

15 People and Communities: Community and Private Assets

This chapter considers the potential impacts from the proposed Scheme on community and private assets, including land use. The main settlements in the area are Inverness, Smithton, Culloden, Balloch, Nairn and Auldearn. The study area contains the following land uses: residential, commercial and industrial land, community land, land allocated for development and land supporting agriculture, forestry and sporting activity.

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

The proposed Scheme would require land-take of approximately:

- 10ha from residential, commercial and industrial land, including the acquisition of one property;
- 4ha from land within development land allocations;
- 73ha of land with extant planning applications;
- 245ha of agricultural land of which 116ha (47%) is identified as prime agricultural land;
- 47ha of forestry and scrubland; and
- 11ha of other land.

A further 19ha of land-take would be required from land of unknown ownership. Of the total land-take from the proposed Scheme, approximately 2ha relates to servitude rights. Where land-take of community and private assets is required, landowners would be entitled to compensation in accordance with the District Valuer's assessment.

The land-take involves the demolition of one field shelter, two rail bridge structures and one derelict property. It should be noted that in relation to the demolition of the field shelter this is included within the acquisition of the residential property (6 Milton of Culloden), and in relation to the derelict property, this is included within land which is subject to an extant planning application. Furthermore, the proposed Scheme would construct three new rail bridges carrying the mainline and a local road over the Aberdeen to Inverness Railway Line.

Significant impacts from land-take are expected on two residential properties (6 Milton of Culloden and Innesfree). However, for 6 Milton of Culloden the entire plot would be acquired. Additional impacts of the proposed Scheme for residential, commercial and industrial properties result from changes to the current access arrangement to/from properties. Significant residual impacts on eight residential areas (of which one is a Beneficial significant impact) and two commercial/industrial properties have been identified as a result of access changes and the length of the resulting diversion required with the proposed Scheme in place. The probable effects on commercial businesses viability have been assessed as Neutral.

There is expected to be no direct land-take from community land or community facilities. Potential new community severance arising from the proposed Scheme is identified at seven locations of which significant residual impacts on four are identified: Seafield; Allanfeearn; Girgorhill, Newton of Park and Craggie; and Waterloo and Millhill. A Moderate (beneficial) relief from existing severance is expected for residents accessing community facilities in Nairn.

Adverse impacts have been identified for one development land allocation (LA07: Mixed Use - Milton of Culloden), with three Mixed (PA04: Land at Stratton, PA18: Inverness Airport and PA20: Highland Food Stop) and one Beneficial impact (PA19: Tornagrain) in relation to extant planning applications. The Mixed and Beneficial impacts are mainly because of the benefits of dualling the A96 in relation to alleviating infrastructure constraints to allow development of these sites.

Significant impacts have been assessed on 30 agricultural, forestry and sporting land interests. Adverse impacts on likely future farm viability have been identified on two agricultural units (2 Milton of Culloden and Lands at Lochside).

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 A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme (hereafter referred to as the proposed Scheme) in relation to impacts on community and private assets. This includes private properties (residential, commercial and industrial), community land and community facilities, development land, and agricultural, forestry and sporting land interests. The assessment also considers community severance in relation to the separation of communities from facilities and services within the community.
- 15.1.2 Road schemes can affect community and private assets in relation to land-take: demolition of property; loss of agricultural, forestry and sporting land; loss of development land; loss of land (as opposed to buildings) used by the community (for example public open space); and the effects of the proposals on waterways or development of new waterways. In addition, road schemes can affect the journeys that people in cars and as pedestrians, cyclists and equestrians make in its locality. This is particularly relevant in the context of access to private residences, commercial businesses, community facilities, development land and agricultural, forestry and sporting land.
- 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 for Agriculture).
 - Appendix A15.2 (Farm Business Survey).
 - Appendix A15.3 (Forestry Survey).
 - Appendix A15.4 (Commercial and Industrial Properties).
 - Appendix A15.5 (Development Land Assessment).
 - Appendix A15.6 (Agriculture, Forestry and Sporting Land Sensitivity Assessment).
 - Appendix A15.7 (Agriculture, Forestry and Sporting Land: Pre- and Post-Mitigation Impacts).
 - Figure 15.1 (Community Facilities and Community Land).
 - Figure 15.2 (School Catchment Areas).
 - Figure 15.3 (Development Land Allocations).
 - Figure 15.4 (Planning Applications).
 - Figure 15.5 (Land Capability for Agriculture).
 - Figure 15.6 (Proposed Scheme Land-take – Agricultural and Forestry Land).
- 15.1.4 This assessment has been carried out in accordance with the DMRB Interim Advice Note (IAN) 125/09 (Highways Agency 2009) (hereafter referred to as IAN125/09), which provides supplementary guidance for users of DMRB Volume 11, Section 3, Part 6: Land Use and Part 8: Pedestrians, Cyclists, Equestrians and Community Effects (Highways Agency, Scottish Executive Development Department, The National Assembly for Wales and The Department of Regional Development Northern Ireland 2001 and 1993, respectively) (hereafter referred to as DMRB Part 6 (Land Use) and DMRB Part 8 (Pedestrians and Others)). IAN125/09 advises that the 'community effects' element of DMRB Part 8 (Pedestrians and Others), should be incorporated into the assessment of land use within DMRB Part 6 (Land Use), and reported under the header 'Community and Private Assets'.
- 15.1.5 IAN125/09 was superseded by IAN125/15: Environmental Assessment Update (Highways England 2015) (hereafter referred to as IAN125/15) in October 2015. A review of IAN125/15 confirmed that the changes relating to the 'Community and Private Assets' chapter primarily relate to the combining of the 'All Travellers' and 'Community and Private Assets' assessments into a single chapter referred to as 'People and Communities'. Given that some of the key environmental considerations for the proposed Scheme relate to aspects covered by these environmental parameters, it has been determined that combining these chapters would reduce the clarity of reporting and readability of the Environmental Statement (ES) for the proposed Scheme. Taking

cognisance of IAN125/15, the titles of this chapter and the Effects on All Travellers chapter have been adapted to include reference to ‘People and Communities’.

- 15.1.6 This assessment considers temporary construction and permanent operational impacts of the proposed Scheme and includes a discussion of the impacts, along with mitigation as they relate to community and private assets.
- 15.1.7 This chapter makes reference to Chapter 8 (Noise and Vibration), Chapter 10 (Visual) and Chapter 16 (People and Communities: Effects on All Travellers).

15.2 Legislative and Policy Background

- 15.2.1 A summary of the national, regional and local planning policies and guidance relevant to community and private assets are identified below. Further details are provided in Appendix A18.1 (Planning Policy Context for Environmental Assessment).
- 15.2.2 The Scottish Government, under Scottish Planning Policy (Scottish Government 2014b) (hereafter referred to as SPP), 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 provides that the planning system should promote development that supports the move towards a more economically, socially and environmentally sustainable society. The following principles are of relevance to community and private assets:
 - supporting sustainable economic growth and regeneration;
 - making efficient use of existing capabilities of land, buildings and infrastructure;
 - supporting delivery of accessible housing, business, retailing and leisure development;
 - supporting delivery of infrastructure, including better transport connectivity;
 - improving health and well-being by offering opportunities for social interactions;
 - having regard for the principles of sustainable land use; and
 - avoiding overdevelopment.
- 15.2.3 SPP states that development on prime quality agricultural land or land of lesser quality that is locally important should not be permitted except where it is essential, for example for essential infrastructure.
- 15.2.4 The National Planning Framework 3 (NPF3) (Scottish Government 2014a) 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.
- 15.2.5 Circular 18/1987 (as amended by 29/1988 and 25/1994): Development Involving Agricultural Land (Scottish Executive 1987) sets an aim to conserve agricultural land in a situation of considerable shortfalls in basic commodities. This policy has been implemented through development plans and development control under the Town and Country Planning (Scotland) Act 1997. Table 15.1 sets out the main local planning policies relevant to community and private assets.

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

Planning Document	Policy	Key Points
Highland-wide Local Development Plan (HwLDP) (The Highland Council 2012)	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

Planning Document	Policy	Key Points
		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.
	Policies 12, 13, 18 and 19.	These other relevant policies cover development land allocations.
Inner Moray Firth Local Development Plan (IMFLDP) (The Highland Council 2015)	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. 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.
Moray Local Development Plan (The Moray Council 2015)	Policy ER5: Agriculture	The Highland Council will support the agricultural sector by: a) presuming against irreversible development on prime agricultural land (classes 1, 2 and 3.1) unless the site is required for settlement expansion and there is no suitable alternative; and b) supporting farm diversification proposals in principle and supporting business proposals which are intended to provide additional income/ employment on farms. Proposals for agricultural buildings with a locational requirement will be subject to visual, landscape and amenity considerations and considered against the relevant environmental policies.

15.2.6 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).

15.3 Methodology

15.3.1 This assessment has been undertaken in accordance with DMRB Part 6 (Land Use), the relevant sections of DMRB Part 8 (Pedestrians and Others), taking cognisance of IAN125/09 and IAN125/15.

15.3.2 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. Impacts relating to changes to access for 'Non-Motorised Users' (NMUs), local and core paths, rights of way and other routes of access are detailed in Chapter 16 (People and Communities: Effects on All Travellers).

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

Study Area

15.3.4 The assessment covers a study area extending to a corridor of 500m from the centre line of the proposed Scheme. However, in some instances, the assessment of community severance may extend beyond this to allow for consideration of the potential impacts of severance on communities, which extend beyond the study area.

Baseline Conditions

15.3.5 Baseline receptors considered within this assessment include:

- local communities;
- residential, commercial (including tourist attractions) and industrial property;

- community facilities – commercial or public authority managed facilities for use by the whole community, e.g. doctors' surgeries, schools, hospitals, post offices and churches;
- community land – land which is an established public recreational resource, such as playing fields, country parks, waterways or areas identified as 'open space' within local development plans, including informal areas of community land which permit public access, such as woodlands;
- development land – land allocated through the Inner Moray Firth Local Development Plan (IMFLDP) (The Highland Council 2015), as well as relevant and approved planning applications lodged with the local planning authorities (The Highland Council and The Moray Council);
- agricultural land – land used for the practice of cultivating the land or rearing stock to produce food products;
- forestry land – land used for the growing of trees to produce wood and wood products for commercial purposes; and
- land for sporting interests – land used for activities, such as shooting and stalking over agricultural land and woodland, as well as water and fishing activities in and on lochs, reservoirs, rivers, burns, canals and ponds.

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

15.3.7 In relation to development land, where land is allocated within the local development plan or where land has extant planning permission or is pending a decision of a planning application, this land has been allocated to the development land category. This ensures that impacts are not double counted between current and future land use.

15.3.8 Where land is not allocated for development but is the subject of a planning application with a pending decision or a decision that has been appealed, any impact on the land will only be assessed as a potential impact on development land.

15.3.9 Baseline conditions have been identified through the following:

- aerial photographs;
- Ordnance Survey maps;
- Geological Information Systems;
- Scottish Neighbourhood Statistics (2016);
- The Highland Council Census Results (2011);
- Visit Scotland (Nairn and Inverness) (2016);
- The Highland-wide Local Development Plan (HwLDP) (The Highland Council 2012);
- Inner Moray Firth Local Development Plan (IMFLDP) (The Highland Council 2015);
- Highland Greenspace Audit (The Highland Council 2010);
- published Macaulay Land Use Research Institute (MLURI) and Land Capability for Agriculture (LCA) data (The James Hutton Institute 2013);

- information provided by Brodies LLP and Transport Scotland, and obtained by Jacobs stakeholder team during January to November 2016 in relation to land title, ownership and occupation; and
- online searches for commercial and industrial property and community facilities.

Residential, Commercial and Industrial Property

- 15.3.10 Consultation with residential, commercial and industrial property owners and occupiers was undertaken between April and August 2016 where necessary to identify the impacts of the proposed Scheme on their property and business interests.

Community Land and Community Facilities

- 15.3.11 Community land and community facilities have been identified using the resources identified in paragraph 15.3.9.

Development Land and Planning Applications

- 15.3.12 Development land allocations were identified within the IMFLDP (The Highland Council 2015) which forms The Highland Council's Development Plan along with the HwLDP (The Highland Council 2012). The IMFLDP focuses on where development should and should not occur in the Inner Moray Firth Area in the future. Some of the larger areas of development land are discussed in further detail within the HwLDP.
- 15.3.13 Consultation with The Highland Council and The Moray Council was undertaken to identify consented planning applications submitted between June 2013 and June 2016.
- 15.3.14 Consented planning applications in the above three-year period were appropriately assessed, with the following application types being excluded:
- householder applications for improvements/extensions;
 - local commercial and business applications for minor improvement works and alterations;
 - change of use;
 - applications for advertisement consent;
 - enforcement actions; and
 - applications that have been withdrawn or refused.

Agricultural, Forestry and Sporting Land Interests

- 15.3.15 Agricultural business units were defined on the basis of their operation and in some instances may include areas of land under different ownership.
- 15.3.16 A field LCA survey along the route of the proposed Scheme was undertaken in April and May 2016 to verify and augment the MLURI. published LCA data. These surveys were conducted by SAC Consulting. The LCA classification and survey results can be found in Appendix A15.1 (Land Capability Assessment). Land is classified into seven main classes, some of which have subdivisions. Class 1 is the best quality land and Class 7 is the poorest quality land. Classes 1, 2 and 3.1 are known as prime quality land and Classes 3.2 to 7 are known as non-prime quality land.
- 15.3.17 Structured interviews were also held with the landowners and tenants of the potentially affected farms and holdings, and with forestry and sporting landowners and managers within the study area. Interviews were undertaken by Jacobs with the assistance of SAC Consulting, during March to June 2016. This allowed the following baseline information to be ascertained:
- extent of property holdings and form of land ownership;
 - land use, management and performance levels attained;

- labour and machinery resources;
- sporting activity and management;
- other business interests; and
- existing grants.

15.3.18 The questionnaire template used during the landowner interviews and forestry site visits can be found in Appendix A15.2 (Farm Business Survey) and Appendix A15.3 (Forestry Survey).

Consultations

15.3.19 Consultations were undertaken with a number of statutory and non-statutory consultees to inform the assessments.

15.3.20 This included ongoing consultation with The Highland Council and The Moray Council to identify consented planning applications submitted between June 2013 and June 2016. In addition, consultation has been undertaken with local community councils, the Forestry Commission, the National Farmers' Union of Scotland (NFUS) and Scottish Land and Estates. No response was received from the NFUS.

15.3.21 Further information on the consultation process is provided in Chapter 6 (Consultation and Scoping).

Impact Assessment

15.3.22 As indicated at paragraph 15.3.9, title searches have been undertaken to identify ownership and occupation of land. Searches have not been able to identify ownership and occupation in all cases and so land of unknown title cannot be assessed as either residential, commercial and industrial property; community land and community facilities; development land and planning applications; or agricultural forestry and sporting interests. As such, significance of impacts cannot be determined and land-take only is reported in the potential impacts section (Section 15.5: Potential Impacts – Construction and Operation).

Residential, Commercial and Industrial Property

15.3.23 The assessment of impacts of the proposed Scheme on residential, commercial and industrial property is focused on direct land-take, changes in access and impacts on likely future business viability. Whilst the assessment of impacts focusses on the above, indirect socio-economic impacts (Beneficial, Neutral or Adverse) may arise, particularly for people and businesses that utilise the A96. Indirect socio-economic impacts relate to a variety of factors and professional judgement is used to assess these.

Land-take

15.3.24 Land-take is defined as land acquired through the Compulsory Purchase Order (CPO) process to provide sufficient land to construct and operate the proposed Scheme, including essential mitigation. The land use assessment considers both permanent and temporary land-take, definitions of which are provided in the following paragraphs.

15.3.25 For the purpose of this assessment, permanent land-take is considered to be areas directly required for the long-term operation of the proposed Scheme and includes land required for environmental mitigation, such as landscape planting. Temporary land-take is considered to be areas temporarily required to construct but not operate the proposed Scheme. Servitude rights across some land would also be acquired and where this is the case, this land is also included within the land-take assessment.

15.3.26 The assessment of land-take 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 Table 15.4.

- 15.3.27 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 and these are discussed below.

Table 15.2: Sensitivity Criteria for Residential, Commercial and Industrial Property

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

- 15.3.28 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 severance as a result of land-take.

Table 15.3: Impact Magnitude Criteria for Residential, Commercial, Industrial Property

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

- 15.3.29 The overall impact significance was determined taking into account sensitivity and magnitude, in accordance with 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. Impacts are considered adverse, unless otherwise stated.

Table 15.4: Impact Significance Matrix for Residential, Commercial and Industrial Property

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

Vehicle Access

- 15.3.30 The impact on access for residential, commercial and industrial properties is focused on properties where as a result of the proposed Scheme the current access arrangements to/from the property are compromised.
- 15.3.31 The impacts are described with information on the expected increase in journey distance provided in relation to the direction of travel (east or west) for vehicle users. Any changes in journey distance have been calculated based on the assumption that either the existing A96 or the proposed Scheme would be the preferred route to be used to travel east or west. For the purposes of this assessment, any change in vehicle journey distance less than 0.5km would be given a Negligible significance, between 0.5km and 1km would be given a Slight significance, between 1km and 5km a Moderate significance and over 5km a Substantial significance. The impact significance was adapted from distances for pedestrians to distances for vehicles using DMRB Part 8 (Pedestrians and Others) guidance (Chapter 6) and determined using professional judgement.

Likely Future Commercial Business Viability

- 15.3.32 DMRB Part 6 (Land Use) guidance (Chapter 2) requires an assessment of the likely impacts of the proposed Scheme and the probable effect on the business's future viability.
- 15.3.33 A qualitative assessment of the probable effects on the viability of individual commercial businesses was undertaken post-mitigation (refer to Section 15.7: Residual Impacts) using the following criteria:
- Beneficial impact: the commercial business is likely to be able to continue trading and developing as planned and the proposed Scheme may make a beneficial contribution to future development of the commercial business.
 - Neutral impact: the commercial business is affected by the land-take or changes in access as a result of the requirements of the proposed Scheme. This may result in a reduction or restructuring of its activities, but this does not compromise the likely future viability of the business and the business is likely to be able to continue trading, albeit after some restructuring of its operations.
 - Adverse impact: the commercial business may have to reduce its activities to a point where it becomes commercially unviable, it is required to relocate, or it chooses to cease trading.
- 15.3.34 Qualitative assessment of likely future commercial business viability was informed by consultations with affected commercial businesses and was based on professional judgement, with any impacts assigned into one of the three categories above. It should be noted that this DMRB Stage 3 assessment does not provide more detailed analysis of the scale of impact on business viability.
- 15.3.35 In the event of the loss of any commercial land, the potential provision of financial compensation would be assessed by the District Valuer. Determination of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. In determining the impact of the proposed Scheme on likely future commercial business viability it is assumed, in accordance with DMRB Part 6 (Land Use) that all reasonable claims for compensation, as assessed by the District Valuer, would have been met.

Community Land and Community Facilities

- 15.3.36 The impacts on community land and community facilities are assessed as per the assessment for residential, commercial and industrial property.

Local Communities (Community Severance)

- 15.3.37 The impact on local communities is assessed in relation to community severance, which is defined in DMRB Part 8 (Pedestrians and Others) 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*'.
- 15.3.38 The construction of new roads, or even relatively minor changes to existing roads, can result in significant changes to travel patterns within a community. A road may act as a barrier deterring people from using certain community facilities or, conversely, a diversion of road traffic away from a busy road may make an existing road easier to cross, thereby reducing community severance. A reduction in traffic levels is referred to as severance relief as community facilities are more accessible to the community.

Existing Severance

- 15.3.39 Existing severance is considered to be the severance of communities from their facilities, as caused by the existing road network. Significance of impacts arising from relief of severance was assessed using the criteria shown in Table 15.5.

Table 15.5: Significance Criteria for Relief from Existing Severance

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

New Severance

- 15.3.40 New severance is severance of communities from community facilities resulting from the proposed Scheme.
- 15.3.41 In relation to new community severance the guidelines provided in DMRB Part 8 (Pedestrians and Others) refer specifically to ‘pedestrians and others’ and therefore do not apply to vehicle travellers. Furthermore, the guidance states at paragraph 6.1(c) that for new community severance *‘the guidelines apply specifically to pedestrians and that cyclists and equestrians are less susceptible to severance because they can travel more quickly than people on foot, although they may be deterred from making journeys which require them to negotiate additional roads and especially junctions’*.
- 15.3.42 The assessment of new community severance has taken this into account and in doing so the criteria detailed in Table 15.6 below have been adapted to reflect the expected impact on travel patterns for pedestrians, cyclists and also vehicle travellers, as these travellers may also be deterred from making journeys. Pedestrians within vulnerable groups, (such as the aged, disabled and children), are separately identified where they constitute a disproportionate number of users of a route or community facility.
- 15.3.43 DMRB Part 6 (Land Use) recommends user access surveys to help identify the value of community land and usage of community facilities (including that by vulnerable groups). In Scotland, the Land Reform (Scotland) Act 2003, Chapter 5, Section 13, states that *‘it is the duty of the local authority to assert, protect and keep open and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised’*. It is therefore considered that regardless of levels of use and types of user, all routes should be maintained and/or improved where practicable, and surveys to determine usage levels of community land and facilities are not required.
- 15.3.44 In assessing new community severance, information has been drawn from Chapter 16 (People and Communities: Effects on All Travellers) and Appendix A16.2 (Non-motorised User Baseline Conditions) to identify whether routes are used by vulnerable groups. Additionally, professional judgement has been used to identify where vulnerable groups, (such as the aged, disabled and children), constitute a disproportionate number of users of a community facility or community land, e.g. severance of a pedestrian route to a school or recreational land (disproportionately used by children) or access to a Doctors’ surgery or church (disproportionately used by the aged, disabled and children).
- 15.3.45 Journey distances for cyclists and vehicle travellers have been determined based on the journey distances for pedestrians, taking into account the average journey speeds referenced in paragraph 3.2 of DMRB Part 8 (Pedestrians and Others). An average journey speed of 3km/h is referenced for pedestrians (vulnerable groups), 5km/h for pedestrians (non-vulnerable groups) and 20km/h for cyclists. For vehicle travellers, an average journey speed of 60km/h has been assumed.

Table 15.6: Significance Criteria for New Severance

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

15.3.46 Local roads have been assumed to be used by both vehicle travellers and cyclists (in addition to local and core paths and regional and national cycle routes) to access community facilities, with pedestrian users using local and core paths and rights of way.

Development Land and Planning Applications

15.3.47 Since DMRB Part 6 (Land Use) does not provide specific detailed guidance on how the impact of the proposed Scheme on development land should be assessed, the assessment was based upon the professional judgement of suitably qualified and experienced specialists.

15.3.48 The assessment did not use a standard significance criteria (e.g. Moderate significance), but instead, with the use of professional judgement, qualitatively considered whether the ability of the development land to support the proposed use would be impacted by the proposed Scheme. This took into consideration land-take, access and potential impacts on amenity (e.g. noise and visual impacts). This approach was followed because the uncertain nature of future development (e.g. whether developments would be implemented and the exact layout of these sites) made it difficult to determine the magnitude of impacts and therefore a significance level.

15.3.49 Development land allocations not already subject to extant planning applications are assessed and reported as development land. Where development land allocations are subject to an extant planning application, the impacts of the proposed Scheme are assessed and reported as planning applications. Where planning application boundaries overlap, the impacts are assessed and reported for the most recent planning application only.

15.3.50 The assessment of impacts on development land allocations and planning applications was undertaken using the following criteria:

- **Beneficial:** the land would still be available for the proposed use and the development of the proposed Scheme would improve the viability of the site for the proposed development (generally through improved access, e.g. by alleviating infrastructure constraints). Impacts on the amenity of the site would not interfere with its proposed use or the impact on the amenity would be beneficial because the proposed Scheme would improve the site's appropriateness for its proposed use.
- **Neutral:** the land would still be available for the proposed use and there would be no discernible impact on the viability of the site for the proposed development. There would be no impact on the amenity of the site that would interfere with its proposed use.

- Adverse: all or part of the site would no longer be available for the proposed use and the proposed Scheme would reduce the viability of the development taking place or would impact the amenity of the site in such a way as to interfere with its proposed use.
- Mixed: the assessment of potential impacts includes some Adverse and some Beneficial factors.

15.3.51 The cumulative impacts of major developments that are likely to be constructed during similar timeframes as the proposed Scheme are reported in Chapter 19 (Assessment of Cumulative Effects).

Agricultural, Forestry and Sporting Land Interests

15.3.52 The proposed Scheme could impact on the scope and scale of agricultural and forestry-based land management activities and the productive and sporting capacity of the land and water within the study area. The possible effects could include:

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

15.3.53 The assessment of impacts on agricultural, forestry and sporting land interests focused on land that would be subject to direct land-take, severance or changes in access as a result of the proposed Scheme. This assessment was undertaken by determining the sensitivity and magnitude according to the criteria in Table 15.7 and Table 15.8. The impact significance was determined using professional judgement and in accordance with Table 15.9.

Sensitivity

15.3.54 Professional judgement was used to consider the range of sensitivity characteristics found during the baseline data collection process for each agricultural, forestry and sporting land interest, and a sensitivity rating was assigned accordingly. Table 15.7 provides an indication of the characteristics used to inform the assignment of sensitivity for land interests.

Table 15.7: Criteria for Sensitivity of Agricultural, Forestry and Sporting Land Interests

Sensitivity	Characteristics
High	<ul style="list-style-type: none"> • Small farm size (<50ha) • Presence of prime quality land (Classes 1, 2 and 3.1) • Conventionally farmed intensive arable cropping or intensive livestock systems (e.g. dairying) • Land of any farm type farmed according to organic or biodynamic standards • High-value commercial sporting activity (e.g. salmon fishing) • Trees of high quality (good examples of tree species, trees which are rare or unusual, trees which are formal or semi-formal arboriculture species, trees of particular visual importance as arboricultural and/or landscape features, trees with significant conservation, historical or commemorative value e.g. veteran trees) with an estimated remaining life expectancy of at least 40 years if undisturbed.
Medium	<ul style="list-style-type: none"> • Medium farm size (50ha to 150ha) • Presence of land of moderate quality (Classes 3.2 and 4) • Conventionally farmed mixed cropping and livestock systems of moderate intensity and/or diversified land use (e.g. equestrian)

Sensitivity	Characteristics
	<ul style="list-style-type: none"> Moderate value commercial sporting activity (e.g. pheasant shooting) Trees of moderate quality (trees that would be of high quality but have impaired condition, trees unsuitable for retention beyond 40 years, trees lacking special arboricultural quality, groups of trees that as a collective have landscape qualities, trees with material conservation or other cultural value) with an estimated remaining life expectancy of at least 20 years if undisturbed
Low	<ul style="list-style-type: none"> Large farm size (>150ha) Presence of land of low quality (Classes 5, 6 and 7) Conventionally farmed extensive livestock systems or agricultural land in non-agricultural use Low-value sporting activity (e.g. rough shooting) Trees of low quality (unremarkable trees of limited arboricultural merit, trees with low or only transient landscape benefits, trees of no material conservation or other cultural value) with an estimated remaining life expectancy of at least 10 years if undisturbed Trees in such condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years

Impact Magnitude

15.3.55 As indicated in Table 15.8, the magnitude of impacts was determined based on a range of characteristics and took into account factors such as land-take, severance and access. Severance impacts refer to situations where:

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

15.3.56 Land-take was calculated based on the area affected by the anticipated land required for the proposed Scheme, together with any areas of severed land parcels that would be rendered redundant for current use. Any surplus land acquired may be offered back to former owners or their successors in accordance with the Crichton Down Rules (Scottish Government 2011).

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

Table 15.8: Criteria for Magnitude of Impacts on Agricultural, Forestry and Sporting Land Interests

Magnitude	Impact Description
High	<ul style="list-style-type: none"> Loss of >10% of the land holding High degree of field fragmentation and severance with limited opportunity to amalgamate severed areas and restructure field boundaries into more manageable field sizes and shapes Access to agricultural, forestry and sporting land restricted High degree of disruption to cultivation patterns and with high risk of change in land use Disruption to driven shooting and/or high-value fishing (e.g. salmon) Noticeable change to the woodland over a wide area or an intensive change over a limited area High windthrow risk
Medium	<ul style="list-style-type: none"> Loss of between 5% and 10% of the land holding Moderate degree of field fragmentation and severance with some opportunity to amalgamate severed areas and restructure field boundaries into more manageable field sizes and shapes Access to agricultural, forestry and sporting land compromised Moderate degree of disruption to cultivation patterns with moderate risk of change in land use Disruption to walked-up shooting and/or medium-value fishing (e.g. trout) Small changes to the woodland over a wide area or a noticeable change over a limited area Medium windthrow risk
Low	<ul style="list-style-type: none"> Loss of <5% of the land holding Low degree of field fragmentation and severance with considerable opportunity to amalgamate severed areas and restructure field boundaries into more manageable land areas and field shapes Minimal change in access to agricultural, forestry and sporting land

Magnitude	Impact Description
	<ul style="list-style-type: none"> Minimal degree of disruption to cultivation patterns and low risk of change in land use Disruption to rough shooting and/or low-value fishing (e.g. no permit charged) Very minor changes to the woodland over a wide area or minor changes over a limited area Low windthrow risk
Negligible	<ul style="list-style-type: none"> Negligible change to all of the above factors

Impact Significance

15.3.58 The overall impact significance was determined taking into account the sensitivity and magnitude, as set out in Table 15.9. It should be noted that as this assessment included a wide range of considerations, the final significance category was adjusted in some instances using professional judgement. Where such an adjustment was made, an explanation is provided in the assessment.

Table 15.9: Determination of Impact Significance on Agricultural, Forestry and Sporting Land Interests

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

Likely Future Farm Business Viability

15.3.59 DMRB Part 6 (Land Use) requires an assessment of the likely future viability of individual farms and for the purposes of this assessment, this includes agricultural, forestry and sporting interests affected by the proposed Scheme.

15.3.60 The impacts on likely future farm viability, particularly relating to land-take and severance issues, were considered for agricultural, forestry and sporting land interests. 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 it could continue to operate as a farming, forestry or sporting unit.

15.3.61 A qualitative assessment of impacts on the likely future viability of individual farm businesses was undertaken post-mitigation (Section 15.7: Residual Impacts) using the following criteria:

- Beneficial Impact - the farm business is likely to be able to continue trading and developing as planned and the proposed Scheme may make a beneficial contribution to the future development of the business.
- Neutral Impact - the farm 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 farm business and it is likely to be able to continue trading, albeit after some restructuring of its operations.
- Adverse Impact - the farm business may have to reduce its activities to a point where it becomes commercially unviable, it is required to relocate, or it chooses to cease trading.

15.3.62 Qualitative assessment of likely future farm business viability was informed by consultations with affected agricultural, forestry and sporting businesses and was based on professional judgement, with any impacts on farm business viability assigned into one of the three categories above. It should be noted that this DMRB Stage 3 assessment does not provide more detailed analysis of the scale of impact on future farm business viability.

15.3.63 It was assumed that compensation as agreed with the District Valuer would be available for land required as part of the proposed Scheme, severance, injurious affection and disturbance. However, the determination of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. In determining the impact of the proposed Scheme on likely

future farm business viability it is assumed that, in accordance with DMRB Part 6 (Land Use) that all reasonable claims for compensation as assessed by the District Valuer would have been met.

Mitigation

- 15.3.64 Potential mitigation measures have been considered during this assessment and take into account best practice, legislation, guidance and professional experience.
- 15.3.65 As described in Chapter 1 (Introduction) and Chapter 5 (Overview of Assessment) the mitigation commitments and monitoring frameworks identified in the Strategic Environmental Assessments (SEAs) for the Strategic Transport Projects Review (STPR) (Jacobs, Faber Maunsell, Grant Thornton and Tribal Consulting 2008 and 2009) and for the A96 Dualling Programme (CH2M 2015 and 2016) have also been taken into consideration in relation to the mitigation proposals.
- 15.3.66 The mitigation commitments relevant to community and private assets detailed within the STPR SEA include consideration of the impacts on:
- temporary or permanent disruption to walking, cycling, equestrian facilities or long distance routes, regional routes and local routes;
 - peoples ability to use outdoor access resources; and
 - fragmentation of agricultural resources.
- 15.3.67 The mitigation commitments relevant to community and private assets detailed within the A96 Dualling SEA include:
- road design to accommodate crossings with local and national paths and cycleways with minimal disruption to their alignments;
 - paths and cycleways to be kept open wherever possible using temporary diversions during construction stages of the project;
 - future road alignments to minimise need for property demolition and land-take;
 - route choice to take account of proximity of operational road traffic effects on receptors in populated areas to reduce potential noise and other adverse amenity effects (including community severance);
 - areas of prime agricultural land and high carbon content soils to be avoided in route alignment development as far as is possible and minimise fragmentation of fields and farm units;
 - review of farm accommodation works in more detail when specific alignments can be considered to minimise severance and fragmentation of farm units; and
 - provision of agricultural accommodation works such as vehicle underpasses.
- 15.3.68 The specific mitigation measures in relation to the proposed Scheme are discussed further in Section 15.6 (Mitigation).

Limitations to Assessment

- 15.3.69 Land-take estimates are based on the areas shown on the Draft Compulsory Purchase Orders (CPO) which include the proposed Scheme design elements, the extent of earthworks and the mitigation measures proposed in this ES. The locations of temporary construction compounds would depend on the appointed contractor, taking into account constraints identified by this ES. Whilst the appointed contractor may locate these within the Draft CPO, it is possible that they would seek planning consent for temporary use of land beyond this boundary. This would be subject to separate approvals that would be assessed at the appropriate time.
- 15.3.70 When assessing amenity impacts on development land, particular reference has been made to Chapter 8 (Noise and Vibration) and Chapter 10 (Visual) of this ES. In assessing the impact of the proposed Scheme on the development capacity and the amenity of the development site, no allowance has been made for any additional impacts that may arise as a result of the provision of

mitigation measures that may be required to mitigate the proximity impacts of the proposed Scheme to the development when it is built.

- 15.3.71 The approach adopted for assessing potential impacts on agricultural, forestry and sporting land interests has involved undertaking interviews and site surveys for the affected land interests. In some instances land interests have provided limited baseline information for the assessment and a desk-based assessment had to be undertaken based on the information available.
- 15.3.72 Where land-take is from land of unknown title, the total amount of land-take is reported for this land type. As land cannot be allocated to a receptor type it is not possible to assign sensitivity or determine magnitude of impact. Consequently, significance of impact cannot be assessed.

15.4 Baseline Description and Evaluation

Local Communities

- 15.4.1 The main communities within and in close proximity to the study area are Inverness, Smithton, Culloden, Balloch, Nairn and Auldearn. Other smaller settlements include, but are not limited to, Milton of Culloden, Tornagrain, Mid Coul, Milton of Gollanfield, Lochside and Balnaspirach (refer to Figure 15.1).
- 15.4.2 Smithton is located approximately 7.5km from the centre of Inverness, a 10 to 15 minute drive. The settlement is approximately 1.1km south of the western extent of the proposed Scheme, to the south of the existing A96.
- 15.4.3 Culloden is located approximately 8.0km from the centre of Inverness, a 15 to 20 minute drive. The settlement is approximately 1.1km south of the western extent of the proposed Scheme, to the south of the existing A96.
- 15.4.4 Balloch is located approximately 10.5km from the centre of Inverness, a 20 to 25 minute drive. The settlement is approximately 1km and 0.9km south of the existing A96 and the proposed Scheme respectively.
- 15.4.5 Nairn is located approximately 26.9km from the centre of Inverness, a 30 minute drive. The settlement is approximately 2km north of the eastern extent of the proposed Scheme, and the existing A96 runs through its centre.
- 15.4.6 Auldearn is located approximately 4.0km from the centre of Nairn, a 10 minute drive. The settlement is approximately 0.5km south of the eastern extent of the proposed Scheme, to the south of the existing A96.

Local Community and Wider Area Population and Demographics

- 15.4.7 According to the 2011 Census (The Highland Council 2011), the population of the local council area of Highland is 232,132, approximately 4.4% of the population of Scotland. Closer to the proposed Scheme, the city of Inverness has a population of 62,470, while the towns of Smithton and Culloden, Balloch, Nairn, and Auldearn have populations of approximately 6,519, 1,544, 10,474 and 1,245 respectively.
- 15.4.8 A population profile is provided in Table 15.10. This shows the demographic profile of the main settlements in the study area in relation to the region and Scotland as a whole.

Table 15.10: Population Profile

Area \ Age	0 to15	16 to 29	30 to 44	45 to 59	60 to 74	75+	Total
Smithton and Culloden	1,209	1,239	1,498	1,461	808	305	6,519
	18.5%	19.0%	23.0%	22.4%	12.4%	4.7%	-
Balloch	257	172	214	436	331	135	1,544

Area \ Age	0 to 15	16 to 29	30 to 44	45 to 59	60 to 74	75+	Total
	16.7%	11.1%	13.9%	28.2%	21.4%	8.7%	-
Nairn	1,867	1,412	1,847	2,288	1,930	1,130	10,474
	17.8%	13.5%	17.6%	21.9%	18.4%	10.8%	-
Auldearn	246	159	255	288	214	83	1,245
	19.7%	12.8%	20.5%	23.1%	17.2%	6.7%	-
Inverness	11,416	11,303	13,541	12,962	8,668	4,580	62,470
	18.3%	18.1%	21.7%	20.7%	13.9%	7.3%	-
Highlands	41,398	34,805	43,325	52,600	40,827	19,177	232,132
	17.8%	15.0%	18.7%	22.7%	17.6%	8.3%	-
Scotland	916,331	978,120	1,056,449	1,117,647	818,314	408,542	5,295,403
	17.3%	18.5%	19.9%	21.1%	15.5%	7.7%	-

Source: The Highland Council Census 2011

Employment

- 15.4.9 The Job Seeker Allowance claimant count, which represents the number of people claiming unemployment-related benefits in an area, gives an idea of the health of the local and regional economy. In this case, Highland is at a rate of 2.6% (4,100), contrasting with a national rate of 3.2% (132,450).
- 15.4.10 The local council area of Highland has a lower median income than Scotland as a whole, which can be seen in Table 15.11 showing the average weekly earnings. The difference between workplace-based and residence-based earnings suggests that most jobs within the region pay less than jobs outside of the region.

Table 15.11: Average Weekly Earnings within the Study Area (2012)

	Highland	Scotland
Weekly Earnings (residence-based)	£472.40	£493.16
Weekly Earnings (workplace-based)	£460.40	£464.06

Source: Scottish Neighbourhood Statistics 2016.

- 15.4.11 Data on occupational status is only available at the local council level as presented in Table 15.12. This data can be interpreted to give an indication of important industries in the Highland area.
- 15.4.12 The largest differences between Highland and Scotland as a whole are in the sectors of Finance and Insurance and Accommodation and Food Services. Finance and Insurance support a greater proportion of employment in Scotland, whereas Accommodation and Food support a greater proportion of employment in Highland.

Table 15.12: Employment Profile (2009)

Employment Sector	Highland		Scotland	
	Population	% of Total Population	Population	% of Total Population
Total Employees	107,100	-	2,456,700	-
Agriculture, Forestry and Fishing	1,700	2%	10,700	>1%
Mining, Quarrying and Utilities	2,400	2%	61,500	3%
Manufacturing	6,800	6%	192,600	8%
Construction	7,000	7%	145,800	6%
Motor Trades	2,600	2%	43,900	2%
Wholesale	2,800	3%	78,300	3%
Retail	11,800	11%	252,100	10%
Transport and Storage (incl. Postal)	5,500	5%	106,700	4%
Accommodation and Food Services	12,400	12%	183,400	7%

Employment Sector	Highland		Scotland	
	Population	% of Total Population	Population	% of Total Population
Information and Communication	2,200	2%	59,800	2%
Finance and Insurance	1,200	1%	94,800	4%
Property	1,200	1%	31,800	1%
Professional, Scientific and Technical	5,300	5%	164,900	7%
Business Administration and Support Services	6,100	6%	183,600	7%
Education	9,000	8%	196,400	8%
Health	18,400	17%	389,400	16%
Public Administration and Defence	6,200	6%	153,000	6%
Other Services	4,500	4%	108,000	4%

Source: Scottish Neighbourhood Statistics 2016.

Tourism and Recreation

- 15.4.13 Within the wider region, tourism is of growing importance. The existing A96 provides access between Inverness and Nairn, and further afield to locations such as Aberdeen, and is a conduit for travellers looking to visit different regions of Scotland. Inverness attracts visitors for retail, tourism and sport.
- 15.4.14 Tourist attractions have been identified through a review of the Visit Scotland website (Visit Scotland 2016). Some historical tourist attractions listed under Inverness as a destination include Inverness Museum and Art Gallery, Clava Cairns, The Highlanders' Museum, Culloden Battlefield and Visitor Centre, and Fort George. One of the main local tourist attractions is Loch Ness, and businesses in Inverness offer a variety of tours and activities on and around the iconic loch. Nairn is also identified as a tourist destination and is described as *'an attractive seaside town, which offers visitors scenic walks along sandy beaches and a chance to play golf on two championship golf courses'*. Historical tourist attractions include Hugh Miller's Birthplace Cottage and Museum, Nairn Museum, Dallas Dhu Historic Distillery, Groam House Museum, Cawdor Castle, and Falconer Museum. The HwLDP (The Highland Council 2012) mentions the tourism sector in Highland, which aims to continue to grow the sustainable and vibrant tourism by offering a *'warm Highland welcome'* by businesses, agencies and the general public spread across the region.
- 15.4.15 Following a review of the Visit Scotland (Nairn and Inverness) website (Visit Scotland 2016) there is only one identified tourist attraction within the study area, Wester Hardmuir Fruit Farm. Although not referenced by Visit Scotland, the study area includes the National Trust for Scotland viewpoint towards Garlic Hill, which has an interpretation board in reference to the Battle of Auldearn. Further information is provided in Chapter 14 (Cultural Heritage).
- 15.4.16 Some properties within the study area are advertised as guesthouses, bed and breakfasts, and campsites, providing a diverse range of accommodation options to tourists.

Residential, Commercial and Industrial Property

Residential Areas

- 15.4.17 The majority of residential properties in the study area are located in the settlements of Inverness, Smithton, Culloden, Balloch, Nairn and Auldearn. In addition, located along the length of the proposed Scheme are smaller settlements including Milton of Culloden, Tornagrain, Mid Coul, Milton of Gollanfield, Lochside and Balnaspirach.

Commercial and Industrial Property

- 15.4.18 There are a large number of commercial and industrial properties within the study area, which are summarised and grouped in Appendix A15.4 (Commercial and Industrial Properties).
- 15.4.19 The number and percentage of different types of businesses in Highland and Scotland are shown in Table 15.13. The data shows that, compared with Scotland as a whole, Highland has a larger

rate of primary industry businesses, likely to be farms, and a lower rate in the professional, scientific and technical sector.

Table 15.13: Business Profile (2014)

Business Sector	Highland		Scotland	
	Population	% of Total Population	Population	% of Total Population
Total business sites	12,565	-	197,930	-
Primary Industries	2,390	19%	19,580	10%
Manufacturing	590	5%	9,405	5%
Construction	1,475	12%	19,120	10%
Wholesale, Retail and Repairs	2,020	16%	36,365	18%
Accommodation and Food Services	1,225	10%	15,895	8%
Transport, Storage, Information and Communication	750	6%	15,760	8%
Financial, Insurance and Real Estate Activities	445	3%	9,695	5%
Professional, Scientific and Technical Activities	1,470	12%	31,975	16%
Administrative and Support Service Activities	715	6%	12,825	6%
Education, Human Health and Social Work Activities	695	5%	12,115	6%
Arts, Entertainment, Recreation and Other Services	785	6%	15,195	8%

Source: Scottish Neighbourhood Statistics 2016.

Transport Infrastructure

- 15.4.20 Traveline Scotland (2016) show that Smithton, Culloden and Balloch have Stagecoach Highlands bus services that run to Inverness town centre frequently (every 15 to 20 minutes during peak times on a week day from 06:10 to 23:58). Stagecoach Bluebird offers regular bus services (every 20 minutes during peak times on a week day from 06:25 to 23:25) from Inverness to Nairn along the existing A96. From Nairn it is possible to travel to Auldearn and smaller settlements using further Stagecoach Bluebird services.
- 15.4.21 Inverness and Nairn have train stations which offer frequent services (12 per week day) between Inverness and Nairn and onto Aberdeen.
- 15.4.22 Public transport access is covered in more detail in Chapter 16 (People and Communities: Effects on All Travellers).

Community Land

- 15.4.23 The Highland Council's Audit of Greenspace (The Highland Council 2010) for Inverness and Nairn shows that there are a number of areas where land is identified as open space, mainly as natural/semi-natural or amenity greenspaces. These areas are mainly included in land which, due to its primary land use, would be considered for the purposes of this assessment within either the commercial/industrial, development land or agricultural and forestry assessment (refer to paragraph 15.3.6).
- 15.4.24 Community land within the study area includes land which provides an established public recreational resource, such as public parks and gardens; play spaces; residential, business and transport amenity areas; school grounds; green access routes; allotments; golf courses; and playing fields. There are also informal areas of community land, such as woodlands, that permit public access. The main areas of community land are shown on Figure 15.1 and are detailed below:
- Seafield and Milton shoreline;
 - Culloden Playing Fields;
 - War Memorial (Tornagrain);

- Loch Flemington;
- Delnies Community Woodland;
- River Nairn;
- Dunbar Recreation Ground; and
- Auldearn Community Trust Football Pitch.

15.4.25 The impacts of the proposed Scheme on woodlands that permit public access are reported under the forestry land section because forestry is considered to be the primary land use. Chapter 16 (People and Communities: Effects on All Travellers) has assessed how the proposed Scheme would affect paths used to access these outdoor areas.

15.4.26 Stretches of the River Nairn are used for recreational angling. The Nairn Angling Association holds 12.9km of fishing, including the stretch that falls within the study area. This area is between Firhall and Howford and is known as the Town Beat.

Community Facilities

15.4.27 Community facilities within the study area include primary schools, newsagents, places of worship, community centres, leisure facilities and sports complexes. A list of community facilities is provided in Table 15.14 and shown on Figure 15.1. Figure 15.2 shows school catchment areas that fall within the study area. Duncan Forbes Primary School, Balloch Primary School, Culloden Academy and Auldearn Primary School all have facilities (school buildings or playing fields) that fall within the study area.

Table 15.14: Community Facilities

Type of Community Facility	Community Facility Name
Educational Facility	Duncan Forbes Primary School, Balloch Primary School and Auldearn Primary School
Health Centre	Culloden Medical Practice
Leisure Facility	Culloden Library
Post Office	Culloden Post Office and Auldearn Post Office
Emergency Service	Culloden Police Station
Church	Culloden Baptist Church and Auldearn Baptist Church
	Petty Church
Cemetery	Breachlich Cemetery
	Petty Cemetery and Auldearn Cemetery

15.4.28 There are also a number of community facilities in Smithton, Balloch and Nairn, but these are outside of the study area for the proposed Scheme.

Development Land

15.4.29 There are 16 development land allocations and 50 planning applications located within the study area. All relevant planning applications relate to The Highland Council. The majority of the area designated for development is allocated for mixed use and includes the following larger development sites:

- LA04: mixed use at Stratton for residential units, retail business, community and leisure
- LA12: Inverness Airport Business Park
- LA13: mixed use at Tornagrain for a new town with the potential to deliver new homes, shops, schools and community facilities

15.4.30 All of the above larger development land sites have planning permission granted in principle with planning permission approved and construction now commenced at Tornagrain Phase 1 (LA13).

- 15.4.31 A summary of development land is provided in Appendix A15.5 (Development Land Assessment) along with the development land reference (e.g. LA01 or PA01), which has been developed for the purpose of this assessment. Where planning applications are located within areas of development land this is highlighted. The location of development land allocations and planning applications in relation to the proposed Scheme are shown on Figure 15.3 and Figure 15.4.

Agricultural, Forestry and Sporting Land Interests

- 15.4.32 The predominant land use in the study area is agriculture, with parcels of forestry and woodland. The land supports intensive arable-based agricultural systems in the west of the study area, with livestock (cattle and sheep) as important enterprises in the east of the study area.
- 15.4.33 SPP states that development on prime quality agricultural land or land of lesser quality that is locally important should not be permitted except where it is essential, for example for essential infrastructure. Prime agricultural land can be found within the study area shown on Figure 15.5 and Figure 15.6. The Scottish Soil Framework (The Scottish Government 2009) promotes the sustainable management and protection of soils for a range of functions which include food production, biodiversity, regulating water flow and quality.

Land Use and Land Capability

- 15.4.34 The predominant land class in the study area is Class 3.2 (land capable of average production but high yields of cereals and grass are often obtained). There are also large areas of prime agricultural land, including both LCA Class 2 and Class 3.1 land, mainly found within the south and west of the study area, with some located to the east of Tornagrain and to the south of Nairn. Class 2 land is very flexible and a wide range of crops can be grown, whilst Class 3.1 land is capable of producing high yields of a narrow range of crops and/or moderate yields.
- 15.4.35 Figure 15.5 shows the distribution of the LCA classes from the MLURI Land Capability for Agriculture data (The James Hutton Institute 2013) for the proposed Scheme. An LCA field survey was undertaken to verify MLURI data, which is shown on Figure 15.6. A full description of the land capability descriptors and the LCA field survey results can be found in Appendix A15.1 (Land Capability Assessment).

Agriculture

- 15.4.36 The range of agricultural activity in the study area is typical of farming types and practices in the Highland region: mixed farming, principally arable, with grass and fodder crops supporting sheep and beef systems. Arable crops are predominantly cereals (mainly winter wheat and spring malting barley) and seed potatoes, with some field vegetable crops on productive land. Grass is also an important crop both in supporting livestock systems and as a feedstock for local anaerobic digestion facilities.
- 15.4.37 Collectively, the 31 agricultural land interests in the study area farm in excess of 4,500ha. Some of the land is owner-occupied. However, a large proportion is rented on both a seasonal and limited duration tenancy basis. Some land is seasonally let out to other farmers for sheep and cattle grazing, growing anaerobic digestion feed or for growing potatoes and carrots.
- 15.4.38 The land is farmed both conventionally and organically, and in many instances the land supports diversified business interests, such as agricultural contracting, horse livery and recreational activities. Land at Auldearn is also used to host the Nairn Show.

Forestry

- 15.4.39 There are large areas of woodland within the study area, mainly comprising mixed conifer plantation. Collectively, the 12 forestry land interests in the study area occupy in excess of 230ha.
- 15.4.40 Small parcels of woodland can also be found on some agricultural land interests, including Lochdhu Farm, Crook Farm and Moray Estate.

Sporting Interests

- 15.4.41 The land in the study area supports some sporting activity. This is mainly rough shooting for pigeons, rabbits, roe deer and pheasants.
- 15.4.42 The River Nairn falls within the study area and offers fishing for salmon, sea trout and trout. The Nairn Angling Association manages permits, with the Nairn District Salmon Fisheries Board protecting, enhancing and conserving salmon and sea trout on the River Nairn. The fishing season on the River Nairn is from the beginning of March through to October.

Sensitivity

- 15.4.43 The baseline data collected during the farm business and forestry surveys were used to give an individual sensitivity assessment for each land interest affected by the proposed Scheme (refer to Figure 15.6 for land interests). The sensitivity assessment for each land interest can be found in Appendix A15.6 (Agriculture, Forestry and Sporting Land Sensitivity Assessment).
- 15.4.44 There are 31 land interests that have agricultural activity. Four have been categorised with a high sensitivity, 22 with a medium sensitivity and five with a low sensitivity. For the 12 forestry land interests, 11 have been categorised with a high sensitivity and one with a medium sensitivity.
- 15.4.45 There are several land interests that are currently used for agricultural land but also contribute to another form of activity, for example Wester Hardmuir Fruit Farm. Where the impact has been greater on the non-agricultural activity, it has been scoped out of the agricultural assessment. The land-take lost by these land interests to the proposed Scheme has been included within the assessment of non-agricultural assets covered elsewhere in this chapter.

15.5 Potential Impacts: Construction and Operation

Introduction

- 15.5.1 Potential impacts on community and private assets have been identified and are discussed below. Impacts are assessed in the absence of mitigation, with residual impacts taking account of the mitigation identified in Section 15.7 (Residual Impacts). Where a significance criteria is used, impacts assessed as Moderate or above are considered significant. All potential impacts are adverse unless otherwise stated.
- 15.5.2 For all impacts relating to access by NMUs, reference should also be made to Chapter 16 (People and Communities: Effects on All Travellers).

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

- 15.5.3 The proposed Scheme requires total land-take of 408.84ha of which 2.31ha would be subject to servitude rights.
- 15.5.4 Of the above land-take arising from the proposed Scheme, the identification of the title of 18.98ha of land has not been possible and only land-take values in relation to this land are reported. It should be noted that servitude rights would be exercised over 0.16ha of this land of unknown title.
- 15.5.5 The loss of land reported is based on the Draft Compulsory Purchase Order (CPO) which is contained within the Draft Orders to the nearest metre squared. Land-take areas reported are presented in hectares and rounded to two decimal places (rounded to the nearest 100m²). Reported land-take areas in hectares may differ slightly from that reported in the Draft CPO as a consequence of this rounding. Furthermore, in some cases where multiple land interests are affected there may be minor differences between the sum of the land-take values reported overall when compared to the sum of the individually reported land-take values. This is also due to the effect of rounding to two decimal places.
- 15.5.6 The impact and significance of land-take is considered in the context of each land use type where this can be identified and is reported in the relevant sections below.

Residential Property

Land-take

- 15.5.7 There are two residential properties affected by land-take (1.34ha) as a result of the proposed Scheme as shown in Table 15.15.

Table 15.15: Land-take for Residential Land and Property (ha)

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		Area lost (ha)	Area lost (%)			
6 Milton of Culloden	Entire plot subject to acquisition. Partial loss of field, demolition of field shelter and loss of garden as a result of the proposed dual carriageway.	0.86	100	Medium	High	Substantial
Innesfree	Partial loss of field from proposed dual carriageway.	0.48	23	Medium	Medium	Moderate

- 15.5.8 Table 15.15 shows that there are two residential properties that have been identified with potential significant impacts: 6 Milton of Culloden and Innesfree.
- 15.5.9 The property at 6 Milton of Culloden is a residential property and agricultural smallholding extending to approximately 1ha. Land has been rented out for grazing by horses but is currently grazed by cows and calves. The agricultural land forming the smallholding would be lost as a result of the proposed Scheme, including the demolition of a field shelter. In addition, the proposed Scheme would be closer to the residential property than the existing A96 and therefore it is likely that residents would experience impacts on their amenity. The significance of impact is assessed as Moderate/Substantial.
- 15.5.10 Innesfree is a residential property and agricultural smallholding of approximately 2ha. This land is used for sheep grazing and silage. Although some agricultural land would be lost to the proposed Scheme, it is expected that the remaining land would remain suitable for agricultural use. The residential property at Innesfree is expected to experience impacts on its amenity. The significance of impact is assessed as Moderate.

Vehicle Access

- 15.5.11 During construction, there would be temporary disturbance of access to/from properties adjacent to the proposed Scheme. During operation, 11 residential areas would experience a change in access/journey distance as a result of the proposed Scheme.
- 15.5.12 Residents at Seafield, located north of the Inverness Retail and Business Park, would have their direct access to/from the existing A96 stopped up. This would result in a change in access arrangements for travel into Inverness. Residents would be required to travel approximately an additional 1.6km via the proposed Smithton Junction, a Moderate significance of impact. If residents were to travel east towards Nairn, no change in journey distance would be expected.
- 15.5.13 Ashton Farm Cottages, located to the south of the proposed Scheme, would have their direct access to/from the existing A96 stopped up. This would result in a change in their access arrangements. The Ashton Farm Access Road would be constructed and connect to the proposed Smithton Junction, resulting in approximately an additional 1.1km in journey distance for residents travelling to Inverness. For residents travelling east towards Nairn, the increase in journey distance is expected to be less than 0.1km. Residents would experience a Moderate significance of impact for journeys to the west and a Negligible significance of impact for journeys to the east.
- 15.5.14 Properties at Milton of Culloden Smallholdings can be accessed by the existing A96 via Milton Road (U1136). The proposed Scheme would stop up access to the existing A96, resulting in additional journey distance for residents. Residents travelling west towards Inverness would be required to travel approximately an additional 1km via Barn Church Road (C1032) to connect to the

proposed Smithton Junction. Residents travelling east towards Nairn would join via the proposed Smithton Junction, resulting in approximately an additional 3.2km in journey distance. Residents would experience a Moderate significance of impact for journeys both east and west.

- 15.5.15 Properties at Balmachree, located approximately 0.2km north-east of Balloch, would have their direct access to/from the existing A96 stopped up. This would result in a change in access arrangements. Access would be reinstated via the Balmachree Access Road which connects to the proposed Balloch Junction. Residents travelling east towards Nairn would be required to travel approximately an additional 0.9km, a Slight significance of impact. No change in journey distance is expected for residents travelling west towards Inverness.
- 15.5.16 Milton of Gollanfield can be accessed directly from the existing A96 via the Milton of Breachlich Road (U1025). The proposed Scheme would stop up access to the existing A96 from this road, restricting users to using the B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor - Croy – Gollanfield – Fort George Road to then access this road. This results in additional journey distance for residents. Those travelling east towards Nairn would experience an increase in journey distance of approximately 0.2km via the proposed Brackley Junction, a Negligible significance of impact. Residents travelling west towards Inverness would be required to use the proposed Brackley Junction, resulting in approximately an additional 2.4km in journey distance, a Moderate significance of impact.
- 15.5.17 Residents of properties at Lochside, Brackadale and Easter Glackton would experience additional journey distance for travel east towards Nairn. Due to the demolition of the existing rail bridge (PS08 Existing A96 550 Gollanfield Rail Underbridge), this section of the existing A96 would be stopped up. To access Nairn, residents would travel via the proposed Scheme, joining at the Brackley Junction, resulting in approximately an additional 2.9km, a Moderate significance of impact. For residents travelling west towards Inverness, no change in journey distance would be expected.
- 15.5.18 Residents at Cockhill, Cranford and Sianimora would lose direct access to the existing A96 and, as a result, would undergo a change in journey distance via the proposed Nairn West Junction. Residents travelling towards Nairn would cover approximately an additional 0.5km. Residents travelling west towards Inverness via the proposed Scheme would cover approximately an additional 0.7km. This is assessed as a Slight significance of impact for both journeys.
- 15.5.19 Old Smithy, Marden House and other neighbouring properties are accessed via the Delnies – Kildrummie – Howford Road (C1163). As a result of the proposed Scheme, residents would experience a short change in journey distance of less than 0.1km to access the existing A96, a Negligible significance of impact.
- 15.5.20 Residents at Balnaspirach currently travel approximately 3.2km via the Delnies – Kildrummie – Howford Road (C1163) to access the existing A96. Due to the provision of a new access route to/from the properties, residents would only need to travel approximately 2km, resulting in a reduced journey distance and an impact of Moderate (beneficial) significance.
- 15.5.21 Properties at East Lodge Cottage and Mill of Boath would experience a change in access arrangements as a result of the proposed Scheme. Residents would no longer be able to travel west along the Waterloo – Eastertown – Inshoch Road (U2997) towards Nairn. Residents would travel east (initially) along the Waterloo – Eastertown – Inshoch Road (U2997) before joining the existing A96 near Auldearn and continuing on this road into Nairn. This would result in approximately an additional 1.1km journey distance for residents travelling west towards Nairn, a Moderate significance of impact. For residents travelling east, no change in journey distance would be expected.
- 15.5.22 Innesfree, Courage Steading and Oakview would experience a change in access arrangements for journeys to the east towards Forres. Residents would be required to travel approximately an additional 0.3km via the overbridge (PS19 Hardmuir Overbridge No 1), a Negligible significance of impact. For residents travelling west towards Nairn or Inverness, no change in journey distance would be expected.

Commercial and Industrial Property

Land-take

- 15.5.23 This section considers land-take required from commercial and industrial land or property. As noted in paragraph 15.3.6, if land has been allocated for development, the assessment of impacts is undertaken within the development land section. For commercial and industrial properties, the Stratton Lodge Hotel site (LA06), Blackcastle Quarry (PA30) and Ardersier Fabrication Yard (PA31) are assessed within the development land section below. Blackcastle Quarry (PA30) and Ardersier Fabrication Yard (PA31) are subject to an extant planning application, however the extant planning application does not occupy the entire land ownership.
- 15.5.24 There are 11 commercial and industrial land interests affected by land-take (8.40ha) as a result of the proposed Scheme as shown in Table 15.16. Of this land-take, 0.96ha would be subject to servitude rights.

Table 15.16: Land-take for Commercial and Industrial Land Interests

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		Area lost (ha)	Area lost (%)			
Tesco Stores Limited	Partial loss of amenity land as a result of the proposed dual carriageway.	0.20	4	Medium	Low	Slight
Inverness Estates	Partial loss of amenity land as a result of the proposed dual carriageway.	0.74	<1	Medium	Negligible	Negligible/Slight
Network Rail	Partial loss of amenity land as a result of the proposed dual carriageway. Demolition of the existing C1163 Moss Side Rail Bridge and existing A96 550 Gollanfield Rail Underbridge.	1.35*	N/A**	Medium	Low	Slight
Highland Council	Partial loss of amenity land as a result of the proposed dual carriageway.	1.69	N/A**	Medium	Low	Slight
Polfalden Kennels and Cattery	Partial loss of amenity land as a result of the proposed Polfalden Access Road	0.04	2	Medium	Low	Slight
Access Road at Easter Glackton Quarry	Loss of access road as a result of the proposed dual carriageway. Alternative access road provided as part of the proposed Scheme.	1.73	100	Medium	Low	Slight
Blackcastle Quarry	Partial loss of quarry as a result of the proposed Nairn West Junction.	0.60	1	Medium	Low	Slight
Ardersier Fabrication Yard	Partial loss of amenity land as a results of the proposed dual carriageway.	0.26	<1	Medium	Negligible	Negligible/Slight
Wernick Hire	Partial loss of amenity land as a result of the proposed upgrade to the local road.	0.10*	8	Medium	Low	Slight
Nairn Camping and Caravanning Club	Partial loss of amenity land as a result of the proposed upgrade to local road.	0.04	1	Medium	Low	Slight

Land Interest	Description of Land-take	Loss of Land		Sensitivity	Magnitude	Significance
		Area lost (ha)	Area lost (%)			
Wester Hardmuir Fruit Farm	Partial loss of woodland (1.55ha) and arable field (0.10ha LCA Class 3.2) as a result of the proposed dual carriageway and realigned existing A96.	1.65	4	Medium	Low	Slight

*Of the land-take within Network Rail and Wernick Hire, 0.95ha and 0.01ha respectively would be subject to servitude rights.

**Percentage areas lost have not been calculated due to the extent of the land holdings.

- 15.5.25 There are no commercial or industrial land interests expected to experience significant impacts as a result of land-take.
- 15.5.26 The land-take from Network Rail, the demolition of the two existing bridge structures (existing C1163 Moss Side Rail Bridge and existing A96 550 Gollanfield Rail Underbridge), and the construction of three new structures carrying the mainline and the C1163 over the Aberdeen to Inverness Railway Line (A96 Gollanfield Rail Bridge, Moss Side A96 Rail Bridge, Moss Side C1163 Rail Bridge), would not be expected to result in significant disturbance to Network Rail operations and rail services during the demolition/construction period.
- 15.5.27 The land-take from the access road to Easter Glackton Quarry is to allow for the construction of an upgraded access road. Although this equates to the loss of the access road, a new access road would be provided as part of the proposed Scheme, allowing the quarry to continue to gain access during construction and use the upgraded access track during operation. As a result, it is expected that the impact would not be significant and it has been reduced to Slight.

Vehicle Access

- 15.5.28 During construction, there would be temporary disturbance on access to/from properties adjacent to the proposed Scheme.
- 15.5.29 During operation there are four commercial/industrial properties that would experience a change in access/journey distance as a result of the proposed Scheme.
- 15.5.30 Polfalden Kennels and Cattery can currently be accessed directly off the existing A96 via an access track. This access would be stopped up, requiring customers and employees to use a new access road which connects to the Milton of Breachlich Road (U1025). Customers and employees travelling west towards Inverness from the business would be required to travel approximately an additional 2.2km via the proposed Brackley Junction; those travelling east towards Nairn would be required to cover approximately an additional 1.2km. This is assessed as a Moderate significance of impact for journeys in both directions.
- 15.5.31 Ozzy's Restaurant (formerly Highland Food Stop) currently accesses the existing A96 via the B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road. As a result of the proposed Scheme, customers and employees of the business would be required to use the proposed Brackley Junction to access the restaurant. This change in access would require customers and employees to cover an additional 0.5km if travelling east and less than 0.1km if travelling west. This is assessed as a Negligible significance of impact for journeys in both directions.
- 15.5.32 Businesses within Grigorhill Industrial Estate would experience a change in access arrangements as a result of the proposed Scheme. Employees and customers would no longer be able to access the industrial estate from Grigorhill along the Blackpark – Grigorhill – Newmill Road (U3010) and as a result, employees and customers are likely to use the A969 Tomintoul - Granttown on Spey – Nairn Road to access the industrial estate. This results in approximately an additional 1.2km in journey distance, a Moderate significance of impact.
- 15.5.33 Part of Wester Hardmuir Wood is owned by the Gomde Trust, which runs a meditation centre. The centre currently has access from a layby on the existing A96. Users of the centre would experience

a change in access arrangements as a result of the proposed Scheme and would be required to use a new access track constructed through Wester Hardmuir Wood. This change in access would result in an additional journey distance of approximately 0.7km for those travelling to/from Nairn. For those travelling east towards Forres, only a short change in journey distance is expected (<0.1km). This is assessed as a Negligible significance for journeys to the east and Slight significance for journeys to the west.

Indirect Socio-economic Impacts

- 15.5.34 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. Although there would be disturbance during construction (noise and vibration, air quality emissions, landscape and visual), the overall socio-economic impact is likely to be Beneficial for people and businesses in the areas of Inverness, Smithton, Culloden, Balloch, Nairn and Auldearn.

Community Land and Community Facilities

Land-take

- 15.5.35 There are no community land or community facilities affected by direct land-take as a result of the proposed Scheme.

Access

- 15.5.36 There are no changes in access to community land or community facilities expected as a result of the proposed Scheme.

Community Severance

Relief from Existing Severance

- 15.5.37 Changes in traffic flows and volumes on the existing A96 (including through Nairn) result in a reduction in traffic volumes. The traffic volumes on the existing A96 through Nairn would be reduced by approximately 50%, giving a Moderate (beneficial) relief for residents accessing the facilities and services within Nairn. Whilst traffic volumes would also be reduced on the existing A96 through rural areas to the east and west of Nairn, these are not considered to be the main areas where residents access facilities and services within the community and so relief from severance is not reported for these areas.

New Severance

- 15.5.38 Community facilities are mainly located within Smithton, Culloden, Balloch, Nairn and Auldearn. The main routes to and main users (including vulnerable groups) of community facilities within these locations are detailed in Table 15.17. The main local roads and NMU routes noted in the table and text below are shown on Figure 4.1 and Figure 16.2 respectively. These figures accompany Chapter 4 (The Proposed Scheme) and Chapter 16 (People and Communities: Effects on All Travellers).

Table 15.17: Main Access Routes and Users of Community Facilities

Community	Type	Main Access Routes	Main Users
Smithton	Local Road	Barn Church Road (C1032)	Vehicles and Cyclists
	Core Path	IN08.10	Pedestrians and Cyclists
	Local Path	L2	Pedestrians and Cyclists
Culloden	Local Road	Barn Church Road (C1032)	Vehicles and Cyclists
	Local Path	L2	Pedestrians and Cyclists
	Core Path	IN08.05, IN08.15 and interlinking paths	Pedestrians (including vulnerable groups) and Cyclists
Balloch	Local Road	Barn Church Road (C1032)	Vehicles and Cyclists
	Core Path	IN08.16	Pedestrians (including vulnerable groups) and Cyclists
Nairn	Local Road	Existing A96, Moss-Side – Mosshall – Broadley Road (C1170), B9091, B9090, A939 and Blackpark – Grigorhill – Newmill Road (U3010)	Vehicles and Cyclists
	Core Path	NA04.07 and NA04.03	Pedestrians and Cyclists
	National Cycle Network	NCN1	Cyclists
	Aspirational Core Path	A10	Pedestrians and Cyclists
Auldearn	Local Road	Existing A96, B9111, B9101 and Waterloo – Eastertown – Inshoch Road (U2997)	Vehicles and Cyclists
	Public Right of Way	R1	Pedestrians and Cyclists

- 15.5.39 Potential new severance arising from the proposed Scheme is identified at seven locations.
- 15.5.40 Residents of properties at Seafield accessing community facilities in Smithton via core path IN08.10 would use the PS01 Smithton Junction Underbridge and at grade pedestrian crossings to use L2/ Barn Church Road (C1032) to access Smithton. The main users of this path are pedestrians and cyclists. No change in journey length is expected and the significance of impact is assessed as Moderate for pedestrians and cyclists.
- 15.5.41 Residents of properties in the vicinity of Allanfean accessing community facilities in Culloden and Balloch via core path IN08.15 and IN08.16 would no longer be able to use these paths for these journeys. The main users of this path are pedestrians (including vulnerable groups such as children travelling to school in Culloden and Balloch) and cyclists. Users would be required to join the new NMU Shared Use Path and travel west towards the underpass at Milton of Culloden (PS24 Milton of Culloden NMU Underpass) to join core path IN08.05, a diversion of approximately 0.8km for access to Culloden and 2km for access to Balloch. This would result in a new severance of Substantial significance for all pedestrian users and Moderate for cyclists.
- 15.5.42 Residents in local communities accessing Balloch from the existing A96 would be required to use the proposed Balloch Junction to join Barn Church Road (C1032). Journey distance would be largely unchanged. However, the negotiation of the new junction would result in a new severance of Slight significance for cyclists and vehicle travellers.
- 15.5.43 Residents at Meikle Kildrummie and Little Kildrummie accessing community facilities in Nairn would experience an increase in journey distance of approximately 0.3km via the PS13 B9090 Overbridge. The significance of this new severance is assessed as Slight for cyclists and vehicle travellers.
- 15.5.44 The stopping up of Blackpark – Grigorhill – Newmill Road (U3010) affects properties choosing to use this road to access community facilities in Nairn (e.g. properties at Grigorhill, Newton of Park and Craggie). Residents choosing to access community facilities in Nairn by vehicle would be able to use either PS16 A939 Overbridge or PS22 B9111 Underbridge to cross the proposed Scheme. The increase in journey distance of approximately 1.1km and 2.0km respectively would result in

new severance of Slight significance. Cyclists would be able to use the same alternative routes as vehicle travellers. However, the significance of impact would be Moderate for this type of user.

- 15.5.45 Residents of properties at Millhill and Waterloo accessing community facilities in Auldearn via public right of way R1 would be required to travel approximately an additional 0.3km along Waterloo – Eastertown – Inshoch Road (U2997), to access PS28 Auldearn NMU Underpass before diverting back onto R1. As the main users of this path are expected to be pedestrians and cyclists, the significance of impact is Moderate for pedestrians and Slight for cyclists.
- 15.5.46 The stopping up of Waterloo – Eastertown – Inshoch Road (U2997) affects residents of properties choosing to use this road to access community facilities in Auldearn (e.g. properties at Waterloo and Millhill). Residents choosing to access community facilities in Auldearn by vehicle would be able to use a variety of routes to cross the proposed Scheme including via the PS22 B9111 Underbridge (the shortest route) or the PS18 C1172 Underbridge (the longest route). The increase in journey distance of approximately 0.2km and 0.6km respectively would result in new severance of Slight significance.

Development Land and Planning Applications

Development Land

- 15.5.47 The proposed Scheme would directly impact on six development land allocations. Of these, LA04 (Mixed Use (Stratton)), LA12 (Business (Inverness Airport Business Park)) and LA13 (Mixed Use (Tornagrairn)) are also subject to extant planning applications and so are reported in the planning application section (refer to paragraphs 15.5.50 to 15.5.56).
- 15.5.48 A summary of the direct land-take (4.10ha) from three development land allocations, not also subject to extant planning applications, is provided in Table 15.18. Further details of the impact assessment are also provided in Appendix A15.5 (Development Land Assessment). Refer to Figure 15.3 for the location of the development land allocations in relation to the proposed Scheme.

Table 15.18: Land-take from Development Land Allocations

Ref.	Development Type	Loss of Land	
		Area Lost (ha)	Area Lost (%)
LA03	Mixed Use (Ashton Farm)	0.21	<1
LA06	Housing (Stratton Lodge)	0.07	3
LA07	Mixed Use (Milton of Culloden)	3.82	15

- 15.5.49 The proposed Scheme would be expected to have an Adverse impact on LA07 (Mixed Use (Milton of Culloden)) as a result of the proposed dual carriageway and Sustainable Urban Drainage e.g. Basin or Pond (hereafter referred to as SUDS) which would lead to a partial loss of the development capacity of the site. Although the IMFLDP notes that the land for improvement of the Aberdeen – Inverness Trunk Road should be safeguarded, it does not state that the dualling of the A96 is specifically required for the development of the site. There are also no benefits expected in relation to improvements in access to the site. Impacts on LA03 (Mixed Use (Ashton Farm)) and LA06 (Housing (Stratton Lodge)) are assessed as Neutral.

Planning Applications

- 15.5.50 The proposed Scheme would directly impact on six planning applications, with approximately 72.56ha of land-take. Of this, 0.07ha would be subject to servitude rights. A summary of the direct land-take is provided in Table 15.19. Further details of the impact assessment, including impacts on amenity, are provided in Appendix A15.5 (Development Land Assessment). Refer to Figure 15.4 for the location of the planning applications in relation to the proposed Scheme.

Table 15.19: Land-take from Planning Applications

Ref.	Name	Loss of Land	
		Area Lost (ha)	Area Lost (%)
PA04	Land at Stratton and East Seafield (includes demolition of derelict property south of Smithton Junction).	21.75*	31
PA18	Land to West and South of Inverness Airport	27.31	13
PA19	Land North East of Tornagrain	4.09	17
PA30	Blackcastle Quarry	17.09*	35
PA31	Former Fabrication Yard Ardersier	0.91	<1
PA49	Hardmuir Croft	1.40	7

*Of the land-take within PA04 and PA30, 0.04ha and 0.03ha respectively is subject to servitude rights.

- 15.5.51 The approved Planning in Principle (Ref 09/00141/OUTIN) permission for PA04 (Land at Stratton and East Seafield) has a number of conditions (28 to 32) to ensure that the safeguarding of the land for the proposed Scheme is retained as well as identifying key strategic and local road infrastructure improvements, including the widening Barn Church Road to four lanes (Condition 36).
- 'Prior to commencement of any development hereby permitted the applicant shall consult with Transport Scotland to secure appropriate safeguards for the implementation of the A96 carriageway standard without prejudice to future commitment to upgrade the A96 road.'* (09/00141/OUTIN – Condition 32)
- 15.5.52 Furthermore, it is noted in the HwLDP (The Highland Council 2012) that the allocation of the development land in Stratton requires a series of transport constraints to be addressed, including the dualling of the A96 prior to development beyond the first phase.
- 15.5.53 Potential impacts are also expected on the development capacity of PA18 (Land to West and South of Inverness Airport) in relation to direct land-take associated with the proposed Mid Coul Junction and flood compensatory storage. This site has a master plan that includes an indicative route for the dualling of the A96. However, this does not align with the proposed Scheme as at the time of the development of the master plan the proposed Scheme options were still under consideration. The proposed Mid Coul Junction would impact the design of this master plan, and this is expected to lead to a partial loss of the development capacity of this site. However, the proximity of the proposed Mid Coul Junction to the site would have a Beneficial impact on connectivity and safety of access. Furthermore, the approved Planning in Principle (Ref 08/00215/OUTIN) permission is conditioned (Condition 3.b.) with the same safeguarding condition as referenced above for PA04 (Land at Stratton and East Seafield).
- 15.5.54 As such, while it is considered there would be an Adverse impact on both PA04 (Land at Stratton and East Seafield) and PA18 (Land to West and South of Inverness Airport) in terms of direct loss of land, it is also considered that the proposed Scheme would be integral to alleviating a key constraint on development. This is considered to be a Beneficial impact. In cognisance of this, both these planning applications have been identified as having a Mixed impact.
- 15.5.55 The proposed new town of PA19 (Land North East of Tornagrain) is identified in the HwLDP (The Highland Council 2012) as being a significant new settlement in the area. It is noted in the IMFLDP (The Highland Council 2015) that further requirements, including transport improvements to the trunk road, are necessary to deliver the first phase of the development. Overall, this application is expected to experience a Beneficial impact as a result of the proposed Scheme.
- 15.5.56 No land-take is required from PA20 (Highland Food Stop). However, the proposed Brackley Junction would have an Adverse impact on visual amenity because of the proximity of the proposed Scheme to the proposed development. It is assessed that this would impact on the amenity of the site in such a way as to potentially interfere with its proposed use. However, Beneficial impacts are expected as the proposed grade separated junction would improve connections and the safety of connections (including those for NMU's) to settlements, Inverness Airport, the existing A96 and the proposed Scheme. Additionally, noise impacts within the planning

application boundary would be expected to be reduced (refer to Appendix 8.5 of Chapter 8: Noise and Vibration). Overall, the impacts on PA20 are assessed as Mixed due to the combination of Beneficial and Adverse impacts.

Agricultural, Forestry and Sporting Interests

15.5.57 The proposed Scheme will directly impact 43 land interests with a total land-take of 303.46ha of which 1.12ha would be subject to servitude rights. Of the 43 land interests affected by the proposed Scheme, 31 relate to predominantly agriculture with limited forestry and sporting activity and 12 relate to solely forestry activity. A summary of the potential unmitigated impact significance relating to agriculture, forestry and sporting impacts is provided in Table 15.20.

Table 15.20: Significance of Potential Impacts on Agricultural, Forestry and Sporting Interests (Unmitigated)

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agriculture	3	6	9	4	4	5	-
Forestry	1	10	1	-	-	-	-

15.5.58 The potential impacts for each land interest are detailed within Appendix A15.7 (Agricultural, Forestry and Sporting Land interests: Pre- and Post-Mitigation Impacts) and are summarised for each activity below.

Agriculture

15.5.59 Total land lost from the 31 predominantly agricultural land interests equates to 265.42ha. Of this, 116.38ha is classed as prime agricultural land (as surveyed by SAC Consulting), 128.37ha as non-prime agricultural land (as surveyed by SAC Consulting), 4.64ha as rough grassland/scrub, 6.28ha as woodland and 9.75ha as other land (e.g. roads and tracks). Of this total land-take, 0.67ha would be subject to servitude rights.

15.5.60 The proposed Scheme is expected to directly impact 143 agricultural fields and 18 parcels of woodland within land farmed by the agricultural land interests, of which seven (4%) whole parcels would be lost and 48 (30%) would experience severance.

15.5.61 There are significant impacts (i.e. Moderate or above) for 18 agricultural land interests. These impacts are described in Table 15.21. The potential impacts generally relate to loss of land, severance of fields, loss of access, loss of field boundaries (including fences, hedges and walls), loss of watering points for livestock and disruption of existing field drainage systems.

Table 15.21: Description of Significant Impacts on Agricultural Interests (Unmitigated)

Land Interest	Impact Significance	Description of Impacts
Seafield of Raigmore Farm (P0436)	Moderate	Total loss of 3.56ha (1.22ha is LCA Class 2, 1.00ha is LCA Class 3.1, 1.29ha is scrub and 0.05ha of other land) Land lost equates to 59% of total land plot area One field affected, one field lost and one scrub area lost Land plot area is not thought to be representative of total area farmed Loss of boundary features and disruption to field drainage system
2 Milton of Culloden (P0416)	Substantial	Total loss of 6.56ha (5.19ha is LCA Class 3.1, 0.56ha is LCA Class 3.2, 0.77ha is amenity woodland and 0.04ha is other land) Land lost equates to 47% of total farmed area Two land parcels affected and one parcel lost Loss of boundary features and access and disruption to field drainage system
Land at Balloch Farm (P0410)	Moderate	Total loss of 5.05ha (3.30ha is LCA Class 2, 1.57ha is LCA Class 3.1 and 0.17ha of other land) Land lost equates to 6% of total farmed area Three fields affected, two of which is severed Additional area of 0.03ha of other land subject to servitude rights Loss of boundary features, access and disruption to field drainage system

Land Interest	Impact Significance	Description of Impacts
Upper Cullernie Farm (P0406)	Moderate/ Substantial	Total loss of 16.34ha (5.99ha is LCA Class 2, 6.13ha is LCA Class 3.1, 4.09ha is LCA Class 3.2 and 0.13ha of other land) Land lost equates to 5% of total farmed area Six fields affected, three of which are severed Loss of boundary features and disruption to field drainage system
Mid Coul Farms (P0304, P0557 and P0558)	Substantial	Total loss of 59.38ha (18.14ha is LCA Class 2, 14.30ha is LCA Class 3.1, 20.25ha is LCA Class 3.2, 1.47ha is LCA Class 4.1, 2.45ha is rough grassland and 2.78ha is other land) Land lost equates to 5% of the total farmed area 20 fields and one parcel of scrubland affected, six of which are severed Loss of boundary features and access and disruption to field drainage system
Milton of Braichlaich Farm (P0449)	Moderate	Total loss of 13.42ha (0.08ha is LCA Class 2, 4.45ha is LCA Class 3.1, 8.21ha LCA Class 3.2 and 0.67ha of other land) Land lost equates to 9% of total farmed area 11 fields affected, five of which are severed Creation of redundant severed area of approximately 0.12ha Loss of boundary features, access and disruption to field drainage system
Balspardon Farm (P0448)	Moderate/ Substantial	Total loss of 14.09ha (3.08ha is LCA Class 3.1, and 10.84ha is LCA Class 3.2 and 0.16ha is other land) Land lost equates to 10% of total farmed area Seven fields affected, two of which are severed Loss of boundary features and access and disruption to field drainage system
Lands at Lochside (P0330)	Substantial	Total loss of 3.85ha (3.72ha LCA Class 3.2, 0.09ha is woodland and 0.04ha is other land) Land lost equates to 23% of total farmed area Two fields and one parcel of woodland affected Loss of boundary features and access and disruption to field drainage system
Easter Glackton Farm (P0293)	Moderate/ Substantial	Total loss of 8.22ha (3.04ha is LCA Class 3.2, 1.51ha is LCA Class 4.2, 3.59ha is LCA Class 5.3 and 0.08ha is other land) Land lost equates to 12% of total farmed area Three fields affected and one field lost Loss of boundary features and disruption to field drainage system
Blackcastle Farm (P0444)	Moderate/ Substantial	Total loss of 6.85ha (2.95ha LCA Class 3.2, 2.29ha is LCA Class 4.1, 1.20ha is LCA Class 4.2 and 0.41ha is other land) Land lost equates to 12% of total farmed area Four fields affected, one of which is severed Loss of boundary features and disruption to field drainage system
Delnies and Ardersier (P0213)	Moderate	Total loss of 4.02ha (1.47ha is LCA Class 3.2, less than 0.01ha is LCA Class 4.1, 0.80ha is LCA Class 4.2, 1.19ha is woodland and 0.55ha is other land) Land lost equates to 8% of total land plot area One field, two parcels of woodland and one area of roadside grassland affected Loss of boundary features and disruption to field drainage system Low to high windthrow risk
Little Kildrummie Farm, Easter Lochend & Meikle Kildrummie (P0221 and P0278)	Moderate	Total loss of 18.00ha (1.71ha is LCA Class 2, 6.97ha is LCA Class 3.1, 8.49ha is LCA Class 3.2, 0.44ha is LCA Class 4.1 and 0.39ha is other land) Land lost equates to 6% of total farmed area Six fields affected, four of which are severed Additional area of 0.12ha of other land subject to servitude rights Loss of boundary features and access and disruption to field drainage system
Lochdhu Farm and Broadley Farm (P0219 and P0217)	Moderate	Total loss of 24.77ha (0.28ha is LCA Class 2, 12.30ha is LCA Class 3.1, 8.71ha is LCA Class 3.2, 2.23ha is woodland and 1.25ha of other land) Land lost equates to 8% of total land plot area Loss of one field and two parcels of woodland Ten fields and seven parcels of woodland affected, with severance of five fields Loss of boundary features and disruption to field drainage system Low to high windthrow risk
Blackpark Farm (P0039 and P0043)	Moderate	Total loss of 7.61ha (7.60ha is LCA Class 3.2, less than 0.01ha is woodland and 0.01ha is other land) Land lost equates to 7% of total farmed area Five fields and one parcel of woodland affected, four of which are severed Additional area of 0.01ha of woodland subject to servitude rights Loss of boundary features and disruption to field drainage system

Land Interest	Impact Significance	Description of Impacts
Skene Park Farm, Kinnudie Farm and Bonafuaran Farm (P0143, P0609 and P0069)	Moderate	Total loss of 9.05ha (1.60ha LCA Class 3.1, 6.02ha is LCA Class 3.2, 0.16ha is LCA Class 4.1, 0.83ha is rough grassland and trees, and 0.44ha is other land) Land lost equates to 4% of total farmed area Four fields and one parcel of rough grassland and trees affected, two of which are severed Loss of boundary features and disruption to field drainage system
Auchnacloch Farm (P0159)	Moderate/ Substantial	Total loss of 13.23ha (2.38ha is LCA Class 3.1, 10.35ha is LCA Class 3.2, 0.04ha is LCA Class 4.1, 0.42ha is LCA Class 4.2 and 0.04ha is other land) Land lost equates to 13% of total farmed area Five fields affected, of which two are severed Loss of boundary features and disruption to field drainage system
Penick Farm (P0029 and P0030)	Moderate	Total loss of 15.33ha (4.64ha LCA Class 2, 5.86ha LCA Class 3.1, 4.77ha LCA Class 3.2, less than 0.01ha of 4.2 and 0.06ha of other land) Land lost equates to 8% of total farmed area Seven fields affected, one severed. Loss of boundary features and disruption to field drainage system
Feddan Farm and Bogside of Boath Farm (P0001 and P0004)	Moderate/ Substantial	Total loss of 14.63ha (1.63ha is LCA Class 2, 8.69ha is LCA Class 3.1, 3.94ha is LCA Class 3.2, 0.17ha is LCA Class 4.2 and 0.20ha is other land) Land lost equates to 10% of farmed area 12 fields affected, four of which are severed Loss of boundary features and disruption to field drainage system

Forestry

- 15.5.62 Total land-take from the 12 forestry land interests equates to 38.04ha, of which 0.45ha would be subject to servitude rights. The land-take from forestry extends to 36.51ha with a further 1.53ha other land (e.g. tracks and rides). The proposed Scheme is expected to directly impact 18 parcels of forestry, six (33%) of which would experience severance.
- 15.5.63 There are significant impacts (i.e. Moderate significance or above) on all forestry land interests. These impacts are described in Table 15.22. The potential impacts generally relate to loss of woodland, loss of access, loss of parcel boundaries (including fences, hedges and walls), disruption to existing forest drainage systems and increased windthrow risk.

Table 15.22: Description of Significant Impacts on Forestry Land Interests (Unmitigated)

Land Interest (Land Plot ID)	Impact Significance	Description of Impacts
Stratton Lodge Wood (P0433)	Moderate/ Substantial	Loss of 1.02ha of woodland Land lost equates to 26% of total area Loss of 0.12ha of other land One parcel affected Additional area of 0.03ha of other land would be subject to servitude rights Loss of boundary features and disruption to woodland drainage system Moderate to high windthrow risk
Tornagrain Wood (P0383)	Moderate/ Substantial	Loss of 6.19ha of woodland Land lost equates to 26% of total area One parcel affected Loss of boundary features and disruption to woodland drainage system Moderate to high windthrow risk
Moray Estate (P0342)	Moderate/ Substantial	Loss of 1.48ha (1.03ha is woodland and 0.45ha is other land) Land lost equates to 27% of total woodland area Additional area of 0.17ha of other land would be subject to servitude rights One parcel affected Loss of boundary features and disruption to woodland drainage system Moderate windthrow risk
Castle Stuart Woodlands (P0340)	Moderate/ Substantial	Loss of 5.15ha (5.09ha is woodland and 0.06ha is other land) Land lost equates to less than 9% of total area Four parcels affected Additional area of 0.07ha of woodland would be subject to servitude rights. Loss of boundary features and disruption to woodland drainage system Low to high windthrow risk

Land Interest (Land Plot ID)	Impact Significance	Description of Impacts
Delnies Wood (P0215)	Moderate	Loss of 1.03ha (0.55ha is woodland and 0.48ha is other land) Land lost equates to 2% of total area Two parcels affected Loss of boundary features and disruption to woodland drainage system Low windthrow risk
Crook Wood (P0190)	Moderate/ Substantial	Loss of 2.63ha of woodland Land lost equates to 7% of total area One parcel affected Additional area of 0.03ha of woodland would be subject to servitude rights. Loss of boundary features and disruption to woodland drainage system Moderate to high windthrow risk
Househill Woodlands (P0189)	Moderate/ Substantial	Loss of 3.82ha (3.79ha is woodland and 0.03ha is other land) Land lost equates to 27% of total area Two parcels affected Additional area of 0.01ha of other land and 0.08ha of woodland would be subject to servitude rights. Loss of boundary features and disruption to woodland drainage system Moderate to high windthrow risk
Kinsteary Woodland Estates (P0141)	Moderate/ Substantial	Loss of 3.49ha (3.46ha is woodland and 0.03ha is other land) Land lost equates to 8% of total area Two parcels affected Additional area of 0.01ha of woodland would be subject to servitude rights Loss of boundary features and disruption to woodland drainage system Removal of trees from block of woodland to the south of the proposed Scheme would result in a high windthrow risk to an adjacent woodland parcel.
Russells Wood (P0163)	Moderate/ Substantial	Loss of 5.31ha (5.25ha is woodland and 0.06ha is other land) Land lost equates to 21% of total area Additional area of 0.03ha of woodland would be subject to servitude rights One parcel affected, severed into two areas Loss of boundary features and disruption to woodland drainage system Moderate to high windthrow risk
Wester Hardmuir Wood, West (P0017)	Moderate/ Substantial	Loss of 1.62ha (1.58ha is woodland and 0.04ha is other land) Land lost equates to 6% of total area One parcel affected Loss of boundary features and disruption to woodland drainage system High windthrow risk
Wester Hardmuir Wood, East (P0016)	Substantial	Loss of 3.72ha (3.67ha is woodland and 0.05ha is other land) Land lost equates to 18% of total area One parcel affected Additional area of 0.03ha of woodland would be subject to servitude rights Loss of boundary features and disruption to woodland drainage system Low to moderate windthrow risk
Land at Hardmuir (P0011)	Moderate/ Substantial	Loss of 2.00ha of woodland Land lost equates to 52% of total area One parcel affected Loss of boundary features and disruption to woodland drainage system Low to moderate windthrow risk

Sporting Interests

- 15.5.64 Disturbance to fishing on the River Nairn is expected during the construction of the crossing of the River Nairn (PS14 River Nairn Underbridge). This disturbance will be temporary and is not expected to be significant. No other significant impacts are expected on shooting or stalking sporting interests as a result of the proposed Scheme.

15.6 Mitigation

- 15.6.1 Mitigation measures for the proposed Scheme in relation to community and private assets are detailed below and take into account best practice, legislation, guidance and professional experience. The mitigation commitments identified in the SEAs for the STPR (Jacobs, Faber

Maunsell, Grant Thornton and Tribal Consulting 2008 and 2009) and A96 Dualling Programme (CH2M 2015 and 2016) have also been taken into consideration.

- 15.6.2 The DMRB Stage 3 design process has avoided or reduced many significant potential impacts by reducing land-take and providing alternative access arrangements.
- 15.6.3 The proposed Scheme has been designed to maintain/provide alternative access to residential land and property as well as agricultural, forestry and sporting land interests, with revised access arrangements and tie-ins to the road network. These have been discussed with affected residents/landowners as part of the consultation process.
- 15.6.4 Mitigation relating to the alleviation of severance for NMUs across the proposed Scheme is described in detail in Chapter 16 (People and Communities: Effects on All Travellers).
- 15.6.5 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 below to reduce the identified potential impacts on community and private assets, where practicable.

Residential Property

- 15.6.6 During construction, there would be temporary disturbance on access to/from properties adjacent to the proposed Scheme. To mitigate this, access to/from properties shall be maintained throughout the construction period by means of signed diversions where necessary. The contractor shall be required to ensure the local community is aware of the estimated duration and locations of diversions before they are put in place (**Mitigation Item CP-R1**).
- 15.6.7 Where the proposed Scheme results in the loss of land, it is assumed landowners would be compensated financially for the loss in accordance with the District Valuer's assessment. Further details of the extent of financial compensation are beyond the scope of this assessment and would be provided by the District Valuer.

Commercial and Industrial Property

- 15.6.8 Access to commercial and industrial properties shall be maintained throughout the construction period by means of signed diversions where necessary, and the contractor shall be required to ensure local businesses are aware of the estimated duration and locations of diversions before they are put in place (**Mitigation Item CP-C1**).
- 15.6.9 Consideration shall be given to the possible provision of roadside signage on the proposed Scheme for certain businesses whose access has changed and whose business is particularly dependent upon vehicular movements from the proposed Scheme (**Mitigation Item CP-C2**).
- 15.6.10 Where the proposed Scheme results in the loss of land, it is assumed landowners would be compensated financially for the loss in accordance with the District Valuer's assessment. Further details of the extent of financial compensation are beyond the scope of this assessment and would be provided by the District Valuer.

Community Land and Community Facilities

- 15.6.11 As no significant impacts are predicted on community land or community facilities no mitigation is proposed.

Community Severance

- 15.6.12 The proposed Scheme design includes measures to limit the impacts on community severance such as the road connections to local settlements and more specifically, the Shared Use Path and the Milton of Culloden, Moss-Side, Mid Coul Junction and Auldearn NMU Underpasses. No further mitigation beyond that incorporated into the proposed Scheme design is planned.

Development Land and Planning Applications

- 15.6.13 The permanent loss of proposed development land cannot be mitigated. Where the proposed Scheme would result in land-take from a large development site which is in the early stages of design/master planning, there may be potential to accommodate the proposed Scheme within the master plan.
- 15.6.14 Potential mitigation measures relating to development land would include reducing any potential impacts on amenity. Mitigation to reduce noise, air quality and landscape and visual impacts on development land is covered in more detail in Chapter 7 (Air Quality), Chapter 8 (Noise and Vibration), Chapter 9 (Landscape) and Chapter 10 (Visual).

Agricultural, Forestry and Sporting Land Interests

- 15.6.15 Mitigation measures with respect to agricultural, forestry and sporting land interests have been developed with the aim of protecting the agricultural capability of land and soils and the maintenance of the viability of farming units.
- 15.6.16 Consultation with landowners and tenants is ongoing and it is normal practice for the details of accommodation works to be included within the construction contract. Although specific details are unknown at this stage, it is assumed for the purposes of the residual impact assessment (Section 15.7: Residual Impacts) that appropriate mitigation, such as field and steading access, would be provided.
- 15.6.17 The various mitigation measures to avoid or reduce effects on agricultural, forestry and sporting activities are listed in Table 15.23. Appendix A15.7 (Agricultural, Forestry and Sporting Land Interests: Pre- and Post-Mitigation Impacts) notes the series of mitigation measures that are applicable to each affected agricultural, forestry and sporting land interest.
- 15.6.18 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 15.23: Agricultural, Forestry and Sporting Mitigation Measures

Mitigation Item No.	Mitigation Measure
CP-AG1	Measures shall be taken to ensure adequate diversion signage is maintained during construction.
CP-AG2	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 shall 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 shall be made available to the owner or occupier.
CP-AG3	Access to agricultural land out with the Draft CPO boundary shall be maintained during the construction phase and post-construction.
CP-AG4	Potential for damage to the agricultural capability of soils shall 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' shall be developed to ensure soil resources are managed in accordance with best practice and soil mitigation measures are fully implemented.
CP-AG5	Notice of intention to commence construction work would be given to owners and occupiers of adjacent land along the route before works commence. Consultation with landowners and occupiers shall be undertaken when developing the programme of works to reduce disturbance where appropriate and without detriment to the overall programme.
CP-AG6	Temporary fences shall 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 would be to a standard adequate to exclude any stock kept on adjoining land.
CP-AG7	Where boundary features (e.g. fences, walls and hedges) require temporary or permanent alteration to allow construction, these would 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-AG8	Where access points require temporary or permanent alteration as a result of construction, alternative access for stock and machinery shall be provided, as appropriate, in consultation with the landowner/

Mitigation Item No.	Mitigation Measure
	occupier. If required, recessed access shall be provided from local roads.
CP-AG9	Reasonable precautions shall be taken during construction to avoid the spreading of soil-borne pests and diseases, animal and crop diseases and invasive species. 'Biosecurity Management Plan' developed.
CP-AG10	Particular care shall be taken to reduce damage or disturbance to field and forestry drainage systems. Laying of new drains would be undertaken to maintain drainage systems during construction. Repairing and reinstatement of field drains affected by construction shall 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 would be secured in advance through the installation of header drains (cut off drains) to facilitate construction. All remaining remedial works shall be undertaken post-construction.
CP-AG11	Water supplies for livestock shall 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 construction of the proposed Scheme (including redundant road pavement and/or access tracks) shall be returned to agricultural/forestry use following imposition of appropriate burdens by Transport Scotland.
CP-AG13	Where practically possible, the siting of temporary construction compounds on prime agricultural land shall be avoided.
CP-F1	Access to woodland outwith the Draft CPO boundary would be maintained during the construction process and post-construction.
CP-F2	Where boundary features (e.g. gates, fences, walls and hedges) require temporary or permanent alteration to allow construction, these would be reinstated with appropriate materials.
CP-F3	Where individual stands of trees and woodland compartments would be affected, an appropriate arboricultural assessment (including tree protection plan and method statement) and/or windthrow assessment (using an appropriate assessment tool such as ForestGALES) would be undertaken pre-construction and appropriate mitigation employed to address safety risk to land within the proposed Scheme. Any felling to create a windfirm edge would take account of ecological, landscape and visual effects and designed where feasible to maximise ecological, landscape and visual opportunities.
CP-F4	Where there are no windthrow, ecological, landscape or visual issues, tree felling shall be reduced to that necessary to allow the safe construction and operation of the road, taking cognisance of the tree protection plan.
CP-F5	Tree felling shall be avoided where possible in areas of woodland identified as having the potential to be retained for landscape and visual purposes, taking cognisance of tree protection plan and/or windthrow assessment.
CP-F6	Where practically possible, the siting of temporary construction compounds on areas of woodland and forestry shall be avoided.
CP-F7	Reasonable precautions would be taken during construction to avoid the spread of tree pests and diseases, A 'Biosecurity Management Plan' would be developed taking cognisance of relevant Scottish Government and Forestry Commission Scotland biosecurity guidance.
CP-S1	Sporting or fishing rights, which exist within the working area would not be accessible during the construction period. Where there are sporting or fishing rights adjacent to the working area, reasonable endeavours shall be taken to minimise interference or enjoyment of them while recognising the primary objective to maintain a safe working environment for both contractors and users of the land and water.

15.6.19 In addition to the items identified in Table 15.23, the proposed Scheme design incorporates the following mitigation (**Mitigation Item CP-AG14**):

- PS23 Morayston Farm Access Underpass (ch6750) at Mid Coul Farms;
- various new field accesses throughout the proposed Scheme; and
- new vehicular crossings over culverts including the C07 Fiddler's Burn Culvert (ch4745), C08 Newton Burn Tributary Culvert (ch6320), C09 Rough Burn Culvert (ch7525) and C23 Cranford Culvert (ch17150) allowing connectivity between fields.

15.7 Residual Impacts

Residential, Commercial and Industrial Property

15.7.1 Residual impacts for residential, commercial and industrial property are presented in Table 15.24. All residual impacts are adverse unless otherwise stated.

15.7.2 During construction, there would be temporary disturbance on vehicle access to/from properties adjacent to the proposed Scheme. Indirect socio-economic impacts arising from increased employment and construction workers spend during the construction phase are likely to be Beneficial.

Table 15.24: Residual Impacts of Residential, Commercial and Industrial Property

Receptor	Impact	Mitigation Item	Significance	
			Access (Direction of Travel from Property)	Land-take
Residential				
Seafield	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling west towards Inverness (approximately 1.6km)	CP-R1	West: Moderate East: -	-
Ashton Farm Cottages	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling west (approximately 1.1km) or east (<0.1km)	CP-R1	West: Moderate East: Negligible	-
Milton of Culloden Smallholdings	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling west (approximately 1.0km) or east (approximately 3.2km)	CP-R1	West: Moderate East: Moderate	-
6 Milton of Culloden	Entire plot subject to acquisition. Partial loss of field, demolition of field shelter and loss of garden to proposed dual carriageway (0.86ha) Access – as above for Milton of Culloden Smallholdings	CP-R1	West: Moderate East: Moderate	Substantial
Balmachree	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling east towards Nairn (approximately 0.9km)	CP-R1	West: - East: Slight	-
Milton of Gollanfield	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling west (approximately 2.4km) or east (approximately 0.2km)	CP-R1	West: Moderate East: Negligible	-
Lochside, Brackadale and Easter Glackton	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling east (approximately 2.9km)	CP-R1	West: - East: Moderate	-
Sianimora, Cockhill and Cranford	Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling west (approximately 0.7km) or east (approximately 0.5km)	CP-R1	West: Slight East: Slight	-
Old Smith, Marden House and neighbouring properties	Direct access to existing A96 diverted, resulting in a short change in journey distance of <0.1km	CP-R1	To existing A96: Negligible	-
Balnaspirach	Provision of new access route to/from properties, resulting in reduced journey distance for residents accessing the existing A96 (approximately 1.2km)	CP-R1	To existing A96: Moderate (beneficial)	-
East Lodge Cottage and Mill of Boath	Stopping-up one end of Waterloo – Eastertown – Inshoch Road (U2997), resulting in additional journey distance for residents when travelling west towards Nairn (approximately 1.1km)	CP-R1	West: Moderate East: -	-
Innesfree	Partial loss of field from proposed dual carriageway (0.48ha) Direct access to existing A96 stopped up, resulting in additional journey distance for residents when travelling east (approximately 0.3km)	CP-R1	West: - East: Negligible	Moderate
Courage Steading and Oakview	Access – as above for Innesfree	CP-R1	West: - East: Negligible	-

Receptor	Impact	Mitigation Item	Significance	
			Access (Direction of Travel from Property)	Land-take
Commercial and Industrial				
Tesco Stores Limited	Partial loss of amenity land from proposed dual carriageway (0.20ha)	CP-C1	-	Slight
Inverness Estates	Partial loss of amenity land from proposed dual carriageway (0.74ha)	CP-C1	-	Negligible/Slight
Network Rail	Partial loss of amenity land from proposed dual carriageway (0.41ha) Additional area of 0.95ha subject to servitude rights.	CP-C1	-	Slight
Highland Council	Partial loss of amenity land from proposed dual carriageway (1.69ha)	CP-C1	-	Slight
Polfalden Kennels and Cattery	Partial loss of amenity land from proposed access road (0.04ha) Direct access to existing A96 stopped up, resulting in additional journey distance for customers and employees when travelling west (approximately 2.2km) or east (approximately 1.2km)	CP-C1	West: Moderate East: Moderate	Slight
Ozzy's Restaurant (formerly Highland Food Stop)	No land-take. Access to existing A96 stopped up, resulting in additional journey distance for customers and employees when travelling west (<0.1km) or east (approximately 0.5km)	CP-C1	West: Negligible East: Negligible	-
Access Road at Easter Glackton Quarry	Loss of access track from proposed dual carriageway during construction phase (1.73ha), although proposed Scheme would restore this access during the operational phase.	CP-C1	-	Slight
Blackcastle Quarry	Partial loss of quarry from Nairn West Junction (0.60ha)	CP-C1	-	Slight
Ardesier Fabrication Yard	Partial loss of amenity land from proposed dual carriageway (0.26ha)	CP-C1	-	Negligible/Slight
Wernick Hire	Partial loss of amenity land from proposed upgrade to local road (0.09ha) Additional area of 0.01ha subject to servitude rights	CP-C1	-	Slight
Nairn Camping and Caravanning Club	Partial loss of amenity land from proposed upgrade to local road (0.04ha)	CP-C1 and CP-C2	-	Slight
Grigorhill Industrial Estate	No land-take. Stopping-up one end of Blackpark – Grigorhill – Newmill Road (U3010), resulting in additional journey distance for customers and employees using the A939 Tomintoul - Grantown on Spey – Nairn Road to access the industrial estate (approximately 1.2km)	CP-C1	Access to industrial estate: Moderate	-
Wester Hardmuir Wood (Gomde Trust)	No land-take. Direct access to existing A96 stopped up, resulting in additional journey distance for customers and employees when travelling west (0.7km) or east (approximately <0.1km)	CP-C1	West: Slight East: Negligible	-
Wester Hardmuir Fruit Farm	Partial loss of woodland (1.55ha) and arable field (0.10ha LCA Class 3.2) from dual carriageway and realignment of existing A96	CP-C1 and CP-C2	-	Slight

Likely Future Impacts on Business Viability

- 15.7.3 In determining the impact of the proposed Scheme on likely future business viability, it is assumed that all reasonable claims for compensation as assessed by the District Valuer would have been met.
- 15.7.4 The land-take from the access track to Easter Glackton Quarry is to allow for the construction of an upgraded access track. Although this equates to a large proportion of land lost, the new access road would replace the existing access road. As access to the quarry would be maintained during construction it is unlikely to cause significant disruption to the quarry operations during the construction period. As a result, the likely future impacts on the business viability of the quarry are considered to be Neutral.
- 15.7.5 No land-take is required from the site of Ozzy's Restaurant (formerly Highland Food Stop). During construction of the Brackley Junction, the business is expected to experience disturbance from disruption of access (temporary diversions for customers in the vicinity) and amenity (particularly visual and construction noise). This may in turn affect customer numbers and customer experience, particularly for the restaurant element of the business and for passing trade of the takeaway business. This may be offset by a temporary increase in the takeaway business if this is utilised by, for example, construction workers. Given the disturbance and impact on amenity during the construction period it is assessed that the likely future impacts on business viability would be Adverse during the construction period. Following construction, the likely future impacts on business viability are assessed as Neutral as the business would be able to operate in a manner similar to or the same as it is currently.
- 15.7.6 Wester Hardmuir Fruit Farm extends to 40ha and grows a wide variety of vegetables, fruit and crops. It is listed by Visit Scotland as a tourist attraction within the study area with direct access to the farm currently provided from the existing A96. The business offers a 'Pick Your Own' service for all soft fruits on the farm. There is also a farm shop where most of the farm's produce is sold, including kindling from poplar trees grown to the east of the farm. Wester Hardmuir Fruit Farm is also planning to launch a café as part of its business. Direct land-take is not expected to impact on the future viability of the business. Traffic volume on the existing A96 is expected to reduce with the proposed Scheme in place. However traffic on the proposed Scheme travelling both to the east and to the west would be able to use the revised access to the Ellands - Hardmuir - Boghole Road (U3036) and Nairn East Junction in combination with the existing A96 to continue to access Wester Hardmuir Fruit Farm. Consideration would be given to possible roadside signage on the proposed Scheme (**Mitigation Item CP-C2**) to mitigate change in access arrangements and reduction in traffic volume past the business entrance. The likely future impacts on business viability is assessed as Neutral.

Community Land and Community Facilities

- 15.7.7 There are no residual impacts on community land and community facilities.

Community Severance

- 15.7.8 Due to the reduction in traffic volumes on the existing A96 through Nairn, a Moderate (beneficial) relief from existing severance is expected for residents accessing the facilities and services within Nairn.
- 15.7.9 Mitigation relating to paths are identified in Chapter 16 (People and Communities: Effects on All Travellers). Residual impacts for new community severance as a result of the proposed Scheme are presented in Table 15.25.

Table 15.25: Residual Impacts of Community Severance

Receptor	Impact	Significance of New Severance		
		Pedestrians	Cyclists	Vehicles
Seafield	Severance of core path IN08.10 would result in pedestrians and cyclists using the PS01 Smithton Junction Underbridge and at-grade pedestrian crossings to access L2/ Barn Church Road (C1032) to access community facilities in Smithton.	Moderate	Moderate	-
Allanfearn	Severance of core paths IN08.15 and IN08.16 would result in a diversion of approximately 0.8km (Culloden) and 2km (Balloch) for pedestrians/cyclist to access community facilities in Culloden and Balloch.	Substantial	Moderate	-
Communities accessing Balloch from existing A96	Communities accessing community facilities in Balloch from the existing A96 would be required to use the proposed Balloch Junction.	-	Slight	Slight
Meikle Kildrummie and Little Kildrummie	Stopping up of Delnies – Kildrummie – Howford Road (C1163) would result in a diversion (0.3km) for cyclists and vehicle travellers via the PS13 B9090 Overbridge for residents accessing community facilities in Nairn.	-	Slight	Slight
Grigorhill, Newton of Park and Craggie	Stopping up of Blackpark – Grigorhill – Newmill Road (U3010) would result in a diversion via either the PS16 A939 Overbridge or the PS22 B9111 Underbridge of approximately 1.1km and 2km respectively for residents accessing community facilities in Nairn.	-	Moderate	Slight
Waterloo and Millhill	Severance of public right of way R1 would result in a diversion (0.3km) via PS28 Auldearn NMU Underpass for pedestrians to access community facilities in Auldearn.	Moderate	Slight	-
Waterloo and Millhill	Stopping up of Waterloo – Eastertown – Inshoch Road (U2997) would result in a diversion for vehicles to access community facilities in Auldearn using a variety of routes including via PS18 C1172 Underbridge (longest diversion of 0.6km) or PS22 B9111 Underbridge (shortest diversion of 0.2km).	-	-	Slight

Development Land and Planning Applications

15.7.10 Residual impacts for development land and planning applications are presented in Table 15.26. Neutral impacts have not been included here, but are detailed in in Appendix A15.5 (Development Land Assessment).

Table 15.26: Residual Impacts of Development Land and Planning Applications

Receptor	Description of Impact	Residual Impact
Development Land Allocation		
LA07 Mixed Use (Milton of Culloden)	3.82ha of direct land-take. This would reduce the overall development capacity of the site and as such an Adverse impact is expected. Although land is noted to be safeguarded for the dualling of the A96, it is not specifically noted as being required to allow development of the site.	Adverse
Planning Application		
PA04 Land at Stratton and East Seafield	21.75ha of direct land-take. Planning in Principle (Ref 09/00141/OUTIN) requires consultation with Transport Scotland to ensure the safeguarding of the land for the proposed Scheme. Dualling of A96 also noted as key to allowing first phase of development.	Mixed
PA18 Land to West and South of Inverness Airport	27.31ha of direct land-take. Planning in Principle (Ref 08/00215/OUTIN) requires consultation with Transport Scotland to ensure the safeguarding of the land for the proposed Scheme. Location of junction expected to have Beneficial impact on connectivity and safety of access.	Mixed
PA19 Land North East of Tornagrain	4.09ha of direct land-take. IMFLDP sets out that transport improvements to the A96 Aberdeen – Inverness Trunk Road are necessary to deliver the first phase of the development.	Beneficial

Receptor	Description of Impact	Residual Impact
PA20 Highland Food Stop	No direct land-take therefore land would still be available for its proposed use as a hotel (Neutral). Proximity of the proposed Scheme to the proposed development would impact on the visual amenity of the site (Adverse). The proposed Brackley Junction would facilitate connections (including NMUs) to settlements, Inverness Airport, the existing A96 and the proposed Scheme, safety would be improved and noise impacts at the site would be reduced (Beneficial)	Mixed

Agricultural, Forest and Sporting Land Interests

- 15.7.11 The residual agricultural and forestry land-take impacts of the proposed Scheme are summarised in Table 15.27. The areas presented in the table are based on the Draft CPO and represent the total agricultural, forestry and sporting land-take from the proposed Scheme. Land-take is shown in the context of the LCA land classification data surveyed by SAC Consulting.
- 15.7.12 In total 303.46ha of agricultural, forestry and sporting land is required for the proposed Scheme. Of this land-take, 244.75ha is from agricultural land (prime and non-prime land), 47.43ha is from forestry and scrub, and a further 11.28ha is from land not in agricultural use. Of the agricultural land lost, 116.38ha (47%) is prime agricultural land.

Table 15.27: Residual Land-take of Agricultural, Forestry and Sporting Land Interests

	Prime Agricultural Land (ha) by LCA			Non-Prime Agricultural Land (ha) by LCA			Forestry /Scrub (ha)	Other Land	Totals (ha)
	1	2	3.1	3.2	4	5-7			
Land-take in agricultural, forestry and sporting use	-	39.51	76.87	114.97	9.70	3.70	47.43	11.28	303.46

- 15.7.13 Servitude rights would be exercised over 0.03ha of prime agricultural land, 0.23ha of non-prime agricultural land 0.36ha of forestry and 0.49ha of other land.
- 15.7.14 Within the Draft CPO, 9.87ha of woodland has been identified as having the potential to be retained, potentially reducing the area of forestry and scrub lost within agricultural, forestry and sporting land interests to 37.56ha.
- 15.7.15 The residual impacts are summarised in Table 15.28 and further details are provided in Appendix A15.7 (Agriculture, Forestry and Sporting Land Interests: Pre- and Post-Mitigation Impacts) for each affected agricultural, forestry and sporting land interest. These residual impacts exclude any reduction in land-take impacts associated with retention of forestry and land subject to servitude rights.

Table 15.28: Residual Impacts on Agricultural, Forestry and Sporting Land Interests

Type	Substantial	Moderate/ Substantial	Moderate	Slight/ Moderate	Slight	Negligible/ Slight	Negligible
Agriculture	2	6	10	4	4	5	-
Forestry	1	10	1	-	-	-	-

- 15.7.16 The opportunity to merge severed fields (**Mitigation Item CP-AG7**) and the provision of a crossing over C07 Fiddler's Burn Culvert (**Mitigation Item CP-AG14**) at Upper Cullernie reduces the significance of impact from Moderate/Substantial to Moderate.
- 15.7.17 The inclusion of an underpass for Morayston Farm (PS23 Morayston Farm Access Underpass) and the C09 Rough Burn Culvert in the proposed Scheme (**Mitigation Item CP-AG14**), combined with the opportunity to merge severed fields (**Mitigation Item CP-AG7**) provides the potential to mitigate between field access disturbance and severance within Mid Coul Farms. This reduces the significance of the residual impact on Mid Coul Farms from Substantial to Moderate/Substantial.

Likely Future Impacts on Farm Viability

- 15.7.18 The 18 farms with adverse residual impacts of Moderate or above were further reviewed to determine whether or not the businesses would remain viable. In determining the impact of the proposed Scheme on likely future farm business viability, it is assumed that all reasonable claims for compensation as assessed by the District Valuer would have been met.
- 15.7.19 There are two farm businesses (2 Milton of Culloden and Lands at Lochside) where the likely future viability of the units is assessed as Adverse, due to a combination of land-take, severance and operational impacts on the businesses. The impact of the proposed Scheme on the businesses are such that the farm businesses may have to reduce their activities to a point where they become unviable, are require to relocate, or choose to cease trading. It is considered likely that the remaining land outwith the Draft CPO on both these farms would be able to continue to be used for arable cropping.
- 15.7.20 The other 16 farm businesses with adverse residual impacts of Moderate or above are considered able to continue to operate as they would have done before the proposed Scheme, albeit on a reduced area and with some change to their overall agricultural operations. The reduced area on the 16 farms would result in lower overall productivity, but this is not considered sufficient to jeopardise the businesses likely future farm viability if they adopt some structural and operational changes. These businesses are assessed as having a Neutral impact on likely future farm viability.

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