

A16.5: Assessment of Access to Outdoor Areas

1 Construction Phase

- 1.1 Culbin Sands – a temporary slight adverse effect is anticipated on access to Culbin Sands from Auldearn. Although access along core path NA04.07 would be maintained throughout construction, there would be a slight adverse effect on amenity anticipated with the construction of the proposed Scheme around Auldearn.
- 1.2 Culloden playing field – the construction of the dual carriageway alignment would cause temporary disruption to core paths IN08.05, IN08.15 and IN08.16, as well as L2, with a slight adverse effect on amenity anticipated. Access would be maintained throughout however, with a temporary slight adverse effect anticipated. Access from areas south of the existing A96 would not be affected.
- 1.3 War Memorial (Tornagrain) – the construction of the PS04 (C1020 Dalcross Station Road Overbridge) at ch9595 and the PS03 (A96 Kerrowaird Underbridge) at ch8500 would cause temporary disruption along the C1020 Dalcross Station Road and L6 respectively, with a slight adverse effect on amenity anticipated. Access would be maintained throughout however, with a temporary slight adverse effect anticipated.
- 1.4 Culloden Wood – as with Culloden playing field, the construction of the proposed Scheme would cause temporary disruption to core paths IN08.05, IN08.15 and IN08.16, as well as L2, affecting access from the north of the existing A96. Access would be maintained throughout construction, with a slight adverse effect on amenity anticipated. An overall temporary slight adverse effect is anticipated. Access from areas south of the existing A96 would not be affected.
- 1.5 Tornagrain Wood – the construction of the proposed Scheme near Tornagrain Wood would temporarily sever the route of L7 which can be used to access the wood. The main access to the wood however is from the Dalcross Station Road (C1020), which would remain open throughout construction, albeit with temporary disruption anticipated. An overall temporary slight adverse effect is anticipated, including on amenity value. Kildrummie Kames Site of Special Scientific Interest (SSSI) – a temporary slight adverse effect to amenity is anticipated as a result of disruption along the B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road at Brackley, Loch Flemington Road (U1351) and the Delnies – Kildrummie – Howford Road (C1163), and temporary severance and detours likely for short periods. Core path NA04.03 and A10 would remain open throughout construction, maintaining access to the SSSI
- 1.6 Delnies Wood – the only disruption in access would occur along the Delnies – Kildrummie – Howford Road (C1163) with the construction of a slip road, however the road would remain open. There would be no construction works along the existing A96 meaning access would be maintained. An overall negligible effect is anticipated on access and amenity.
- 1.7 Delnies Community Woodland – there would be no significant effect on access as it is not anticipated that visitors would use the existing A96 to access the wood at present, given the lack of non-motorised users (NMUs) facilities along the road. Access from the B9092 Ardersier – Nairn Road and the road connecting the B9092 Ardersier – Nairn Road with the existing A96 would not be altered. An overall negligible effect is therefore anticipated on access and amenity.
- 1.8 Dunbar Recreation Ground and Auldearn Community Trust Football Pitch – temporary disruption is expected along core path NA04.07 with the construction of the PS22 (B9111 Underbridge) at ch25725 and R1, however access would be maintained throughout. An overall temporary slight adverse effect is expected as a result of reduced amenity.
- 1.9 Bognafauran Wood – disruption to access is expected as a result of construction activities along the A939 Tomintoul - Granton on Spey - Nairn Road and BlackPark – Grigorhill – Newmill Road (U3010), with temporary closures possible along the BlackPark – Grigorhill – Newmill Road (U3010). A temporary slight adverse effect on amenity is anticipated. An overall slight adverse effect is has been deemed.

- 1.10 Russell's Wood – access to the wood is likely to be disrupted from the south as a result of construction along the BlackPark – Grigorhill – Newmill Road (U3010), with temporary closures possible along the road. A slight adverse effect is anticipated, for both access and amenity value.
- 1.11 Curling Pond at Kerrowaird Wood – access would be disrupted along L7, with a 1.5km detour required. It is anticipated however that NMUs main access to the curling pond would be via the Dalcross Station Road (C1020), which would remain open throughout construction. A slight adverse effect on amenity is also expected. An overall slight adverse effect on access to the Curling Pond has been deemed.
- 1.12 Loch Flemington – there would be temporary disruption in access along the B9006 Millburn Roundabout – Culcabock – Castle hill – Culloden Moor – Croy – Gollanfield – Fort George Road and Loch Flemington Road (U1351) with the construction of the PS06 (Brackley Junction Overbridge) at ch14100 and PS21 (Gollanfield Road Overbridge) at ch15300 respectively. It is anticipated that these crossings would be maintained throughout construction however. An adverse effect on amenity is anticipated, with an overall slight adverse effect therefore expected.
- 1.13 Moray Firth – there would be temporary disruption along the following paths which can be used to access the Moray Firth: core paths IN08.05, IN08.10, IN08.15, IN08.16 and IN08.21, as well as L2. Access is likely to be maintained on all paths however, with an overall slight adverse effect anticipated as a result of reduced amenity.
- 1.14 Geddes Burn reservoir – there would be no disruption in access with National Cycle Network (NCN)1 maintained throughout the construction of the PS15 (C1175 Underbridge) at ch22850, with a negligible effect deemed on access and amenity.

Linear Access Facilities

- 1.15 Access to all core paths, local paths, links on roads and cycle routes during the construction phase of the proposed Scheme has been assessed further in Table 16.10 (Chapter 16: People and communities: All Travellers) and Appendix A16.6 (Full Assessment Results for Public Rights of Way and Other NMU Routes).
- 1.16 River Nairn – access along core path NA04.03 and A10 would be maintained with the construction of the PS14 (River Nairn Underbridge) at ch22450 near Broadley, with an adverse effect on amenity anticipated. Temporary disruption is anticipated for cyclists wishing to access the river from NCN1 with the construction of the PS15 (C1175 Underbridge) at ch22850 with detours possible. An overall moderate adverse effect is anticipated. Access from all other NMU routes would remain unchanged throughout construction.

2 Operational phase

Area Based Facilities

- 2.1 Kildrummie Kames SSSI - the provision of a shared use path through PS05 (Mid Coul Junction Overbridge) at ch10500, PS06 (Brackley Junction Overbridge) at ch14100, PS21 (Gollanfield Road Overbridge) at ch15300, PS25 (Moss-side NMU Underpass) at ch19725 and PS13 (B9090 Overbridge) at ch22100, would improve access to the SSSI from the north of the existing A96. It is anticipated that vegetation mitigation would reduce the adverse effects on amenity value, with an overall moderate beneficial effect has been deemed.
- 2.2 Culbin Sands - access to Culbin Sands would remain the same as at present, with core path NA04.07 maintained from Auldearn, through the PS22 (B9111 Underbridge) at ch25725. An adverse effect on amenity is anticipated however, with an overall slight adverse effect deemed.
- 2.3 Culloden playing field – a significant detour would occur as a result of the proposed Scheme from Allanfearn, with NMUs diverted approximately 900m along the shared use path and through the PS24 (Milton of Culloden Underpass) at ch2795. Access would be improved from Milton with the provision of the PS24 (Milton of Culloden Underpass) at ch2795 for core path IN08.05. Given the small number of households in Milton and Allanfearn, it is anticipated that the majority of users

wishing to access the playing fields would be from residential areas south of the existing A96, for which there would be no effect. An overall negligible effect has therefore been deemed on access and amenity.

- 2.4 War Memorial (Tornagrain) – a moderate beneficial effect would be experienced, with a more direct route to the woods provided along the shared use facility, with L6 re-routed to adjoin the shared use path. NMU access would also be provided through the new PS04 (C1020 Dalcross Station Road Overbridge) at ch9570. A slight adverse effect on amenity is anticipated however, with an overall slight beneficial effect therefore deemed.
- 2.5 Culloden Wood – as with Culloden Playing Field, the majority of visitors to Culloden Wood are anticipated to come from Balloch and Culloden and would therefore suffer no effects to access as a result of the proposed Scheme. An overall negligible effect has been deemed on access and amenity.
- 2.6 Tornagrain Wood - a moderate beneficial effect would be experienced, with a more direct route to the woods provided along the shared use path, with L7 re-routed to adjoin the shared use path. NMU access would also be provided through the new PS04 (C1020 Dalcross Station Road Overbridge) at ch9595. A slight adverse effect on amenity is anticipated however, with an overall slight beneficial effect therefore deemed.
- 2.7 Delnies Wood - access would be enhanced with the provision of a shared use path along the existing A96 and Delnies – Kildrummie – Howford Road (C1163). There would be a negligible effect on amenity. An overall moderate beneficial effect is therefore deemed.
- 2.8 Delnies Community Woodland - access to the woodland would be enhanced with the provision of a shared use path along the existing A96 from Blackcastle in the west to Delnies in the east, passing through the Nairn West Junction. Although a slight adverse effect on amenity is anticipated, an overall moderate beneficial effect is anticipated.
- 2.9 Dunbar Recreation Ground and Auldearn Community Trust Football Pitch – there would be no change in access during operation as core path NA04.07 would be incorporated along the PS22 (B9111 Underbridge) at ch25725, whilst the diversion of R1 would increase the route taken to access the recreation ground by 260m. An adverse effect on amenity is anticipated however as a result of the PS22 (B9111 Underbridge) at ch25725, with an overall slight adverse effect deemed.
- 2.10 Bognafauran Wood - there would be no change in access from the south, however BlackPark – Grigorhill – Newmill (U3010), Nairn (Granny Barbour’s Road) would be stopped up preventing access from the north. NMUs from Nairn would have to utilise the A939 Tomintoul – Granton on Spey – Nairn Road to access the wood, however this route is equidistance to utilising BlackPark – Grigorhill – Newmill Road (U3010). The amenity value for NMUs would be adversely affected. An overall slight adverse effect has been deemed.
- 2.11 Russell’s Wood – the wood is accessed from the south via BlackPark – Grigorhill – Newmill Road (U3010), which would be stopped up with the proposed Scheme to the south of the wood. It is expected however that the majority of visitors would access the wood from Nairn and would therefore not be directly affected by the stopped up section of BlackPark – Grigorhill – Newmill Road (U3010), with a slight adverse effect on amenity anticipated. An overall negligible effect has been anticipated.
- 2.12 Curling Pond at Kerrowaird Wood – access to the Curling Pond from the south using L7 would be diverted 1.3km around the PS04 (C1020 Dalcross Station Road Overbridge) at ch9595. Although this is a significant detour, it is anticipated that the majority of users would access the pond from the Dalcross Station Road (C1020) end of L7, which provides a more direct route, and would not be affected. Therefore, a negligible effect is anticipated on access and amenity, with vegetation mitigation in place.
- 2.13 Loch Flemington – access would be improved as a result of new shared use path provision through the Brackley Junction and PS21 (Gollanfield Road Overbridge) at ch15300. An adverse effect is anticipated on the amenity value of access routes however, with the construction of the PS06 (Brackley Junction Overbridge) at ch14100 and PS21 (Gollanfield Road Overbridge) at ch15300.

On this basis, only a slight beneficial effect is predicted.

- 2.14 Moray Firth – from Culloden, core path IN08.05 would be routed through the PS24 (Milton of Culloden Underpass) at ch2795, whilst core path IN08.16 would be re-routed to the south of the proposed Scheme in order to utilise the underpass. Core path IN08.10 would be diverted by approximately 1.3km through the PS01 (Smithton Junction Underbridge) at ch1750. The amenity value of NMU routes used to access the Moray Firth would also be adversely affected. The new provisions would however create safer crossings of the trunk road. An overall slight adverse effect is deemed.
- 2.15 Geddes Burn reservoir – there would be no change in access as the main access route, NCN1, would be incorporated through the PS15 (C1175 Underbridge) at ch22850. An overall negligible effect is therefore expected on access and amenity.

Linear Access Facilities

- 2.16 Access to all core paths, local paths, links on roads and cycle routes once operational has been assessed further in Table 16.10 (Chapter 16: People and Communities: All Travellers) and Appendix A16.6 (Full Assessment Results for Public Rights of Way and Other NMU Routes).
- 2.17 River Nairn – all existing access routes to the river would be maintained, with A10 and core path NA04.03 maintained under the PS14 (River Nairn Underbridge) at ch22450. There would be an improvement in access with the provision of a shared use path along the proposed dual carriageway alignment, providing links to the B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road and B9091 Croy – Clephanton – Kildrummie – Nairn Road, as well as NCN1. NMU routes used to access the river would suffer a moderate adverse effect on amenity. Therefore, an overall negligible effect has been predicted.