, post construction. A pre-construction photographic and video survey will be undertaken to ensure all adjoining land is maintained as near to its original state as is reasonably practicable during construction and operation. These records will be made available to the owner or occupier.
CP-AG03	Access to agricultural land out with the draft CPO boundary will be maintained during the construction phase and post-construction.
CP-AG04	Potential for damage to the agricultural capability of soils will be minimised by the adoption of appropriate measures during construction and reinstatement. This includes the careful excavation, storage and replacement of topsoil and subsoil. A 'Soil Management Plan' will be developed to ensure soil resources are managed in accordance with best practice and soil mitigation measures are fully implemented.
CP-AG05	Notice of intention to commence construction work will be given to owners and occupiers of adjacent land along the route before works commence. Consultation with landowners and occupiers will be undertaken when developing the programme of works to reduce disturbance where appropriate and without detriment to the overall programme.
CP-AG06	Temporary fences will be provided in appropriate locations during construction for the health and safety of the public and animals and to avoid trespass. Where appropriate, fencing of the working area will be to a standard adequate to exclude any stock kept on adjoining land.
CP-AG07	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 field boundary, with opportunities explored in consultation with the landowner/occupier to merge severed field areas to improve field husbandry operations through the creation of more manageable field sizes and shapes.
CP-AG08	Where access points require temporary or permanent alteration as a result of construction, alternative access for stock and machinery will be provided, as appropriate, in consultation with the landowner/occupier. If required, recessed access will be provided from local roads.
CP-AG09	Reasonable precautions will be taken during construction to avoid the spreading of soil-borne pests and diseases, animal and crop diseases and invasive species. 'Biosecurity Management Plan' to be developed by the contractor as part of the CEMP.
CP-AG10	Particular care will be taken to reduce damage or disturbance to field and drainage systems. Laying of new drains will be undertaken to maintain drainage systems during construction. Repairing and reinstatement of field drains affected by construction will be agreed with the landowner/occupier to ensure that land capability is maintained, and flooding is not exacerbated. Where appropriate, the integrity of the drainage system will be secured in advance through the installation of header drains (cut off drains) to facilitate construction. All remaining remedial works will be undertaken post-construction.
CP-AG11	Water supplies for livestock will be protected and alternative supplies provided where access is compromised by any works, unless agreed with the landowner.
CP-AG12	Land within the CPO that is declared surplus following completion 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 guidance set out in Planning Circular 5-2011: Disposal of Surplus Government Land – The Criche Down Rules.
CP-AG13	Where practically possible, the siting of temporary construction compounds on prime agricultural land will be avoided.
CP-S01	Where there are sporting 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 / or water.

15.5.19 The proposed scheme includes measures to provide access to agricultural and sporting land, with revised access arrangements and tie-ins to the road network. These have been discussed with affected landowners as part of the consultation process, and their inclusion in the design is considered embedded mitigation.

15.5.20 In addition to the mitigation items identified in Table 15.27, the following accesses to agricultural fields have been provided as part of the proposed scheme:

- provision of new field accesses to northern severed areas of field A/3;
- provision of new field access to northern and southern severed areas of field B/2;
- provision of new field access to severed area of field B/4;
- provision of new field access to field B/6;
- connectivity between the eastern and western areas of agricultural land is maintained along Ashton Farm access track; and

- provision of new field access to eastern and western severed areas of field D/1.

Arboricultural Features

- 15.5.21 Where there are no ecological, landscape or visual issues, tree felling and pruning will be reduced to that necessary to allow the safe construction and operation of the road, taking cognisance of the tree constraints plan (**Mitigation Item CP-AR02**).
- 15.5.22 Where individual and grouped arboricultural features are to be potentially affected, the AIA (Appendix A15.3: Arboricultural Impact Assessment) and Tree Constraints Plan (Figure 15.3) has been prepared and will be used, subject to **Mitigation Item CP-AR03**, to prioritise the protection and retention of arboricultural features directly affected by the proposed scheme (**Mitigation Item CP-AR01**).
- 15.5.23 A suitably qualified and experienced arboriculturist will be present on site as appropriate during the construction phase to ensure **Mitigation Item CP-AR01** is reviewed and updated to reflect any design changes. The arboriculturist will monitor any root interactions and suggest suitable working methods to allow the retention of trees. Working methods will be detailed within a site-specific Arboricultural Method Statement (AMS) and would include where appropriate construction exclusion zones (where machinery and/or storage is forbidden within an RPA), targeted and reduced root and limb pruning, employment of ground protection and protective fencing (**Mitigation Item CP-AR03**).

Planning Applications and Development Land

- 15.5.24 The permanent loss of proposed development land including land with planning permission cannot be mitigated. Where a proposed development site is in the early stages of planning, there may be potential to accommodate the proposed scheme within the future planning application or a masterplan. Where Planning Permission in Principle has been granted, there may be potential to accommodate the proposed scheme within future Matters Specified in Condition (detailed) applications.
- 15.5.25 Mitigation to reduce potential amenity impacts (noise, air quality, landscape and visual) on planned development is not included given there is no absolute certainty that future development will proceed, and even where a detailed site layout is currently consented this may be subject to future change which could change the need for, or form of, any environmental mitigation.

15.6 Residual Impacts

Residential, Commercial and Industrial Property

- 15.6.1 Residual impacts for residential, commercial and industrial property are presented in Table 15.29. All residual impacts are adverse and direct unless otherwise stated. Residual impacts arising from the operation of the proposed scheme, e.g. land-take, severance and change in access, are assumed to be permanent.
- 15.6.2 During construction, there would be temporary disturbance on vehicle access to/from properties within proximity to the proposed scheme.
- 15.6.3 Socio-economic impacts (direct and indirect), as discussed in paragraphs 15.4.16 to 15.4.18, are likely to be Beneficial.

Table 15.29: Residual Impacts of Residential, Commercial and Industrial Property

Receptor	Impact	Significance	
		Access (Direction of travel to/from property)	Land-take
Residential			
Culloden	Provision of new access route to the A9, resulting in reduced journey distance for residents of Culloden (0.6km).	To A9: Slight (beneficial) From A9: No impact	No impact
Smithton	Provision of new access route to the A9, resulting in reduced journey distance for residents of Smithton (0.6km).	To A9: Slight (beneficial) From A9: No impact	No impact
Stratton Phase 1A Residential Development	Provision of new access route to the A9, resulting in reduced journey distance for residents of Stratton Phase 1A Residential Development (0.6km).	To A9: Slight (beneficial) From A9: No impact	No impact
Cradlehall	Provision of new access route to/from the A96, resulting in reduced journey distance for residents of Cradlehall (0.8km).	To A96: Slight (beneficial) From A96: Slight (beneficial)	No impact
Inshes	Provision of new access route to/from the A96, resulting in reduced journey distance for residents of Inshes (1.6km and 1.2km respectively).	To A96: Slight (beneficial) From A96: Slight (beneficial)	No impact
Commercial			
Inverness Retail and Business Park	Provision of new access route to the A9, resulting in reduced journey distance (0.5km). Partial loss of amenity land as a result of Link 3 and associated CPO boundary. (0.09ha).	To A9: Slight (beneficial) From A9: No impact	Slight
Hazledene – Inverness Retail and Business Park	Partial loss of road as a result of Link 3 and associated CPO boundary (0.09ha).	-	Slight
Hazledene – Stratton Farm	Provision of new access route to the A9, resulting in reduced journey distance (0.8km). Partial loss of grassland with scattered shrubs as a result of the northern end of Link 4 and A96 tie in roads together with their associated CPO boundaries. (2.82ha).	To A9: Slight (beneficial) From A9: No impact	Slight
Cradlehall Business Park	Provision of new access route to/from the A96, resulting in reduced journey distance (2.2km and 1.8km respectively). Partial loss of amenity land as a result of the CPO boundary associated with the Link 6 connection to Cradlehall Roundabout (0.02ha).	To A96: Slight (beneficial) From A96: Slight (beneficial)	Slight
Holmes Care (Group) Limited	Provision of new access route to/from the A96, resulting in reduced journey distance (2.2km and 1.8km respectively).	To A96: Slight (beneficial) From A96: Slight (beneficial)	No impact
Simply UK Limited – Culloden House Care Home	Provision of new access route to/from the A96, resulting in reduced journey distance (2.2km and 1.8km respectively).	To A96: Slight (beneficial) From A96: Slight (beneficial)	No impact
Scottish Vet Referrals	Provision of a new access route to/from the A96, resulting in reduced journey distance (1.8km and 1.2km respectively).	To A96: Slight (beneficial) From A96: Slight (beneficial)	No impact
Inverness Campus	Provision of a new access route to/from the A96, resulting in reduced journey distance (1.8km and 1.2km respectively).	To A96: Slight (beneficial) From A96: Slight (beneficial)	Slight

Receptor	Impact	Significance	
		Access (Direction of travel to/from property)	Land-take
	Partial loss of amenity land as a result of the A9 southbound lane gain/drop, the proposed Inshes Overbridge (PS02) and Link 5, together and their associated CPO boundaries (2.04ha).		

Impacts on Likely Future Commercial Business Viability

- 15.6.4 No significant residual impacts are anticipated on commercial land or property as a result of the proposed scheme. Therefore, likely future commercial business viability is not anticipated to be significantly affected and likely future land use would be maintained.

Community Land and Community Facilities

- 15.6.5 There are no significant residual impacts on community land and community facilities in relation to land-take and change in access.

Community Severance

- 15.6.6 The residual impacts for relief from existing severance and new severance would be the same as the potential impacts reported for Community Severance in Section 15.4 in paragraphs 15.4.21 to 15.4.31.
- 15.6.7 Moderate Beneficial residual impacts arising from relief from existing severance associated with a reduction in traffic flow on the C1036 Tower Road as a result of the proposed scheme is expected.
- 15.6.8 Residual impacts of Moderate significance arising from new severance associated with the proposed scheme are assessed for users of NCN 1 accessing Cradlehall and Inverness College UHI when travelling from the west and east, respectively. Users of Core Path IN08.10 linking local communities of Smithton and Cradlehall to Inverness Business and Retail Park are also expected to experience residual impacts of Moderate significance. These impacts are a result of at-grade crossings of roads with predicted traffic flows of over 8,000 AADT.
- 15.6.9 All other residual impacts for new severance and relief from severance associated with the proposed scheme are assessed as not significant.

Agricultural and Sporting Interests

- 15.6.10 The residual agricultural and sporting land-take impacts of the proposed scheme are summarised in Table 15.30. The areas presented in the table are based on the Draft CPO and represent the total agricultural and sporting land-take from the proposed scheme.
- 15.6.11 In total, 23.27ha of agricultural and sporting land would be required from four agricultural and sporting interests for the proposed scheme. Of the total land-take, 7.95ha is classed as prime agricultural land, 13.24ha as non-prime agricultural land and 2.08ha as other agricultural land.

Table 15.30: Residual Land-take of Agricultural and Sporting Interests

	Prime Agricultural Land (ha)			Non-Prime Agricultural Land (ha)			Other Agricultural Land	Total (ha)
	LCA Class			LCA Class				
	1	2	3.1	3.2	4	5-7		
Land-take in agricultural and sporting use	-	5.45*	2.50	13.24	-	-	2.08	23.27

*An additional 0.09ha of land-take is expected from prime agricultural land which is not currently in agricultural use by one of the four interests.

- 15.6.12 The residual impacts are summarised in Table 15.31 and further details are provided in Appendix A15.4 (Agriculture and Sporting Land: Pre- and Post-Mitigation Impacts) for each affected agricultural and sporting land interest.

Table 15.31: Residual Impacts on Agricultural and Sporting Interests

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agricultural and Sporting Interests	1	0	0	1	2	0	0

Impacts on Likely Future Farm Viability

- 15.6.13 Those agricultural and sporting interests assessed with a residual impact significance lower than Moderate, (i.e. not significant) were assumed to have no significant impact on likely future farm business viability. Using the qualitative assessment described in paragraphs 15.2.36 to 15.2.39, any farm businesses with adverse residual impacts of Moderate, or higher significance, were further reviewed to determine the impact of the proposed scheme on likely future farm business viability. One agricultural and sporting interest has been assessed as having residual impacts of Moderate or higher significance.
- 15.6.14 K&C Munro Ashton Suffolks, is assessed as having residual impacts of Substantial significance. These impacts arise from a combination of land-take (19% of total farmed area from eight fields); severance of two fields; severance of land to the east and south of the proposed scheme from the farm steading; creation of some unproductive field shapes and sizes; loss of boundary features and seven gated accesses; and disruption to drainage systems.
- 15.6.15 Mitigation ensures that access to farm buildings, farm infrastructure and fields is maintained (albeit changed) and fences, drainage and livestock watering systems are restored. The proposed scheme severs some land from the farm steading and this will make management of this land, particularly for livestock, more difficult. The residual impact of Substantial significance reflects that impacts on the farm business cannot be fully mitigated.
- 15.6.16 K&C Munro Ashton Suffolks would be eligible to make a claim for compensation taking into account the value of any property lost and the value of related effects (severance, injurious affection and disturbance). The business may take action to mitigate its losses through, for example, reorganisation of its operations and potentially farming systems. The reduced agricultural area would result in lower overall productivity and it is accepted that this may necessitate a change in enterprise scale combined with further operational reorganisation. Operational reorganisation may also be required to alleviate the effects of access to and management of land severed by the proposed scheme.
- 15.6.17 Assuming full action is taken by the owner to mitigate losses, these changes in enterprise scale and operational reorganisation would be such that it would be considered likely that the business would be able to continue to operate livestock and arable enterprises and likely future land use would remain as arable and grassland. Although the business is anticipated to reduce in scale, no significant impact on likely future farm business viability is assessed.

Arboricultural Features

- 15.6.18 With the mitigation detailed in paragraphs 15.5.21 to 15.5.23 employed on site, there is potential for the number of arboricultural features potentially affected to be reduced from that reported within this assessment. However, the full impacts on arboricultural features would not be known until the construction phase and so a precautionary approach has resulted in 31 individual and grouped tree features assessed as having significant residual impacts as a result of the proposed scheme.

Planning Applications and Development Land

- 15.6.19 Development Land Allocation LA03 (Inverness Campus, Beechwood), LA06 (South of Inverness Retail and Business Park), LA08 (Ashton Farm and Adjoining Land) and Planning Applications PA11 (Land 330M NW of Inverness College UHI) and PA14 (Land to Rear of Inverness Retail and Business Park – Erection of Prison) are all expected to have Beneficial impacts as a result of the proposed scheme. This is mainly due to improved access to the development sites.

Cumulative Impacts

- 15.6.20 Some receptors have the potential to be affected by multiple schemes and may be subject to cumulative impacts. These include agricultural and commercial businesses such as Ashton Farm and Seafield Park Partnership. All potential cumulative impacts are reported in more detail in Chapter 19 (Assessment of Cumulative Effects).

15.7 Statement of Significance

Community Severance

Relief from Existing Severance

- 15.7.1 A Moderate Beneficial relief from existing severance along C1036 Tower Road is expected for pedestrians (both non-vulnerable and vulnerable groups) accessing community facilities and services within the local community.

New Severance

- 15.7.2 Local users NCN 1/LP11 to access Inverness College UHI from the east and Cradlehall from the west would experience new severance of Moderate significance. This would also be the case for users of Core Path IN08.10 which links the local communities of Smithton and Cradlehall to Inverness Business and Retail Park.

Agricultural and Sporting Interests

- 15.7.3 With the proposed scheme in place and taking into account mitigation measures as described in Section 15.5 (Mitigation), a residual impact of Substantial significance is anticipated on one agricultural land interest (K&C Munro Ashton Suffolks).

Arboriculture

- 15.7.4 31 individual and grouped tree features are considered to have significant residual impacts as a result of the construction of the proposed scheme.

15.9 References

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