

8 People and Communities, Community and Private Assets

8.1 Introduction

- 8.1.1 This chapter presents the Environmental Impact Assessment (EIA) of the Proposed Scheme for Project 9 - Crubenmore to Kincaig in terms of Community and Private Assets. See **Chapter 5 (Volume 1)** for details of the Proposed Scheme.
- 8.1.2 In accordance with the Design Manual for Roads and Bridges (DMRB) '*Interim Advice Note (IAN) 125/09*', (The Highways Agency et al., 2009) this chapter covers the 'land use' and 'community effects' topics of DMRB Volume 11, Section 3, Part 6 (Land Use) and Part 8 (Community Effects) (The Highways Agency et al., 2001a; 2001b).
- 8.1.3 In the absence of revised DMRB guidance setting out the methodology for People and Communities, the assessments are retained in separate chapters but both chapters are called 'People and Communities'. **Chapter 8** deals with Community and Private Assets, whereas **Chapter 9** deals with Effect on All Travellers (which includes consideration of pedestrians, cyclists and equestrians and land used for recreation). This chapter assesses impacts on a number of community and private asset receptors, including:
- Local communities (community severance and socio-economic impacts)
 - Residential and commercial land and property (private assets, including business viability)
 - Community land and property
 - Agricultural, forestry and sporting interests (private assets, including business viability)
 - Development land (private assets)
 - Waterway restoration projects¹
- 8.1.4 The chapter is supported by **Drawings 8.1 to 8.14**, which can be found in **Volume 3** of this Environmental Statement (ES).
- 8.1.5 The assessment considers the potential temporary (construction) and permanent (operational) impacts of the Proposed Scheme on the receptors and assets described in **paragraph 8.1.3** above, in relation to land-take², vehicular access arrangements, business viability and community severance. Any impacts on amenity have been addressed within **Chapter 9 (Volume 1)**.

¹ A review of the Waterway Restoration Priorities by the Inland Waterways Amenity Advisory Council (IWAAC, 1998) and the subsequent IWAAC (2006) Inland Waterway and Restoration Projects in England, Wales and Scotland, Third Review revealed that no relevant waterway restoration projects were located within the study area. Therefore this aspect is not considered further as part of this assessment.

² For the purposes of this EIA 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.

8.2 Approach and Methods

8.2.1 Given the nature of the topics which are covered in this chapter, separate methodologies have been attributed to each receptor or asset type.

Local Communities (Community Severance and Socio-Economic Impacts)

Study Area

8.2.2 The study area for this assessment focusses on local communities, which will experience a change in access as a result of the Proposed Scheme. The study area for the purposes of the assessment includes those areas of private and community assets within 500m of the Proposed Scheme.

Baseline Conditions

8.2.3 The baseline conditions for local communities' uses were determined through a review of Ordnance Survey (OS) maps, Geographic Information System (GIS) data, site visits/ surveys and consultation.

8.2.4 The following site visits were undertaken by CFJV staff to assist in establishing, and subsequently confirming, the baseline position and whether there were any changes to this position during the scheme design and assessment stages.

- 6th – 7th October 2015
- 14th – 15th July 2016
- 25th – 26th October 2017
- 25th – 26th November 2017
- 21st – 22nd March 2018

8.2.5 The following meetings were held with Community Councils impacted by the Proposed Scheme.

- Kingussie and Vicinity Community Council – 7th October 2014, 1st September 2015, 1st December 2015, 5th January 2016, 7th March 2017
- Newtonmore and Vicinity Community Council – 3rd November 2014, 7th September 2015, 6th March 2017
- Kincaig Community Council – 9th September 2014
- Badenoch and Strathspey Community Forum – 22nd September 2015, 22nd March 2016

8.2.6 Census data (Census 2011) was used to establish the existing socio-economic conditions in the affected communities. The assessment has considered data within the following areas:

- Census Data zones
 - S01010535
 - S01010534
 - S01010533
 - S01010532
 - S01010531

- Intermediate geography (Local Authority Area)
 - Badenoch and Strathspey South
- Local Authority Area
 - The Highland Council (THC)
 - Cairngorms National Park Authority (CNPA)

Impact Assessment Methodology

- 8.2.7 The assessment of severance is concerned with changes in access arrangements for communities accessed via existing junctions off the A9. Potential socio-economic impacts on people and communities that may be affected by the Proposed Scheme have also been assessed.
- 8.2.8 The assessment considers the likely significant effects of the Proposed Scheme, covering both direct and indirect effects, short-term, medium-term, long-term, permanent and temporary, positive and negative effects.

Community Severance

- 8.2.9 The assessment of community impacts considers the degree of potential severance experienced by the community (i.e. the degree to which communities are separated from facilities and services they use within their community) as a result of the Proposed Scheme. A road may act as a barrier deterring people from using certain facilities, thereby creating new community severance. 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 relief from existing community severance, as facilities are more accessible.
- 8.2.10 It should be noted that DMRB guidelines on assessing severance are in relation to ‘pedestrians and others’. However, within this assessment the criteria were applied to all users of the A9 and adjacent cycle and walking paths, including vehicle users.
- 8.2.11 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 this existing severance, both during construction and once the Proposed Scheme is operational, has been defined using the criteria in **Table 8-1** below. In addition to this table, professional judgement has been used where the Scheme provides additional relief, for example the inclusion of an underbridge to reduce waiting times and improve safety associated with right turns.

Table 8-1: *Significance criteria for relief from existing community severance*

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

- 8.2.12 In assessing new community severance, information has been drawn from **Chapter 9** to identify which routes are used by vulnerable groups (such as older people, disabled people and children). Additionally, professional judgement has been used to identify where vulnerable groups constitute a disproportionate number of users of a community facility or community land; for example, severance of a pedestrian route to a school or recreational land (disproportionately used by children); or access to a Doctors' surgery or church (disproportionately used by older people, disabled people and children).
- 8.2.13 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 Volume 11, Section 3, Part 8 '*Pedestrians, Cyclists, Equestrians and Community Effects*' (Highways Agency et al., 1993). An average journey speed of 3km/h is referenced for pedestrians (vulnerable groups), 5km/h for pedestrians (non-vulnerable groups) and 20km/h for cyclists. For vehicle travellers, an average journey speed of 60km/h has been assumed. New severance has been assessed using the criteria outlined in **Table 8-2** below.

Table 8-2: *Significance criteria for new community severance*

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

- 8.2.14 It is considered that both cyclists and vehicle travellers use local roads. In addition, it is also considered that cyclists use local and core paths and regional and national routes to access community facilities. Pedestrians also use local core paths and public rights of ways to access such facilities.

Socio-Economic Impacts

- 8.2.15 Following the assessment of severance, a qualitative assessment of socio-economic impacts was undertaken and attributed to one of the following categories:

- **Beneficial Impact:** Where changes in access arrangements are such that improved access will provide a socio-economic benefit. Examples include increased passing trade for local businesses, improved access to job opportunities or improved access to community facilities
- **Neutral Impact:** Where changes in access arrangements will not create a significant socio-economic impact
- **Adverse Impact:** Where changes in access arrangements are such that additional hindrances will provide a socio-economic disbenefit, such as significantly reduced passing trade for local businesses, restricted access to job opportunities or restricted access to community facilities

8.2.16 The qualitative assessment is based on professional judgement, with any impacts assigned to one of the three categories above. In this regard, and throughout this chapter, this judgement is required to make a balanced and objective assessment taking all criteria into account. Professional judgement has been used to consider and explain if a particular effect is considered to be significant or not significant, based upon the context of that individual receptor.

Residential and Commercial Land and Property (including business viability)

8.2.17 The assessment of impacts of the Proposed Scheme on residential and commercial land uses is concerned with the changes in access, parking arrangements or the loss of homes, facilities, amenities, services or employment associated with land-take, including the loss of garden land. Consideration has also been given to the viability of businesses which could be impacted upon by the Proposed Scheme.

Study Area

8.2.18 Residential and commercial land and properties have been considered where land-take would be required to accommodate the Proposed Scheme or where access arrangements will be impacted upon by the Proposed Scheme.

Baseline Conditions

8.2.19 Baseline conditions for residential and commercial land and property was determined through a review of OS maps, GIS data, site visits/ surveys and consultation. See **paragraph 8.2.4** for details of site visits undertaken.

Assessment Methodology – Residential and Commercial Land and Property (Land-take)

Sensitivity

8.2.20 The sensitivity criteria used for assessing the residential and commercial land and properties is shown in **Table 8-3**.

Table 8-3: *Sensitivity criteria for residential and commercial land and property*

| Sensitivity | Description |
|-------------|--|
| High | Residential or commercial buildings |
| Medium | Residential and commercial land (e.g. garden land) |
| Low | Derelict or unoccupied buildings |

Impact Magnitude

- 8.2.21 As indicated in **Table 8-4**, the magnitude of impacts has been determined largely based on the degree of change from baseline conditions in terms of land-take of the Proposed Scheme and access severance due to this land-take. Where necessary, professional judgement was used to adjust the magnitude to encompass other impacts, including change to access.

Table 8-4: Impact magnitude criteria for residential and commercial land and property

| Criteria | Definition |
|------------|---|
| High | Demolition of property More than 50% loss of land Complete severance due to land-take |
| Medium | Between 15% and 50% loss of land Major severance due to land take |
| Low | Less than 15% land loss Partial severance due to land take |
| Negligible | Very slight change from baseline condition Change hardly discernible, approximating to 'no change' in conditions |

Impact Significance

- 8.2.22 The overall significance of an impact, detailed in **Table 8-5**, was determined taking into account sensitivity and magnitude, as set out above. It should be noted that, as this assessment includes 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 **Section 8.4**. Potential impacts are considered adverse, unless otherwise stated. For the purposes of this assessment, impacts deemed moderate or substantial are considered to be significant.

Table 8-5: Assigning significance of impact for residential and commercial land and property

| Sensitivity | Magnitude of Impact | | | |
|-------------|-----------------------|-----------------------|--------------------|--------------------|
| | High | Medium | Low | Negligible |
| High | Substantial | Moderate/ Substantial | Slight/ Moderate | Slight |
| Medium | Moderate/ Substantial | Moderate | Slight | Negligible/ Slight |
| Low | Moderate | Slight/ Moderate | Negligible/ Slight | Negligible |

- 8.2.23 Compensation, as agreed with the District Valuer, will be available for land required as part of the Proposed Scheme. However, the determination of the amount of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. Where impacts are unavoidable, this assessment considers the provision of compensation, in line with the mitigation hierarchy, as a valid mechanism to address residual effects.

Assessment Methodology – Residential and Commercial Land and Property (Vehicle Access)

- 8.2.24 The impact on vehicle access for residential and commercial properties (all high value assets as per **Table 8-3**) is focused on properties where, as a result of the Proposed Scheme, current access arrangements to/ from the property are compromised.
- 8.2.25 The impacts are described with information on the expected increase in journey distance provided in relation to the direction of travel (north or south) for vehicle users. Any changes in journey distance have been calculated based on the assumption that either the existing A9 or the Proposed

Scheme would be the preferred route to travel north or south. Where there are different options to maintain vehicle access to the existing A9 or the Proposed Scheme, the shortest route has been assessed.

- 8.2.26 The impact significance, detailed in **Table 8-6**, was adapted from distances for pedestrians to distances for vehicles using DMRB Volume 11, Section 3, Part 8 (Highways Agency et al., 2001) and determined using professional judgement. It should be noted that the criteria outlined in **Table 8-6** may be adjusted where increases in distance to properties are accompanied by significant safety improvements which benefit the property being accessed.

Table 8-6: *Impact significance criteria for vehicle access*

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

Assessment Methodology – Business Viability

- 8.2.27 DMRB guidance requires an assessment of the likely impacts on viability of businesses affected by the Proposed Scheme. The construction of new roads, or even relatively minor changes to existing roads, can result in significant changes to travel patterns within a community. Changes in travel patterns, along with direct impacts resulting from land take and/ or demolition of property, can affect commercial entities.
- 8.2.28 A qualitative assessment of impacts on business viability of individual businesses was undertaken using the following criteria:
- **Beneficial Impact:** the business is likely to be able to continue trading and developing as planned and the Proposed Scheme may make a beneficial contribution to business development
 - **Neutral Impact:** the business is affected by the land-take requirements of the Proposed Scheme, but no identified impact on viability has been identified and the business is likely to be able to continue trading
 - **Adverse Impact:** the business may have to reduce its activities, relocate or close completely
- 8.2.29 Qualitative assessment of business viability was based on professional judgement, with any impacts assigned to one of the three categories above. It should be noted that this assessment does not provide more detailed analysis of the scale of beneficial or adverse impact on business viability. Any adverse impacts would be assessed by the District Valuer as part of any required compensation, if necessary, in accordance with compensation legislation.

Community Land and Property

Study Area

- 8.2.30 Community land and property, within 500m of the Proposed Scheme extents, and which would be subject to land-take or changes in access, have been considered as part of this assessment.

Baseline Conditions

- 8.2.31 For the purpose of this assessment, community land relates to areas that provide an established public recreational resource, such as playing fields, country parks, waterways or areas identified as Open Space within Local Plans. As noted in **Chapter 9**, the Land Reform (Scotland) Act 2003 establishes statutory rights of responsible access on and over most land, including inland water. It is therefore acknowledged that additional areas of privately owned land may be used informally by the community. Undesignated areas of open space and woodland of known amenity value to the general public are also considered in the assessment.
- 8.2.32 This assessment considers potential land-take and changes in access arrangements to community assets, including schools, health care facilities, community halls and sites of religious worship.
- 8.2.33 Baseline conditions have been determined through an initial desk study and site visits. Desk study data sources include OS maps, GIS data, aerial imagery and Local Plans. Site visits and consultations have also been undertaken to ascertain baseline conditions, as well as any areas of importance for informal use.

Assessment Methodology – Community Land

Sensitivity

- 8.2.34 In this assessment, the sensitivity of community land has been given a determination using professional judgement; however, this is set against the criteria in **Table 8-7**, which states that the sensitivity would be defined by the geographical scale from which visitors are attracted.

Table 8-7: Sensitivity criteria for community land and property

| Sensitivity | Description |
|-------------|--|
| High | Property used by the community (e.g. schools, doctors' surgeries) Community land that attracts users nationally (e.g. national parks) Cemeteries |
| Medium | 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 | Derelict or unoccupied buildings Locally used community land (e.g. local parks and playing fields) |

Impact Magnitude

- 8.2.35 As indicated in **Table 8-8**, the magnitude of impacts has been determined largely based on the degree of change from baseline conditions in terms of land-take and/ or access severance. Where necessary this was then adjusted to encompass other impacts, including improvements to safety.

Table 8-8: Impact magnitude criteria for community land and property

| Criteria | Definition |
|------------|--|
| High | Demolition of property More than 50% loss of land Complete severance due to land-take |
| Medium | Between 15% and 50% loss of land Major severance due to land take |
| Low | Less than 15% land loss Partial severance due to land take |
| Negligible | Very slight change from baseline condition. Change hardly discernible, approximating to a 'no change' in conditions |

Impact Significance

8.2.36 The overall significance of impact, detailed in **Table 8-9**, was determined taking into account sensitivity and magnitude, as set out above. It should be noted that, as this assessment included a wide range of considerations, the final significance category was adjusted in some instances using professional judgement. Where such an adjustment was made, an explanation is provided within the assessment in **Section 8.4**. Impacts are considered adverse, unless otherwise stated. For the purposes of this assessment impacts deemed moderate or substantial are considered to be significant.

Table 8-9: Assigning significance of Impact for community land and property

| Resource Value/Sensitivity | Magnitude of Impact | | | |
|----------------------------|-----------------------|-----------------------|--------------------|--------------------|
| | High | Medium | Low | Negligible |
| High | Substantial | Moderate/ Substantial | Slight/ Moderate | Slight |
| Medium | Moderate/ Substantial | Moderate | Slight | Negligible/ Slight |
| Low | Moderate | Slight/ Moderate | Negligible/ Slight | Negligible |

Agricultural, Forestry and Sporting Interests

Study Area

8.2.37 This assessment considers potential land-take and changes in access arrangements to agricultural, sporting and forestry interests.

Baseline Conditions

8.2.38 For the purposes of this assessment, agriculture is considered to be the practice of cultivating the land or rearing stock to produce food products. Sporting interests include activities such as shooting and stalking over land and woodland. Forestry is defined in relation to the growing of trees to produce wood and wood products for commercial purposes. It is also acknowledged that forestry may have amenity value to the owners.

8.2.39 The identification of baseline conditions considered data from the following sources:

- The James Hutton Institute, Land Capability for Agriculture (LCA) data
- Forestry commission licence data
- Aerial imagery
- Ordnance Survey (OS) maps
- Geographic Information System (GIS) data
- Site visits (2015, 2016, 2017 and 2018)
- Meetings with landowners

Assessment Methodology – Agricultural, Forestry and Sporting Interests

Sensitivity

8.2.40 A range of sensitivity characteristics were determined during the baseline data collection for each agricultural, forestry and sporting interest. Thereafter, a sensitivity rating was assigned using criteria outlined in **Table 8-10**.

Table 8-10: Criteria for sensitivity of agricultural, forestry and sporting Interests

| Sensitivity | Description |
|-------------|--|
| High | <p>Small farm size (including Crofts) (less than 50ha)</p> <p>Presence of prime quality land (Class 1, 2 and 3.1)</p> <p>Conventionally farmed intensive arable cropping or intensive livestock systems (such as dairying)</p> <p>Land of any farm type farmed according to organic or biodynamic standards</p> <p>High value commercial sporting activity (such as grouse beats or salmon fishing)</p> <p>Trees of high quality with an estimated remaining life expectancy of at least 40 years if undisturbed</p> <p>High value woodland that is rare or distinctive and susceptible to small changes</p> |
| Medium | <p>Medium farm size (50ha – 150ha)</p> <p>Presence of land of moderate quality (Class 3.2 and 4)</p> <p>Conventionally farmed mixed cropping and livestock systems of moderate intensity</p> <p>Moderate value commercial sporting activity (such as pheasant shooting)</p> <p>Land with high or moderate importance to the support of high value sporting activity e.g. managed grouse habitat</p> <p>Trees of moderate quality with an estimated life expectancy of at least 20 years if undisturbed</p> <p>Moderate value woodlands tolerant to moderate levels of change</p> |
| Low | <p>Large farm size (>150ha)</p> <p>Presence of low quality land (Class 5,6 and 7)</p> <p>Conventionally farmed extensive livestock systems or agricultural land in non-agricultural use</p> <p>Low value sporting activity (such as rough shooting)</p> <p>Land with some importance to the support of higher value sporting activities i.e. unmanaged grouse habitat</p> <p>Trees of low quality with an estimated remaining life expectancy of at least 10 years if undisturbed</p> <p>More commonplace woodland tolerant of noticeable change or undergoing substantial development</p> |

Impact Magnitude

- 8.2.41 As indicated in **Table 8-11**, the magnitude of impacts has been determined based on a range of characteristics, taking into account factors such as land severance, land-take and access arrangements. Land severance impacts can appear in situations where:
- The Proposed Scheme would cut through land parcels, potentially affecting access and/ or creating areas which may become impractical for agricultural use; and/ or
 - Vital facilities would be separated from land parcels
- 8.2.42 With specific regard to agricultural, sporting and forestry land interests, 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 could be rendered redundant for current use.
- 8.2.43 Access impacts refer to situations where existing access arrangements are changed by the Proposed Scheme.

Table 8-11: Impact magnitude criteria for agricultural, forestry and sporting interests

| Criteria | Definition |
|------------|--|
| High | Loss of more than 10% of the landholding High degree of severance extending to more than 20% of the land holding Access to agricultural, sporting and forestry 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 woodland over a wide area or an intensive change over a limited area High windthrow risk |
| Medium | Loss of between 5% and 10% of the landholding Moderate degree of severance extending to between 10% and 20% of the land holding Access to agricultural, sporting and forestry land compromised Moderate degree of disruption to cultivation patterns with moderate risk of change in land use Disruption to walked-up shooting (pheasant) and/ or medium value fishing (e.g. trout) Small changes to woodland over a wide area or noticeable changes over a limited area Medium windthrow risk |
| Low | Loss of less than 5% of the landholding Low degree of severance extending to less than 10% of the land holding Minimal change in access to agricultural, sporting and forestry land Minimal degree of disruption to cultivation patterns with a 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 | Negligible change to all factors |

Impact Significance

8.2.44 The overall impact significance of effect was determined taking into account sensitivity and magnitude, as set out in **Table 8-12**. This assessment included a wide range of considerations; the final significance category presented in the impact assessment was adjusted, in some instances, using professional judgement. Where such an adjustment was made, an explanation is provided in the assessment in **Section 8.4**. For the purposes of this assessment, impacts deemed moderate or above are considered to be significant.

Table 8-12: Assigning significance of impact on agricultural, forestry and sporting impacts

| Resource Value/Sensitivity | Magnitude of Impact | | | |
|----------------------------|-----------------------|-----------------------|--------------------|--------------------|
| | High | Medium | Low | Negligible |
| High | Substantial | Moderate/ Substantial | Slight/ Moderate | Slight |
| Medium | Moderate/ Substantial | Moderate | Slight | Negligible/ Slight |
| Low | Moderate | Slight/ Moderate | Negligible/ Slight | Negligible |

8.2.45 Compensation, as agreed with the District Valuer, will be available for land required as part of the Proposed Scheme. However, the determination of the amount of financial compensation is outside the remit of the EIA process and is therefore unknown at this stage of the project. Where impacts are unavoidable, this assessment considers the provision of compensation, in line with the mitigation hierarchy, as a valid mechanism to address residual effects.

Assessment Methodology – Agricultural, Forestry and Sporting Business Viability

8.2.46 DMRB guidance requires an assessment of the likely impacts on the future viability of agricultural, forestry and sporting interests affected by the Proposed Scheme.

8.2.47 The impacts on future viability are considered where the significance of impact on agricultural, forestry and sporting land is determined to be moderate or substantial. In undertaking this viability assessment, the general principles applied relate to whether the business has the potential to adapt its operations and whether it could continue to operate.

8.2.48 A qualitative assessment of impacts on business viability of these businesses was undertaken using the following criteria:

- Beneficial Impact: the business is likely to be able to continue trading and developing as planned and the Proposed Scheme may make a beneficial contribution to business development
- Neutral Impact: the business is affected by the land-take requirements of the Proposed Scheme, but no impacts on viability have been identified and the business is likely to be able to continue trading
- Adverse Impact: the business may have to reduce its activities, relocate or close completely

Development Land

Study Area

8.2.49 The study area covers land allocated for development, planning applications and unimplemented extant planning permissions within 500m of the Proposed Scheme.

Baseline Conditions

8.2.50 For the purposes of this EIA, development land relates to areas allocated for development as identified in Strategic and Local Development Plans, as well as relevant planning permissions and applications being determined by the Cairngorms National Park Authority (CNPA), or The Highland Council (THC). With regard to unimplemented planning permissions, extant planning permission at the time of writing has been considered. The assessment includes planning applications, which are pending consideration or refused, where the applicant still has a right to appeal (or an appeal is in progress). Planning applications excluded are: householder applications for extensions, withdrawn applications and refused applications (where the time-limit to appeal has passed).

8.2.51 An assessment of proposals of application notices, planning applications and permissions within the study area has been undertaken through an online search of CNPA, and THC's public access systems and is identified in **Section 8.3**. Additionally, this data has been verified through consultation with CNPA, and THC.

Assessment Methodology

8.2.52 The assessment of potential impacts on development land 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. Impacts on the amenity of the site would not interfere with its proposed use or the impact on the amenity would be beneficial, in that the Proposed Scheme would improve the site's appropriateness for its proposed use
- Neutral: 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 material impact on the amenity of the site that would interfere with its proposed use

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

Limitations to Assessment

- 8.2.53 Land-ownership, land-take calculations, sporting, forestry and agricultural impacts are based upon the fixed Land Made Available (LMA) boundary at the time of publication.
- 8.2.54 The locations of construction compounds will be confirmed by the appointed Principal Contractor(s) taking into account the constraints identified in this assessment. Should the Principal Contractor(s) seek permission for temporary use of land beyond the LMA boundary, this would be subject to a separate consenting process and is not considered further in this assessment.
- 8.2.55 This assessment focuses on direct impacts associated with land-take and access disruption. However, there may also be wider indirect beneficial and adverse socio-economic impacts, particularly for businesses and local communities that utilise the A9 and surrounding areas. Indirect impacts are difficult to accurately quantify and relate to a variety of factors that are not associated with land-take. In this instance a qualitative assessment of these issues has been provided; for example, within the socio-economic impact assessment and business viability assessments.

8.3 Baseline Conditions

Local Communities – Baseline Conditions

- 8.3.1 Local community receptors are illustrated on **Drawings 8.1 to 8.7**, in **Volume 3** of this ES. The villages of Newtonmore and Kingussie are located within the 500m study area and are accessed from the A9 from junctions within the Proposed Scheme extents.
- 8.3.2 Newtonmore is currently accessed from the Newtonmore Junction at chainage (ch.) 43,400 in both north and southbound directions, requiring right turn manoeuvres (see **Drawing 8.3, Volume 3**). The village of Newtonmore has a range of community assets including hotels/ hostels, Bed and Breakfast establishments, shops, a museum, a golf course, a primary school and a train station.
- 8.3.3 Kingussie is currently accessed via a Grade Separated Junction for northbound travellers at ch. 50,600 and southbound travellers taking access at approximately ch. 50,950 (see **Drawing 8.5, Volume 3**). The village also has a number of community assets including open space at Glebe Ponds, shops, hotels/ hostels, pubs, cafes, a restaurant, Bed and Breakfast establishments, two schools (primary and secondary) a medical practice, an Ambulance Station and Fire Station. There are also industrial premises and recreational grounds.
- 8.3.4 The small village of Lynchat, which comprises 14 residential properties, is accessed from the A9 northbound at the Kingussie Junction (ch. 50,600) and southbound via a connecting road between the A9 and B1952 at ch. 53,600 (see **Drawings 8.5 and 8.6, Volume 3**).
- 8.3.5 There is also a small community at Ruthven, which comprises of a number of residential properties, holiday cottages and Bed and Breakfast accommodation. These residential properties and businesses can be accessed northbound and southbound via the B970 from Kingussie and travelling under the A9 at circa ch. 49,250 (see **Drawings 8.4 and 8.5, Volume 3**).
- 8.3.6 There is a small cluster of properties to the west of the A9 at Glentruim, which comprises of residential properties, Glentruim castle and cottages, and farms. This area is currently accessed from the A9 via the Glentruim Junction at ch. 40,600 (see **Drawing 8.2, Volume 3**).

Residential and Commercial Land and Property – Baseline Conditions

Residential

- 8.3.7 There are residential properties and associated gardens within the villages of Newtonmore and Kingussie as discussed above. Potential impacts on access provisions to the villages are assessed as part of a local community in the round within this chapter.
- 8.3.8 The small village of Lynchat also comprises 14 residential properties and agricultural buildings. Impact on these properties will be addressed within the Local Communities section unless there is a direct impact on a property, for example due to land take.
- 8.3.9 **Table 8-13** sets out the residential properties, which are located within the study area and are either outside of Kingussie, Newtonmore, Lynchat or within these villages but require separate assessment. The properties have been attributed a **High** sensitivity value with associated garden land attributed a **Medium** sensitivity value in line with **Table 8-3**, unless indicated otherwise.

Table 8-13: Residential properties

| Residential Property | Approximate ch. Location | Existing Access Arrangements |
|--|---------------------------------|--|
| South Lodge | 40,000 (northbound) | Accessed from the A9 via the existing Glentruim Junction (access 28 - ch. 40,600). |
| Fernside House | 40,600 (northbound) | |
| Invertruim House | 40,900 (northbound) | |
| Griogchan | 42,800 (northbound) | Accessed via the existing Newtonmore Junction (access 32 – ch. 42,950) North and southbound access is also available from the Ralia Café access (access 31 – ch. 41,750) |
| West Ralia Cottage | 42,800 (northbound) | |
| Kilchurn Cottage | 42,800 (northbound) | |
| Ku-Ring-Gai | 42,750 (northbound) | |
| Ralia Beag (tied to Ralia Estate) | 43,000 (northbound) | |
| Birchwood | 43,250 (northbound) | |
| Glen View | 43,200 (northbound) | |
| Invermore Lodge | 43,200 (northbound) | |
| 5 residential properties to the north of the Highland Mainline (HML) railway and south of the River Spey | 43,800 (northbound) | |
| Ralia Lodge (house and grounds) | 43,850 (northbound) | |
| Garden Cottage | 44,000 (northbound) | |
| Keepers Cottage | 44,000 (northbound) | |
| Upper Nuide Cottage | 45,700 (northbound) | |
| Nuide Farm Cottage (tied to Ralia Estate) | 45,950 (northbound) | |
| Milton of Nuide Cottage | 46,200 (southbound) | Access to this property is access 37 (ch. 46,180) on the southbound carriageway side |
| Inverton House | 47,500 (northbound) | Access to this property is access 38 (ch. 47,170) on the northbound carriageway side |
| Knappach Cottage | 48,400 (southbound) | Properties are accessed via the existing Kingussie Junction which is a grade separated junction with Northbound access at ch. 50,620 (access 43) and Southbound access at ch. 50,950 (access 44) |
| Ruthven Cottage | 48,800 (southbound) | |
| Sheltered accommodation at Glebe Court (22 flats) | 50,400 (northbound) | |
| Craig-an-Darach | 50,600 (northbound) | |
| Kerrow Cottage (Pitmain Estate) | 50,900 (northbound) | |
| Kerrow Farm House | 50,900 (northbound) | |
| Laggan Cottage | 51,200 (southbound) | |
| Laggan Croft No. 1 | 51,150 (southbound) | |
| Three Bridges (Laggan Croft No. 2) | 50, 800 to 51, 700 (southbound) | |
| Creag Bhalg | 51,200 (northbound) | |
| Lynvoan Cottage (Balavil Estate) | 52,600 (northbound) | Access taken from the A9 at access point 49 (ch. 53,260) on the northbound carriageway side |
| Balavil Cottage | 53,450 (northbound) | |
| Balavil House | 53,800 (northbound) | |
| Croftcarnoch (new house) | 54,800 (northbound) | Accessed from the A9 via access 52 (ch. 54,350) on the northbound carriageway side |
| Croftcarnoch Farmhouse. | 54,900 (northbound) | |

| Residential Property | Approximate ch. Location | Existing Access Arrangements |
|--|--------------------------|---|
| Balavil Home Farm | 52,800 (southbound) | Accessed via the B9152 with access taken from the A9 at access point 51 (ch. 53,630) on the southbound carriageway side Railway Cottage is also accessed via access point 51 (ch. 53,630) on the southbound carriageway side East Lodge is accessed via access point 53 (ch. 54,350) on the southbound carriageway side |
| West Lodge | 53,300 (southbound) | |
| Railway Cottage | 53,600 (southbound) | |
| East Lodge | 54,300 (southbound) | |
| Mains of Balavil (Houses 1, 2 and 3) | 53,600 (northbound) | Main access taken from the northbound carriageway side at access point 49 (ch. 53,260). Also accessible from the northbound carriageway side at access point 50 (ch. 53,630) |
| Coulintyre Cottage (adjacent to the Highland Wildlife Park entrance) | 56,150 (southbound) | Accessed via the B9152 from access point 51 (ch. 53,630) on the southbound carriageway side and the Kingussie Junction |

Note – Former residential properties that are used for commercial holiday cottages/ lets are assessed as commercial assets within this Chapter. It is also important to note that Bed and Breakfast properties that have a residential use are assessed as commercial assets within this Chapter. These therefore do not appear in this table.

Commercial

- 8.3.10 Invernahavon Caravan Site (holiday park at approximate ch. 40,200) is accessed off the A9 at the existing Glentruim Junction (access 28, ch. 40,600). The site comprises 12 lodges and a touring caravan site, 63 pitches for caravans and space for twenty tents with facilities including a shop, laundry and toilet/ shower block. This has been attributed a **High** sensitivity value in line with **Table 8-3**. This asset is shown on **Drawing 8.2, Volume 3**, and a view of it is displayed in **Photograph 8-1**.



Photograph 8-1: Invernahavon Holiday Park

- 8.3.11 To the south west of Invernahavon Holiday Park is situated Glentruim castle and cottages. This receptor also caters wedding functions. The castle and cottages have been attributed a **High** sensitivity value.

- 8.3.12 Phoinies Lodge operates as a holiday let associated with the shooting operations of Phoinies Estate and is accessed directly from the A9 at access point 20 (ch. 41,200). Phoinies Lodge is situated at approximate ch. 40,500, and is shown on **Drawing 8.1, Volume 3**. The lodge building has been attributed a **High** sensitivity value with associated land attributed a **Medium** sensitivity value.
- 8.3.13 There is a telecommunications mast situated on land owned by Phoinies Estate at approximate ch. 40,650 and operated by SSE Telecoms (see **Drawing 8.2, Volume 3**). This mast is accessed directly from the A9 at access point 20 (ch. 41,200) and has been attributed a **High** sensitivity value.
- 8.3.14 There are commercial operations based at Ralia Café and Tourist Information (approximate ch. 42,200), comprising a café, toilets, car parking and a shop. Buildings related to these operations are attributed a **High** value, with associated land attributed a **Medium** sensitivity value in line with **Table 8-3**. These are accessed via existing access points 31 (Ralia Café and Tourist Information access) and 32 (existing Newtonmore Junction). The location of these assets is indicated as Ralia Café on **Drawings 8.1 and 8.2, Volume 3**.
- 8.3.15 Further north and to the west of the A9 is Ptarmigan Lodge holiday let at approximate ch. 43,000; around one km north east of Ptarmigan Lodge is Milton Lodge holiday let at approximately ch. 44,300. These assets are accessed via access 32 (existing Newtonmore Junction); however, access is also available via access 31 (Ralia Café access). The buildings have been attributed a **High** sensitivity value with associated land attributed a **Medium** sensitivity value.
- 8.3.16 Approximately two km further north is Nuide House holiday let adjacent to Nuide Farm (shown on **Drawing 8.4, Volume 3**). Nuide House is accessed from access 36 (ch. 46,180) on the northbound carriageway. The building has been attributed a **High** sensitivity value with associated land attributed a **Medium** sensitivity value.
- 8.3.17 On the east side of the A9, at Ruthven, is situated Ruthven Park Bed and Breakfast (ch. 49,100) Ruthven House holiday cottage (ch. 49,100) and Ruthven Steadings self-catering cottages (ch. 49,250), shown on **Drawing 8.5, Volume 3**. These properties are accessed via the B970 which is accessed from the A9 via the existing Kingussie Junction. The buildings have been attributed a **High** sensitivity value with associated land attributed a **Medium** sensitivity value.
- 8.3.18 To the north of Newtonmore is situated the Highland Folk Museum (ch. 45,600 to 46,300), which is an open-air tourist attraction which is accessed from the A9 via the existing Newtonmore Junction (access 32). This asset has been assigned a **High** sensitivity value.
- 8.3.19 The Highland Wildlife Park (HWP), see **Photograph 8-2**, is located between ch. 55,300 and 55,700, as shown on **Drawing 8.7, Volume 3**. The HWP is accessed from the B9152, which can currently be accessed from the A9 at the Kingussie Junction, further north at the Aviemore South Junction (outwith the Proposed Scheme extents), and via access points 51 (Railway Cottage) 52 (at Balavil) and 53 (East Lodge). The HWP is a 105-hectare safari park and zoo and is understood to be one of the most visited attractions in the Cairngorms National Park with up to 2,000 visitors on peak days. Alongside the open safari park there is a walk-around area, a large car park, education centre and two cafés. A feasibility study has been undertaken with funding from Highlands & Islands Enterprise considering ambitious plans to expand the visitor facilities. The HWP has been assigned a **High** sensitivity value.



Photograph 8-2: The entrance to the Highland Wildlife Park

- 8.3.20 There are 12 holiday cottages at 'Meadowside' located between approximate ch. 55,900 and 56,000, shown on **Drawing 8.7, Volume 3**. This area is also accessed via the B9152 as per the HWP above. The buildings have been attributed a **High** sensitivity value with associated land attributed a **Medium** sensitivity value.
- 8.3.21 Meadowside Quarry (identified on **Drawing 8.7, Volume 3** at circa ch. 56,050 to 56,700) is situated adjacent to the HWP and is also accessed via the B9152 as per the HWP above. This asset has been assigned a **High** Sensitivity value.
- 8.3.22 The Highland Mainline (HML) railway runs close and approximately parallel to the A9 within the study area from circa ch. 40,000 to ch. 43,500 where it moves offline towards Newtonmore train station. The HML then runs under the A9 at approximate ch. 50,550 and runs approximately parallel to the A9 and to the south of Kingussie Cemetery and Lynchat. The HML moves closer to the A9 around ch. 55,800 where it runs immediately south of the B9152. This asset has been attributed a **High** sensitivity value, with associated land assigned a **Medium** sensitivity value.
- 8.3.23 Network Rail have a pedestrian access to the HML railway at around ch. 42, 160 (to the rear of Ralia Café) and access to level crossings within the study area. These are located at ch. 49,700 (Kingussie level crossing), ch. 51, 300 and ch. 52,200 (both private level crossings).

Community Land and Property – Baseline Conditions

- 8.3.24 It is recognised that the Proposed Scheme is located within the Cairngorms National Park (CNP). Therefore, as per **Table 8-7** all the land affected would typically be attributed a **High** sensitivity value. However, it is considered appropriate to remove any community asset value from the land affected. This is based on the fact that the proposed land take is minor in terms of the overall area of the CNP and also that the land is situated adjacent to the existing A9. Community access via Non-Motorised User (NMU) routes is accounted for in **Chapter 9** and consideration of visual amenity impacts within the CNP is provided in **Chapter 14**.
- 8.3.25 There is a shinty pitch (identified as a recreational area/ playing field on **Drawing 8.5, Volume 3**) located at approximate ch. 49,100, utilised by the Kingussie Camanachd Club. This pitch is accessed via the B970 (Ruthven Road) which is accessed from the A9 via the existing Kingussie Junction. This local community receptor is attributed a **Medium** sensitivity value in line with **Table 8-6**.

- 8.3.26 The Glebe Ponds area, of view of which is shown **Photograph 8-3**, is located on the edge of the town of Kingussie (highlighted as a recreational area at approximate ch. 50,400 on **Drawing 8.5, Volume 3**). Access from the A9 is via the existing Kingussie Junction to a public footpath off the A86 (Kingussie Main Street). The Glebe Ponds area is allocated as Open Space within the Cairngorms National Park Local Development Plan (CNPLDP) and is managed by a local community group. This local community receptor has been attributed a **High** sensitivity value.



Photograph 8-3: Kingussie Glebe Ponds

- 8.3.27 The Balavil obelisk is located in a private graveyard (ch. 53, 250) within the study corridor which is a memorial to Colonel MacPherson. This is attributed a **Medium** sensitivity value in line with **Table 8-7**. A second memorial structure (in memory of Tom Cheireag) is situated at ch. 50,900. This asset is attributed a **Medium** sensitivity value. These are accessed via the B9152 which is accessed from the A9 at the existing Kingussie Junction.
- 8.3.28 General Wade's Military Road (GWMR) runs within the study area on both the eastern and western side of the A9. GWMR is used by the community as a recreational route and as part of the National Cycle Network (NCN7). It is noted that, although this is utilised as a community facility, the impact of the Proposed Scheme on this asset is assessed within **Chapter 9 (Effects on All Travellers)** and will not be assessed further in this chapter.
- 8.3.29 Ruthven Barracks (shown on **Drawing 8.5, Volume 3**) is located at approximate ch. 49,500, and is an historic attraction managed by Historic Environment Scotland (HES). The Barracks, see **Photograph 8-4**, are accessed via the B970 (Ruthven Road) which is accessed from the A9 at the existing Kingussie Junction. This nationally important attraction and has been attributed a **High** sensitivity value.



Photograph 8-4: Ruthven Barracks

8.3.30 **Photograph 8-5** shows a view across the Insh Marshes National Nature Reserve (NNR), which is located from approximate ch. 49,200 and extends beyond the northern extent of the Proposed Scheme. As a National Nature Reserve, this community asset is attributed a **High** sensitivity value. The NNR is an important wetland and has viewing facilities (including hides) and a number of walking trails accessible from the B970 (Ruthven Road) which is accessed from the A9 at the existing Kingussie Junction.



Photograph 8-5: Insh Marshes National Nature Reserve

Agricultural, Forestry and Sporting Land – Baseline Conditions

General Context and Land Capability

- 8.3.31 The agricultural classification of land within the study area ranges from being suitable for rough grazing (grade 6.1 to 6.7), improved grassland (grade 5.1 to 5.3) and mixed agriculture (grade 3.2 to 4.2) and is therefore attributed **Medium** to **Low** sensitivities. See **Drawings 8.9** to **Drawing 8.14** in **Volume 3**, which show Land Capability for Agriculture (LCA). The LCA grade of agricultural land within each ownership is described below and in detail within **Appendix 8.1 (Volume 2)**. However, it is important to note that following on from site visits and application of professional judgements, some receptors have been attributed a **High** sensitivity value, based on ‘on the ground’ factors.
- 8.3.32 As discussed in **Appendix 8.1, Volume 2**, there are a series of woodland strips throughout the Proposed Scheme, which provide various functional purposes to the estates.
- 8.3.33 There are twelve farms, Estates and crofts within the study area, which have a mix of agriculture, sporting and forestry uses, described further within the sensitivity value assessment below. Although land ownership boundaries are not shown graphically within this ES, the twelve noted land interests comprise of:
- Phoinies Estate – located between ch. 40,000 and ch. 42, 825 (west of the A9) and between ch. 40,000 to ch. 42,825 (east of the A9)
 - Ralia Estate – located between ch. 42,825 and ch. 48, 150 (west of the A9) and between ch. 42, 825 to 47, 525 (east of the A9)
 - Ruthven Farm – located between ch. 47,525 and ch. 50,200 (west of the A9) and between ch. 47,525 to ch. 48,825 (east of the A9)
 - Ruthven Park – located between ch. 49,050 and ch. 49,120 (east of the A9)
 - Land owned by Royal Society for the Protection of Birds (RSPB), including Insh Marshes – located between ch. 49,250 to ch. 50,100 (east and west of the A9), and between ch. 51,700 to ch. 52, 100 (east of the A9), and approx. ch. 53,750 to ch. 55,250 (east of A9)
 - Kingussie Glebe land owned by the Church of Scotland – located between ch. 50, 200 to ch. 50, 475 (west of the A9) and between ch. 50, 200 to ch. 50, 750 (east of the A9)
 - Land owned by Davall Developments Ltd. – located between ch. 50,725 to ch. 51,100 (west of the A9) and between ch. 50,950 to ch. 51, 075 (east of the A9)
 - Laggan Croft No. 1 – located between ch. 51,075 to ch. 51,725 (west of the A9) and between ch. 50,900 to ch. 51, 250 (east of the A9)
 - Laggan Croft No. 2 – located between ch. 51,250 and ch. 51,725 (east of the A9)
 - Balavil Estate – located between ch. 51,725 to ch. 55,250 (east of the A9) and between ch. 51,850 to 55,250 (west of the A9)
 - Croftcarnoch – located between ch. 54,700 to ch. 55,300 (west of the A9)
 - Dunachton Estate – located between ch. 55,300 to ch. 56, 600 (east and west of the A9)

Sensitivity Assessment

Phoines Estate

Overview

- 8.3.34 Land between ch. 40,000 and ch. 42,825 (east and west of the A9) forms part of the Phoines Estate. Phoines Estate totals approximately 10,120 ha (25,007 acres).

Agriculture

- 8.3.35 All affected agricultural land within the Phoines Estate ownership is LCA grade 5.2, as shown on **Drawings 8.8 and 8.9, Volume 3**, and is attributed a **Low** sensitivity value on this basis. However, some elements have been assigned a **Medium** sensitivity value based on the qualitative assessment. See **Appendix 8.1, Volume 2** for details of the usage of this land by the Estate.

Sporting

- 8.3.36 As discussed in **Appendix 8.1** the land within the ownership of Phoines Estate is identified as potentially suitable for low ground shooting (e.g. pheasant and partridge). There is currently no low ground shooting on Phoines Estate, but the Estate is re-starting the low ground shooting in the 2018/2019 season (1 September 2018 – 1 February 2019). There have been low ground shooting activities on the land in the past. In 2018, the Estate has re-instated their own game farm in a shared game farm operation. The birds are reared and sold locally and also used for the estate's own low ground shoot. The game farm rearing units are located at Invernahavon Haugh.
- 8.3.37 Land is also identified as suitable as deer habitat and for deer movement; however, no stalking is undertaken in land within the vicinity of the Proposed Scheme. The majority of land within the Phoines Estate ownership has been attributed a **Low** sensitivity value with some land being attributed a **Medium** sensitivity value in respect of its sporting value".

Forestry

- 8.3.38 The woodland within Phoines Estate has been assigned **Low** sensitivity value.

Access

- 8.3.39 The access points listed in **Table 8-14** are utilised by Phoines Estate:

Table 8-14: *Accesses utilised by Phoines Estate*

| Access | Chainage | Use |
|--------|------------------------------------|---|
| 28 | 40,610 | Utilised by keepers on a daily basis, alongside use on shoot days |
| 29 | 41,210 (northbound carriageway) | Used daily by a number of vehicle types (tractors, trailers and machinery) to access game farm. HGV access is required to the game farm. |
| 30 | 41,210 (southbound carriageway) | Used as main access to Phoines Lodge holiday let. Utilised daily by estate workers and visitors in a variety of vehicle types (including tractors, trailers and machinery). |

Ralia Estate

Overview

- 8.3.40 The land between ch. 42,825 to ch. 47,350 (east of the A9) and ch. 42,825 to ch. 45,650 (west of the A9) forms part of the Ralia Estate. Ralia Estate is a mixed low ground and upland estate with agricultural and sporting enterprises and a mixed residential portfolio, located approximately one mile south east of the town of Newtonmore. Ralia Estate totals approximately 2,225 ha (5,498 acres).
- 8.3.41 In terms of ownership, the business operates as Ralia Enterprises, which also operates over North Drumochter Estate and the two estates are run together as a result.
- 8.3.42 Ralia Lodge is the main house on the Estate, and the other associated buildings comprise of: Ralia Beag, Ptarmigan Lodge (holiday let), Upper Nuide Cottage, Lower Nuide Cottage, Nuide Farmhouse, Milton of Nuide and Inverton House.

Agriculture

- 8.3.43 In terms of agriculture, land within the Estate is farmed on an in hand basis with stock consisting of sheep and cattle. Sheep graze the hill, however, they are not managed as part of any grouse moor management (i.e. not for 'tick mop' purposes).
- 8.3.44 Sheep access and graze on both sides of the A9. There is a sheep creep under the A9 located close to Ralia Lodge. There is use of a further sheep creep at Inverton (ch. 47,350); however, this sheep creep is accessed outside of the Ralia Estate ownership.
- 8.3.45 The majority of agricultural land within the ownership of Ralia Estate is LCA grade 5.2 and has been attributed a **Low** sensitivity value. However, one stretch of land west of the A9 (approximately ch. 43,675 to ch. 44,275) has been recorded as having a **Medium** sensitivity value, as discussed in **Appendix 8.1 (Volume 2)**.

Sporting

- 8.3.46 In terms of sporting interests, Ralia Estate does not support any formal grouse shooting. Grouse habitat is limited, and the hill area suffers from a significant tick population, which renders it uneconomic to manage for grouse shooting.
- 8.3.47 Areas of land within the ownership of Ralia Estate are identified as being suitable habitat for deer, pheasant and partridge. These areas are identified within **Appendix 8.1** and have been attributed a **Medium** sensitivity value.
- 8.3.48 The Estate also retains single bank salmon and brown trout fishing on the River Spey, and this has been assigned a **Medium** sensitivity value.

Forestry

- 8.3.49 The Estate retains a number of woodland areas comprising semi natural and amenity woodland, primarily located to the north west of the current A9 and managed for amenity, sporting and shelter purposes. There are some smaller plantations to the south-east of the A9 which were planted under Woodland Grant Scheme (WGS) assistance. All plantations are now outwith the Woodland Grant Scheme contract period. A large area of new woodland planting (approximately 200 Ha) is proposed under Scottish Rural Development Programme Funding. Planting of this woodland is advised as scheduled to begin in 2018.

- 8.3.50 The assigned sensitivity values for woodland are **Low**, **Medium** and **High**, and **Appendix 8.1 (Volume 2)** provides further details on where each area of different sensitivity is located.

Access

- 8.3.51 The access points listed in **Table 8-15** are utilised by Ralia Estate:

Table 8-15: Accesses utilised by Ralia Estate

| Access | Chainage | Use |
|--------|------------------------------------|---|
| 33 | 42,950 | Utilised daily for hill access, sheep welfare, shooting parties and game keeping purposes. |
| 34 | 43,625 | Used infrequently due to heavy vegetation |
| 35 | 45,800 | Used daily for game keeping and farming |
| 36 | 46,180 (northbound carriageway) | Used daily with up to 200 vehicles per day at peak periods |
| 37 | 46,180 (southbound carriageway) | Used daily for low ground partridge shooting, deer stalking, farming and access to the internal track network |
| 38 | 47,170 | Used daily by the estate |
| 39 | 48,130 | Used on a weekly basis for game keeping |
| 40 | 48,240 | Used daily during peak season and less frequently at other times of the year for game keeping |

Ruthven Farm

Overview

- 8.3.52 The land between ch. 47,350 to ch. 50,150 (west of the A9) and ch. 47,350 to ch. 48,825 (east of the A9) forms part of Ruthven Farm. This is a mixed amenity farm with low ground grazings and woodland within proximity to the River Spey, and a separate woodland and upland area with separate access to the east. The landholding totals approximately 324.3 ha (801.3 acres).
- 8.3.53 Knappach Cottage forms part of Ruthven Farm.

Agriculture

- 8.3.54 As discussed in **Appendix 8.1 (Volume 2)**, the farmland is currently let on separate seasonal grazing agreements with no in hand farming and has been attributed a mix of **Low** and **Medium** sensitivity values.

Sporting

- 8.3.55 Land within the ownership of Ruthven Farm is suitable for low ground shooting (e.g. pheasants) and deer habitat and movement; however, no stalking is undertaken on the land. A **Low** sensitivity value has been attributed in this regard.
- 8.3.56 Ruthven Farm includes a stretch of single bank salmon fishing rights from the confluence with the Inverton Burn to the A9 Spey bridge. These areas include Inverton Burn (between ch. 47,525 and ch. Ch. 48,115) and the River Spey (between ch. 48,150 to and. 50,200).
- 8.3.57 Fishing is leased to the Badenoch Angling Association which is an historic arrangement and for which there is no current passing rent. Due to this activity, a **High** sensitivity value has been attributed to this land within the Farm ownership, see **Appendix 8.1**.

Forestry

- 8.3.58 Ruthven Farm includes a substantial area of mixed natural and semi natural woodland areas along with commercial plantations. Plantation areas comprise a mixture of mainly mid-rotation mixed conifers, most of which are due for thinning or clear felling in the near future.
- 8.3.59 In addition to the lower ground of Ruthven Farm, the property also includes a substantial area of open scrub and semi-natural woodlands within the Coille an Torra Chruaidh hill area, which comprises a mixture of silverbirch and Scots pine with open areas of heather. However, this area is currently not actively managed. These woodland areas have been attributed **Low** sensitivity values.

Access

- 8.3.60 The estate is accessed predominantly via the B970; however, tenants utilise access points 39 (ch. 48,130 on the southbound carriageway) and 40 (ch. 48,240 on the northbound carriageway).
- 8.3.61 The land is split by the A9 with an existing underpass at ch. 48,100 connecting the northern and southern areas of land.
- 8.3.62 The separate but associated land at Coille an Torra Chruaidh is accessed via a track off the B970 public road, leading south from Gordon Hall Farm to the land, which is utilised by the telecoms mast operators as well as the current landowner.

*Ruthven Park**Overview*

- 8.3.63 The land between ch. 48,825 and ch. 49,250 (east of the A9) forms part of Ruthven Park which is a detached residential property with land forming a smallholding located adjacent to the existing A9. The entire holding comprises approximately 7.7 ha (19 acres).

Agriculture

- 8.3.64 There is no in hand farming on the holding and the two fields are let on a seasonal grazing agreement to a local farmer with stock occupying the land between April and November.
- 8.3.65 Land within the ownership of Ruthven Park is LCA grade 4.2 and is attributed a **Medium** sensitivity value, with some land being attributed a **High** sensitivity value based on the qualitative assessment.

Sporting

- 8.3.66 There are no sporting activities within the land ownership and therefore no value is assigned.

Forestry

- 8.3.67 The small holding retains a small embankment of mixed broadleaves and conifers along the B970 road and a small corner at the south west end planted with mainly Scots pine in 2002. The woodland is managed for mainly amenity and shelter purposes and has been attributed a **Medium** sensitivity value, as explained in **Appendix 8.1 (Volume 2)**.

Access

- 8.3.68 The holding is accessed directly off an unclassified road leading from the B970 (Ruthven Road) which is accessed from the A9 at the existing Kingussie Junction.

RSPB Owned Land (including Insh Marshes National Nature Reserve)

Overview

- 8.3.69 Land between ch. 49,250 to ch. 50,100 (east and west of the A9) and between ch. 51,700 to ch. 52,100 (east of the A9), and approx. ch. 53,750 to 55,250 (east of the A9) is within the ownership of RSPB. The total landholding for the purpose of this assessment is 1,022 ha (2,525.4 acres).

Agriculture

- 8.3.70 The land within this holding is a mix of LCA grades 4.2 and 6.2 and therefore has been attributed a mix of both **Low** and **Medium** sensitivity values. The land is occupied under a number of annual grazing agreements. **Appendix 8.1 (Volume 2)** provides further detail on the location of each area, see **Drawings 8.8 and 8.12 to 8.14 in Volume 3**.

Sporting

- 8.3.71 There is salmon and trout fishing associated with this landholding which has been attributed a **High** sensitivity value, as it does offer the potential for upper river salmon fishing. Other elements of land have been attributed a **Low** sensitivity value based on the qualitative assessment.

Forestry

- 8.3.72 There are no areas of commercial forestry associated with this landholding and therefore no sensitivity value has been assigned.

Access

- 8.3.73 Access to this holding via the B970 road (Ruthven Road), which runs under the existing A9.

Church of Scotland land (Kingussie Glebe)

Overview

- 8.3.74 Land between ch. 50,200 to ch. 50,725 (east of the A9) and ch. 50,200 to ch. 50,475 (west of the A9) is within the ownership of the Church of Scotland and is known as the 'Glebe'. The land totals approximately 20.33 ha (50.2 acres).

Agriculture

- 8.3.75 There is no in hand farming on the land, with all land let on a secure agricultural tenancy. The agricultural land is LCA grade 4.2; however, following a qualitative assessment this land has been attributed a **High** sensitivity value (as discussed in **Appendix 8.1, Volume 2**).

Sporting

- 8.3.76 There is no shooting over any of the Kingussie Glebe land. The landholding does benefit from salmon and trout fishing and a **High** sensitivity value has been attributed to this aspect. Other areas of land have been attributed a **Low** sensitivity value based on the qualitative assessment.

Forestry

- 8.3.77 There are no significant areas of woodland and no sensitivity value has been assigned.

Access

- 8.3.78 Fields to the north of the River Spey, but south of the HML railway, are accessed by gates directly off the A9 with an underpass (under the north abutment of the River Spey bridge) providing stock movement between the two areas. The field to the north of the railway line is accessed off the B9152 by way of a gated access.
- 8.3.79 Ballochbuie Island is accessed over land owned by RSPB (and forms part of the Insh Marshes NNR).

*Laggan Croft No. 1**Overview*

- 8.3.80 The croft comprises a mixture of mainly grazing land and amenity woodland. It is separated by the existing A9, with a further block of mainly rough grazings to the south of the B9152 and adjacent to and north of the River Spey, separated by the HML railway. The croft lies approximately half a mile to the north east of the town of Kingussie. The total size of the croft is 22.7 ha (56.1 acres).

Agriculture

- 8.3.81 All agricultural land within Laggan Croft No. 1 is LCA grade 4.2. However, following a qualitative assessment, a combination of **Low** and **High** sensitivity values have been attributed. A **Low** value was attributed where the land is considered to be non-productive embankment but could potentially be used as low quality grazings.

Sporting

- 8.3.82 The croft includes a small section of single bank rights to fish for trout on the River Spey. However, the river is not actively fished along this section, as access (across the HML railway) is considered difficult and has been attributed a **Low** sensitivity value.

Forestry

- 8.3.83 As explained in **Appendix 8.1 (Volume 2)**, there is a small area of woodland located between ch. 51,075 and ch. 51,150 to the west of the A9 which is attributed a **Low** sensitivity value.

Access

- 8.3.84 The area of the croft to the east of the A9 is accessed by access point 45 (ch. 51,250 on the northbound carriageway).
- 8.3.85 The area to the west of the A9 is accessed by access point 46 (ch. 51,250 on the southbound carriageway) but is also accessible via the B9152 which is accessed from the A9 at the existing Kingussie Junction.

*Laggan Croft No. 2**Overview*

- 8.3.86 The land between ch. 51,250 and ch. 51,700 (east of the A9) forms part of Laggan Croft No. 2. The land is a mixed block of agricultural land adjacent and south east of the existing A9 and adjacent to and north of the River Spey. The total size of the croft is 26.7 ha (66 acres).
- 8.3.87 The majority of the land is occupied as horse grazing, and there is a set of agricultural buildings servicing the croft land.

Agriculture

- 8.3.88 The croft is no longer actively farmed but is used for horse liveryes. Land within Laggan Croft No. 2 is LCA grade 4.2, however a **High** sensitivity value has been assigned.

Sporting

- 8.3.89 In terms of sporting activities, the land offers low ground gamebird habitat in places, and is informally shot (walked up rough shooting); therefore, a **Low** sensitivity value has been assigned.

Forestry

- 8.3.90 There are no areas of commercial forestry associated with the croft. As explained in **Appendix 8.1 (Volume 2)**, the woodland within the croft has been assigned a **Low** sensitivity value.

Access

- 8.3.91 The croft land to the north of the B9152 (Aviemore Road) is accessed via an access track shared with the former Laggan Croft No. 2 croft house and adjoining original former croft house. Laggan Croft No. 1 also has access rights over this track. A number of fields are directly accessed from the B9152 (Aviemore Road) by field gates.
- 8.3.92 In addition, Laggan Croft No. 2 retains access rights over the access track within Laggan Croft No. 1 leading from the current A9 south and joining with the track from the B9152.
- 8.3.93 The Laggan Croft No. 2 land lying to the south of B9152 and the railway line is accessed from a single gated access off the B9152 and railway crossing, over which the users have access rights. This access is also the access to the River Spey and is restricted by the railway. As such, it is rarely used.

Balavil Estate*Overview*

- 8.3.94 The land between ch. 51,725 to ch. 55,250 (east of the A9) and ch. 51,850 to ch. 55,250 (west of the A9) forms part of the Balavil Estate. Balavil Estate is a traditional highland sporting estate centred around Balavil House as the main house. The Estate totals approximately 2,913ha (7,198 acres).
- 8.3.95 The Estate comprises a mixture of residential properties and estate buildings which service a range of enterprises including an in hand farming operation; forestry; both low ground and upland sporting; and fishing on the River Spey.
- 8.3.96 The Estate was offered on the open market for sale in 2014 and purchased by the current owners in 2015. The new owner's stated objective is to fully restore the Estate assets along with occupation of the main house.

Agriculture

- 8.3.97 Farming operations are on an in hand basis, subject to a Secure Agricultural Tenancy to a connected party.
- 8.3.98 The land within this holding is LCA grade 4.1 and 4.2 and therefore has been attributed a **Medium** sensitivity value. However, following further review, certain parcels of land within this Estate have been attributed **Low** and **High** sensitivity values; **Appendix 8.1 (Volume 2)** provides further detail.

Sporting

- 8.3.99 In terms of sporting activities, the Estate has been neglected over a prolonged period of time and there are no sporting records; however, the estate has the capacity for approximately 19 potential drives to provide driven grouse shooting over a mixture of mainly existing wooden butts (13 in total), with 1 line constructed in stone.
- 8.3.100 Present grouse shooting comprises walked up days only. The new management objectives include increasing 'tick mop' activity; and a heather burning management plan, with an intention to resurrect the hill to a sustainable driven grouse moor within a 5 to 10 year period.
- 8.3.101 There is currently no low ground shooting activity on the Estate; however, low ground shooting has taken place in the past and there is a long-term intention from the current owners to resurrect low ground shooting for both personal and commercial use. Duck and woodcock are regularly shot throughout the season.
- 8.3.102 The Estate retains a red deer population on the hill and both roe and sika deer populations on the lower ground; however, these are shot in small numbers on an ad hoc basis, mainly by keepers. There is no commercial stalking of roe or sika deer on the Estate.
- 8.3.103 This land has been attributed a **Low** sensitivity value. Other parcels of land have been attributed a **Medium** sensitivity value. Details on the location of these areas are contained within **Appendix 8.1**.
- 8.3.104 The estate retains approximately 2.7 miles of single bank salmon fishing on the River Spey, with two named pools (Tromie Pool and Laird's Pool) and fishing suitable for two rods per day. This particular aspect has been attributed a **High** sensitivity value.

Forestry

- 8.3.105 The Estate retains approximately 243 hectares (600 acres) of woodlands and forestry comprising a mixture of semi natural broadleaves along with formally planted commercial plantations. The woodland and forestry has not been actively managed in the recent past and a considerable amount of thinning and replanting is required. There is no formal forest management plan; however, the Estate is currently in the process of seeking appropriate advice.
- 8.3.106 All forestry land located within the study area is attributed a **Low** sensitivity value. Details of the form and location of the forestry land assessed is contained within **Appendix 8.1**.

Access

- 8.3.107 The access points listed in **Table 8-16** are utilised by Balavil Estate:

Table 8-16: *Accesses utilised by Balavil Estate*

| Access | Chainage | Use |
|--------|------------------------------------|---|
| 47 | 42,800 | Chapel Park Farm and residential access |
| 48 | 42,800 | Lynchat Village |
| 49 | 43,260 | Used as primary access to Balavil Mains |
| 50 | 53,630 | Utilised daily for estate activities |
| 51 | 53,630 | Connection to B9152 |
| 52 | 54,350 (northbound carriageway) | East Drive leading to Croftcarnoch |
| 53 | 54,350 (southbound carriageway) | East Lodge access |

Croftcarnoch

Overview

- 8.3.108 Croftcarnoch comprises a small holding with original farmhouse, outbuildings and land comprising a mixture of grazings and woodland. Croftcarnoch also retains a new main house, completed in 2017. The other dwelling associated with the holding is Croftcarnoch Farmhouse, which is the original farmhouse. The holding totals approximately 10.1 ha (25 acres).

Agricultural

- 8.3.109 There is no agricultural activity on the holding with the land being utilised for gardens and landscaping; no sensitivity value has therefore been assigned to agriculture.

Sporting

- 8.3.110 There is no formal sporting activity on the holding, and no sensitivity value has been assigned.

Forestry

- 8.3.111 The holding retains a substantial percentage of its area in woodlands, which form the setting to the residential dwellings; however, there is no commercial forestry and a **Low** sensitivity is assigned.

Davall Developments Ltd.

Overview

- 8.3.112 Davall Developments Ltd. owned land is located between ch. 50,725 to ch. 51,100 (west of the A9) and between ch. 50,950 to ch. 51, 075 (east of the A9). The land totals approximately 28.34 hectares (70 acres).
- 8.3.113 In terms of holding houses, there are no dwellings on the holding (Kerrow Cottage is owned by a third party). In terms of associated holding buildings, there is a dutch barn shed with corrugated iron roof within the landholding.
- 8.3.114 This assessment assumes the land is not registered for Integrated Administration and Control System (IACS) purposes and therefore it is considered that there are no applicable subsidies.
- 8.3.115 Current land uses comprise approximately 22.34 ha (55.2 acres) of permanent pasture grazings; approximately 1.58 ha (3.9 acres) of playing field; and approximately 4.42 ha (10.9 acres) of mixed woodland.
- 8.3.116 There is a mixed block of land adjacent to and on the north and north-east edge of Kingussie, which is currently grazed in part, but which is outlined in the Cairngorms National Park Local Development Plan for development (housing) and benefiting from planning permissions over the majority and in part for housing.

Agriculture

- 8.3.117 The livestock grazing on this holding is considered to be on a seasonal grazing agreement basis. The land is all LCA grade 4.2, and therefore is attributed a **Medium** sensitivity value.

Sporting

- 8.3.118 There is no formal sporting activity on the holding and therefore no value is assigned.

Forestry

- 8.3.119 Within this area, there are two areas of woodland of mixed conifers and broadleaves and of mixed age, which have been assigned a **Low** sensitivity value, as detailed within **Appendix 8.1**.

Access

- 8.3.120 The main holding access is situated off the B9152 (Aviemore Road) at Craig-an-Darach.
- 8.3.121 Development accesses are noted off Kerrow Drive and Dunbarry Terrace and the field to the south-east of the A9 is accessed off the B9152 (Aviemore Road) by field gate.

Dunachton Estate*Overview*

- 8.3.122 Dunachton Estate is a mixed low ground and upland estate with agricultural and sporting enterprises and a mixed residential portfolio, located adjacent to and mainly south west of the village of Kincaig.
- 8.3.123 The Estate retains a main house of traditional construction, with views over Strathspey and set in a private location.
- 8.3.124 The land rises up from the gently sloping and undulating low ground along the A9 corridor, to more open upland/ mountain terrain, managed for mainly sporting purposes (grouse and red deer).
- 8.3.125 A significant area of the Estate is let on a ground lease basis only to the Royal Zoological Society of Scotland, who operate the site as the Highland Wildlife Park. The Estate also includes a quarry and river/ loch fishings. Within the 'ringfence' of the Estate, there are a number of residential properties that are not within the estate title (at Meadowside Cottages and Coulintyre Cottage).
- 8.3.126 Dunachton Estate totals approximately 4,047 ha (10,000 acres). The majority of Loch Insh is also owned in addition to a small area of land to the east of Kincaig Bridge.
- 8.3.127 In terms of Estate houses and buildings, Dunachton Lodge is the main house, with a Lodge Annex. There are ten other dwellings on the Estate, and a number of Estate buildings, namely Dunachton Lodge; Dunachtonmore Farm; Leault Farm; Kincaig Farm; and Baldow Smiddy.

Agriculture

- 8.3.128 Dunachton Estate is farmed on an in hand basis through a farming partnership. The day to day farming is carried out on a contract farming basis. Dunachton Estate is not subject to any farm tenancies, and the land has been attributed a **Low** sensitivity value.

Sporting

- 8.3.129 Grouse shooting is managed for personal and commercial let days. Low ground shooting for pheasants is also managed for personal and commercial let days.
- 8.3.130 The Estate shoots red deer stags and hinds, shot over a mix of personal and commercial let days with hinds partly culled by estate staff, as required. Roe deer (both bucks and does) are shot on an ad hoc basis in very small numbers.
- 8.3.131 Fishing takes place on the River Spey. The fishing (salmon and trout) is leased to a private individual on an annual basis. Loch Insh is used for fishing (salmon and trout) and is leased on a separate lease from the River Spey fishings to a private individual on an annual basis.

- 8.3.132 A **High** sensitivity value has been attributed to the sporting interests on the Estate.
- Forestry*
- 8.3.133 Current activities include mixed felling and replanting on commercial plantation areas and more selective ‘lower intensive management’ on the semi natural wood areas. There are some areas of ancient woodland on the Estate. A **Low** sensitivity value has been attributed to woodland.
- Access*
- 8.3.134 Estate access is taken directly off the A9 Kincaig to Dalraddy dualled section by way of a left in/ left out junction on the north bound lane at Leault Farm. The rest of the Estate is accessed from the B9152 (Kingussie to Aviemore road) via three underpasses at the HWP, Dunachton Lodge and Kincaig.
- 8.3.135 There is a network of new/ upgraded internal tarmac roads accessed off the underpasses and Leault Farm junction along with a good low ground network of other internal hardcore tracks. A new hill track was constructed in 2016.

Development Land – Baseline Conditions

Planning Applications/ Permissions

- 8.3.136 A desk-top search of the CNPA and THC public access to planning application systems indicates a number of relevant planning applications/ permissions within the study corridor, which are included on **Drawing 8.1 (Volume 3)**.
- 8.3.137 A planning application for outline permission for residential development on land to the north east of Kingussie was granted permission in January 2013 (reference: 09/048/CP).
- 8.3.138 In addition, further planning applications have been submitted (and approved) by Davall Developments Ltd. relating to this site, firstly including 2013/0190/MS/PPA-001-2013, which related to matters specified in Conditions 1, 2, 5, 10, 11, 16, 18, 27 & 29 of Permission In Principle 09/048/CP relating to submission of revised Master Plan, supporting information and details of formation of Construction Haul Road to A86 Trunk Road, Phase 1 Housing layout for 37 Serviced Private Plots and 18 Affordable Dwellings, Trunk Road access, site roads, drainage, landscaping and waste management; and Variation of Condition 4 to permit access from Dunbarry Terrace/Road and Kerrow Drive network. This application was refused by the Local Planning Authority and subsequently approved at appeal.
- 8.3.139 Secondly, permission 2015/0316/DET (granted March 2017) related to an amended route of temporary haul road and siting of contractor’s compound for the servicing and construction of Phase 1 Housing Development of 37 plots and 18 affordable dwellings granted under Permission Ref 2013/0190/MS/PPA-001-2013. However, the approved residential development has not been implemented to date.
- 8.3.140 The most recent planning application for consideration is an application for the erection of 23 affordable homes (reference: 2018/0067/DET) on land adjacent to Craig An Darach, High Street Kingussie. On the 19th February 2018, CNPA considered the application under their Call-in powers and noted the application will be determined by Planning Committee.
- 8.3.141 Full Planning permission and Listed Building Consent (reference: 2016/0153/DET and 2016/0143/LBC) has been approved for the conversion of redundant farm buildings to visitor facilities and commercial use, including alterations and extension of existing structures and the

construction of new buildings for café, catering and events use and formation of vehicle parking areas at Balavil Mains Farmhouse, Kingussie.

Development Land Allocations

- 8.3.142 The settlements of Newtonmore and Kingussie lie within the Highland Council (THC) Local Authority area. However, in terms of land allocation, the Cairngorms National Park Local Development Plan 2015 considers these areas for future land allocations because the THC planning policies are not applicable in the National Park.
- 8.3.143 Newtonmore has one site allocated for housing with a capacity of 120 residential properties and there are a further two sites allocated for employment development. In Kingussie, one housing site has been allocated with a capacity of 300 homes. Planning permission in principle was granted under 09/048/CP (submitted by Davall Developments Ltd.), as stated above, alongside further detailed permissions relating to this particular site, as discussed above.
- 8.3.144 A second housing site is allocated with a capacity of four residential properties and three small employment sites have also been allocated within Kingussie.

Key Receptors

- 8.3.145 The key community and private assets receptors on which this impact assessment is based on are shown in **Table 8-17**, along with the specified planning applications identified above. All other community and private assets identified within the baseline, which are not impacted by either permanent infrastructure or construction stage works, are not considered further in this chapter.

Table 8-17: Key receptors

| Receptor Name | Receptor Type | Ch. Location | Sensitivity |
|--|------------------------|---------------------------------------|---------------------------------------|
| Glentruim | Local Communities | 40,000 to 40, 600 (west of the A9) | N/A |
| Newtonmore | | 44,200 to 46,400 (wet of the A9) | N/A |
| Kingussie | | 47,800 to 50,600 (west of the A9) | N/A |
| Lynchat | | 52,500 to 53,000 (east of the A9) | N/A |
| Ruthven | | 48,800 to 49,300 (east of the A9) | N/A |
| South Lodge | Residential Properties | 40,000 | Building – High, Garden Land - Medium |
| Fernside House | | 40,600 | Building – High, Garden Land - Medium |
| Invertruim House | | 40,900 | Building – High, Garden Land - Medium |
| Ku Ring Gai | | 42,750 | Building – High, Garden Land - Medium |
| West Ralia Cottage | | 42,800 | Building – High, Garden Land - Medium |
| Griogchan | | 42,800 | Building – High, Garden Land - Medium |
| Kilchurn Cottage | | 42,800 | Building – High, Garden Land - Medium |
| Birchwood | | 43,250 | Building – High, Garden Land - Medium |
| Glen View | | 43,200 | Building – High, Garden Land - Medium |
| Ralia Beag | | 43,000 | Building – High, Garden Land - Medium |
| Invermore Lodge | | 43,200 | Building – High, Garden Land - Medium |
| 5 residential properties to the north of the HML and south of the River Spey | | 43,800 | Building – High, Garden Land - Medium |
| Ralia Lodge (house and grounds) | | 43,850 | Building – High, Garden Land – Medium |
| Milton of Nuide cottage (associated garden land) | | 46,200 | Building – High, Garden Land – Medium |
| Garden Cottage | | 44,000 | Building – High, Garden Land – Medium |
| Keepers Cottage | | 44,000 | Building – High, Garden Land - Medium |
| Upper Nuide Cottage | | 46,000 | Building – High, Garden Land - Medium |
| Nuide Farm Cottage | | 45,900 | Building – High, Garden Land - Medium |
| Milton of Nuide Cottage | | 46,200 | Building – High, Garden Land - Medium |
| Inverton House | | 47,500 | Building – High, Garden Land - Medium |
| Knappach Cottage | 48,400 | Building – High, Garden Land - Medium | |

| Receptor Name | Receptor Type | Ch. Location | Sensitivity |
|------------------------------------|---------------|------------------------------|---|
| Ruthven Cottage | | 48,800 | Building – High, Garden Land - Medium |
| Ruthven Park | | 49,100 | Building – High, Garden Land – Medium |
| Kerrow Cottage (Pitmain Estate) | | 50,900 | Building – High, Garden Land – Medium |
| Kerrow Farm House | | 51,000 | Building – High, Garden Land - Medium |
| Creag Bhalg | | 51,200 | Building – High, Garden Land - Medium |
| Laggan Cottage | | 51,150 | Building – High, Garden Land - Medium |
| Three Bridges | | 51,150 | Building – High, Garden Land - Medium |
| Lynvoan Cottage | | 52,600 | Building – High, Garden Land - Medium |
| 15 Dwellings at Lynchat | | 52,300 to 52,800 | Building – High, Garden Land - Medium |
| Balavil Home Farm | | 52,800 | Building – High, Garden Land - Medium |
| West Lodge | | 53,300 | Building – High, Garden Land - Medium |
| Balavil Cottage (unoccupied) | | 53,500 | Building – Low, Garden Land - Low |
| Railway Cottage | | 53,600 | Building – High, Garden Land - Medium |
| Balavil House | | 53,900 | Building – High, Garden Land - Medium |
| East Lodge (unoccupied) | | 54,300 | Building – Low, Garden Land – Low |
| Mains of Balavil | | 53,600 | Building – High, Garden Land - Medium |
| Croftcarnoch (new house) | | 54,800 | Building – High, Garden Land - Medium |
| Croftcarnoch Farmhouse | | 54,900 | Building – High, Garden Land - Medium |
| Coulintyre Cottage | | 56,150 | Building – High, Garden Land - Medium |
| Invernahavon caravan site | | Commercial Property/ Land | 40,200 to 41,200 |
| Glentruim Castle and Cottages | 40,300 | | Building – High, Associated Land - Medium |
| SSE Telecommunications Mast | 40,650 | | Building – High, Associated Land – Medium |
| Phoinies Lodge holiday let | 40,200 | | Building – High, Associated Land – Medium |
| Ralia Café and Tourist Information | 42,300 | | Building – High, Associated Land – Medium |
| Milton Lodge holiday let | 44,100 | | Building – High, Associated Land – Medium |
| Nuide House holiday let | 46,100 | | Building – High, Associated Land – Medium |
| Ruthven House holiday cottage | 49,150 | | Building – High, Associated Land – Medium |
| Ptarmigan Lodge holiday let | 43,000 | | Building – High, Associated Land – Medium |

| Receptor Name | Receptor Type | Ch. Location | Sensitivity |
|--|--|---|--|
| Nuide House holiday let | | 45,750 | Building – High, Associated Land – Medium |
| Ruthven Steadings (self-catering cottages) | | 49,250 | Building – High, Associated Land – Medium |
| 12 holiday cottages at 'Meadowside' | | 55,900 to 56,000. | Building – High, Associated Land – Medium |
| The Highland Wildlife Park (HWP) | | 55,200 to 56,000 | High |
| Meadowside Quarry | | 56,050 to 56,700 | High |
| Network Rail pedestrian access to the HML railway | | 42,160 | Medium |
| Network Rail access points at level crossings (Kingussie level crossing and two private level crossings) | | 49,700 51,300 52,200 | Medium Medium Medium |
| Glebe Ponds | Community Land and Property | 50,400 | High |
| Insh Marshes National Nature Reserve | | 49,300 to 50,000 | High |
| Memorial structure | | 50,900 | Medium |
| Kingussie Cemetery | | 51,400 | High |
| Obelisk (Memorial Colonel MacPherson) | | 53,250 | Medium |
| Phoines Estate - Agricultural | Agricultural, Forestry and Sporting Land | between ch. 40,000 and 43,250 (west of the A9) and between ch. 40,000 to 42,825 (east of the A9) | Low and Medium |
| Phoines Estate – Sporting | | | Low and Medium |
| Phoines Estate – Forestry | | | Low |
| Ralia Estate - Agricultural | | between ch. 42,825 and ch. 48, 150 (west of the A9) and between ch. 42, 825 to 47, 525 (east of the A9) | Low and Medium |
| Ralia Estate - Sporting | | | Low and Medium |
| Ralia Estate – Forestry | | | Low, Medium and High |
| Ruthven Farm – Agricultural | | between 47,525 and ch. 50,200 (west of the A9) and between 47,525 to 48,825 (east of the A9) | Low and Medium |
| Ruthven Farm – Sporting | | | Low and High |
| Ruthven Farm – Forestry | | | Low |
| Ruthven Park – Agricultural | | located between ch. 49,050 and ch. 49,120 (east of the A9) | Medium and High |
| Ruthven Park – Forestry | | | Medium |
| RSPB owned land – Agricultural | | between ch. 49,250 to 50,075 (west of the A9) and between ch. 49, 250 to 50, 200 (east of the A9) | Low and Medium |
| RSPB owned land – Sporting | | | Low and High |

| Receptor Name | Receptor Type | Ch. Location | Sensitivity | |
|--|---------------|---|----------------------|------|
| Church of Scotland land (Glebe) – Agricultural | | between ch. 50, 200 to 50, 475 (west of the A9) and between ch. 50, 200 to 50, 750 (east of the A9) | High | |
| Church of Scotland land (Glebe) – Sporting | | | Low and High | |
| Davall Developments Ltd. – Agriculture | | Between ch. 50, 725 to ch. 51,100 (west of the A9) and between ch. 50,950 to ch. 51, 075 (east of the A9) | Medium | |
| Davall Developments Ltd. – Forestry | | | Low | |
| Laggan Croft No. 1 – Agricultural | | between ch. 51,075 to 51,725 (west of the A9) and between ch. Ch. 50,900 to ch. 51, 250 (east of the A9) | Low and High | |
| Laggan Croft No. 1 – Sporting | | | Low | |
| Laggan Croft No. 1 – Forestry | | | Low | |
| Laggan Croft No. 2 – Agricultural | | between ch. 51,250 and ch. 51,725 (east of the A9) | High | |
| Laggan Croft No. 2 – Forestry | | | Low | |
| Laggan Croft No. 2 – Sporting | | | Low | |
| Balavil Estate – Agricultural | | between ch. 51,725 to ch. 55,250 (east of the A9) and ch. 51,850 to 55,250 (west of the A9) | Low, Medium and High | |
| Balavil Estate – Sporting | | | Low and Medium | |
| Balavil Estate – Forestry | | | Low | |
| Croftcarnoch – Forestry | | Between ch. 54, 500 and ch. 55, 250 (west of the A9) | Low | |
| Dunachton Estate – Agricultural | | Between ch. 55,300 to ch. 56, 600 | Low | |
| Dunachton Estate – Sporting | | | High | |
| Dunachton Estate – Forestry | | | Low | |
| Planning Permission (Reference 09/048/CP) for residential development at Kingussie | | Development Land | 50,600 to 51,200 | High |
| Planning Application (Reference 2018/0067/DET) for the Erection of 23 affordable houses | | | 50,500 to 50,800 | High |
| Planning Permission and Listed Building Consent (Reference 2016/0153/DET and 2016/0143/LBC) for conversion of existing farm estate courtyard steading and mill into a mixed use visitor attraction development | | | 53,500 | High |

8.4 Potential Impacts

- 8.4.1 This section considers the potential positive and negative, temporary (construction phase) and permanent (operational phase) impacts resulting from the Proposed Scheme in relation to the community and private assets receptors described previously in the **Section 8.3**, and identified on **Drawings 8.1 to 8.14**, which can be found in **Volume 3** of this ES.
- 8.4.2 Direct impacts have been assessed, including receptors that are directly impacted on by the Proposed Scheme, e.g. land take from a property. Indirect impacts have also been considered, for e.g. where the Proposed Scheme could increase journey lengths to and from the A9.
- 8.4.3 Throughout the DMRB Stage 3 iterative design process, a number of environmentally led workshops considered each aspect of the developing design and made recommendations for certain features to be included in the next design iteration. These aspects have been defined as ‘embedded mitigation’ and, where they are included in the Proposed Scheme design, they are considered within the context of the impact assessment as providing mitigation to avoid or reduce environmental impacts, and in some cases, provide environmental benefits. For the purposes of community and private assets, embedded mitigation includes:
- avoidance and minimisation of earthworks encroachment into property boundaries
 - location of drainage and Sustainable Drainage Systems (SuDS) features as close to mainline and junctions as possible
 - minimisation of works boundary encroachments into, and provision of access to, local estate land and properties
 - provision of underpasses for vehicle and pedestrian movements
- 8.4.4 While the impact assessment has been undertaken in cognisance of the embedded mitigated features noted above, in order to ensure that all project mitigation requirements (including embedded, standard and additional mitigation) are captured, they have been included within the summary of mitigation section in this chapter, and the Schedule of Environmental Commitments contained in **Chapter 21 (Volume 1)**.

Local Communities

Temporary Impacts – Construction Phase

Community Severance

- 8.4.5 It is noted that there will be some temporary diversions causing disruption to access to Newtonmore, Kingussie, Lynchat, Ruthven and Glentruim, within this section of the A9. Typically, these disruptions will result in a **Slight/ Moderate Adverse** impact on community severance.
- 8.4.6 Given that the Proposed Scheme is likely to result in a degree of new, albeit temporary, community severance, as outlined above, there is no relief from existing severance through the construction stage for any of the assessed communities.

Socio-Economic Impacts

- 8.4.7 Following the assessment of community severance, taking into consideration the potential for disruption to access arrangements, it is considered that there could be temporary **Adverse** socio-economic impacts in relation to Newtonmore, Kingussie, Lynchat, Ruthven and Glentruim.

Permanent Impacts – Operational Phase

Community Severance

- 8.4.8 The proposed new Newtonmore Junction will result in an increase in journey length for people travelling from the settlement to the A9. However, the provision of the new Newtonmore Junction (ch. 43,300) will improve safety and remove the need for people to turn right across the live A9 carriageway. A **Neutral** impact from existing severance is noted for the settlement of Newtonmore.
- 8.4.9 The existing Kingussie Junction (which serves both Kingussie and Lynchat) at present does not require drivers to turn right across the carriageway, and the proposed Kingussie Junction (between ch. 50,500 and ch. 51,000) offers the same approach for drivers, therefore avoiding right turn manoeuvres on the A9. Therefore, it is considered that the impact of the Proposed Scheme will be **Neutral** in terms of community severance on Kingussie and Lynchat, with negligible increases in travel distance.
- 8.4.10 The Proposed Scheme will result in some increases in journey length travelling from the A9 to Glentruim, resulting in predicted Slight Adverse impacts. When travelling to the A9 from Glentruim, there will be Moderate Adverse impacts due to the increase in travel distance for those intending to travel south on the A9. Overall, given the safety improvements associated with the new junction for those travelling to and from Glentruim, it is considered that there will be a **Slight Adverse** impact in terms of community severance.

Socio Economic Impacts

- 8.4.11 Properties to the west of the A9 around the existing Newtonmore Junction (between ch. 42,800 and ch. 44,200) and those to the south of Newtonmore (accessed off the B9150 road) will be better served by the new grade separated Newtonmore Junction, which will provide safer and easier access on/ off the A9. It has been assigned a **Neutral** impact because it is considered that such alterations will not create significant socio-economic impacts on Newtonmore overall.
- 8.4.12 As discussed above, there are a cluster of properties to the west of the A9, situated close to the existing Newtonmore Junction (ch. 42,800 to ch. 44,200) two of which are holiday lets. Despite the proximity of these properties to the Proposed Scheme, it is considered that with the existing natural screening in place, they will not experience adverse socio-economic impacts in terms of amenity to an extent that would affect income (e.g. property rental).
- 8.4.13 Properties at Kingussie, Lynchat and Ruthven will be served by the new Kingussie Junction, which will provide the same manoeuvre options as the present junction and so it is considered will result in a **Neutral** socio-economic impact.
- 8.4.14 The properties at Glentruim will be served by the new proposed left in/ left out at ch. 41,650 and the proposed Newtonmore Junction at ch. 43.300. These access arrangements will provide safer access to the A9, and so it is considered will result in a **Neutral** socio-economic impact.

Residential and Commercial Land and Property

Temporary Impacts – Construction Phase

Land and Property

- 8.4.15 As any necessary land take for the Proposed Scheme will be required on a permanent basis, there is no temporary impact assessment for residential or commercial land or property.

Vehicle Access During Construction

- 8.4.16 Residential and commercial properties, including holiday lets and tourist attractions, accessed directly from the A9 will experience changes and disruptions in access during construction of the Proposed Scheme. Typically, vehicle access to residential properties in and around Newtonmore, Kingussie and Lynchat alongside commercial properties at Milton of Nuide, Ralia Café, Invernahavon Holiday Park and individual holiday lets and Bed and Breakfast establishments will experience a **Slight/ Moderate Adverse** impact.

Business Viability During Construction

- 8.4.17 There is potential for adverse impacts to businesses, which benefit from passing trade, should a reduction in traffic on local roads occur as a result of construction works.
- 8.4.18 It is important to note that there is the potential for a temporary upturn (**Slight Beneficial** impact) for some businesses situated in and around Newtonmore and Kingussie, such as cafés, and accommodation during the construction phase of the Proposed Scheme. There is also the potential for holiday lets to benefit from the construction phase due to local accommodation requirements.
- 8.4.19 There are a number of areas where the Proposed Scheme overlaps with the HML railway, thereby requiring access to land within Network Rail ownership. These include SuDS and surface water drainage channel connections at approx. ch. 40,500; ch. 41,300; ch. 41,700; ch. 42,100 and ch. 43,400 where undertrack crossings for drainage are required. At approx. ch. 52,850, access to Network Rail land is required for the clearance of historic undertrack culverts and/ or provision of a new undertrack crossing for drainage. At the Kingussie HML railway crossing (approx. ch. 50,500), a new dual carriageway rail underbridge, and removal of the existing single carriageway rail underbridge, is required.
- 8.4.20 At approx. ch. 40,700 a new rail underbridge for the realigned C1137 Glen Truim/ Catlodge road requires acquisition of approximately 0.03 ha of Network Rail land to enable the construction of the skewed crossing structure.
- 8.4.21 The associated operations will be conducted in consultation with Network Rail to make use of disruptive possessions to the railway. However, it is recognised that there is some potential for an **Adverse** effect on Network Rail as works may restrict their ability to undertake their own operations during that time, although any impact on actual train timetabling will only be by express permission of Network Rail.
- 8.4.22 **Table 8-18** summarises the predicted impact on the viability of businesses, which have been assessed individually within this assessment.

Table 8-18: Summary of potential temporary (construction phase) impacts on business viability

| Business | Description of Impact | Significance |
|--|--|----------------|
| Invernahavon caravan site | Disruption to access arrangements | Neutral |
| Glentruim Castle and Cottages | Disruption to access arrangements | Neutral |
| Phoines Lodge holiday let | Disruption to access arrangements | Neutral |
| Ralia Café and Tourist Information | Disruption to access arrangements and perceived guest disturbance | Adverse |
| Ptarmigan Lodge holiday let | Disruption to access arrangements and perceived guest disturbance | Adverse |
| Milton Lodge holiday let | Disruption to access arrangements and perceived guest disturbance | Neutral |
| Nuide House holiday let | Disruption to access arrangements and perceived guest disturbance | Neutral |
| Ruthven House holiday cottage | Disruption to access arrangements and perceived guest disturbance | Neutral |
| Ruthven Steadings (self-catering cottages) | Disruption to access arrangements and perceived guest disturbance | Neutral |
| Balavil Cottage | Disruption to access arrangements and perceived guest disturbance | Neutral |
| 12 holiday cottages at 'Meadowside' | Disruption to access arrangements and perceived guest disturbance | Adverse |
| The HWP | Disruption to access arrangements | Neutral |
| Meadowside Quarry | Disruption to access arrangements | Neutral |
| Network Rail (NR) operations | Potential for disruptive possessions to affect NR's own operations | Adverse |

Permanent Impacts – Operation Phase

Land Take

8.4.23 **Table 8-19** table summarises land take as a result of the Proposed Scheme, as associated with residential and commercial interests. The table identifies one property which will be demolished as a result of the Proposed Scheme.

Table 8-19: Land-take areas for residential and commercial land-interests

| Receptor | Loss of Land | | Sensitivity | Magnitude | Significance |
|---|----------------|----------------------|--------------|-----------|---|
| | Area lost (ha) | % Land Interest Area | | | |
| Residential | | | | | |
| Ralia Lodge (associated garden land) | 0.7 | 3.6% | Medium | Low | Slight |
| Coulintyre Cottage (residential property and garden land) | 0.14 | 100% | High/ Medium | High | Substantial (full property is lost to the Scheme) |
| Knappach cottage (associated garden land) | 0.12 | 41.4% | Medium | Medium | Moderate |
| Croftcarnoch/ Croftcarnoch Farmhouse (associated garden land) | 1.006 | 11% | Medium | Low | Slight |
| Commercial | | | | | |
| Ralia Café and Tourist Information | 0.89 | 26.2% | Medium | Medium | Moderate |
| Milton Lodge Holiday Let | 1.08 | 22.2% | Medium | Medium | Moderate |
| HWP | 2.60 | 3.0% | Medium | Low | Slight |

- 8.4.24 With regard to land-take associated with residential properties, as recorded in **Table 8-19**, it is predicted that two residential properties will experience impacts of **Slight Adverse** significance and one residential property will experience impacts of **Moderate Adverse** significance.
- 8.4.25 The Proposed Scheme requires the full extent of land at Coulintyre Cottage (residential property and associated garden land). The area is required for road related earthworks and drainage, including a SuDS basin, so full removal of the property (including demolition of the Cottage) is predicted, which results in a **Substantial Adverse** impact.
- 8.4.26 In terms of commercial receptors, it is considered that Ralia Café and Tourist Information and Milton Lodge holiday let will experience **Moderate Adverse** significance impacts due to land take.
- 8.4.27 Approximately 0.03 ha of Network Rail land will be acquired at approx. ch. 40,700 to allow for the construction of the new C1137 Glen Truim/ Catlodge road rail underbridge crossing. This has been assigned **Negligible Adverse** significance when considered against the UK-wide Network Rail estate.

Vehicle Access

- 8.4.28 In terms of access, only properties with a change in direct access (i.e. changes to the sole or primary access route to the property) are discussed in this Section. Properties which will experience a change in access/ travel distance to the A9, but where the A9 is not the sole/ primary access route, are discussed under 'Community Severance' and 'Socio-Economic Impacts'. An example would be properties in Lynchat (including West Lodge and East Lodge), which are also served by the B9152.
- 8.4.29 In terms of potential impacts on journey lengths to and from the A9, **Table 8-20** and **Table 8-21** set out the difference in journey distance to be experienced by cyclists and vehicle travellers. For some of the receptors listed, the predicted significance of impact may have been altered to take into consideration a safety improvement factor resulting from the Proposed Scheme, e.g. removing the need to turn right across the 'live' carriageway. Any additional professional judgement applied to the assessment, has been detailed in the tables.

Table 8-20: Summary of permanent differences in journey lengths to and from residential properties.

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|---|--|---|--|--|--|--|---|---|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| South Lodge Fernside House Invertruim House | Accessed from the A9 at ch. 40,600 (northbound and southbound) (access 28) | <p><u>From the A9 to the receptor</u> Northbound access from the new proposed left in/ left out at ch. 41, 650 Southbound access from the proposed Newtonmore Junction</p> <p><u>To the A9 from the receptor</u> Southbound access from the new Newtonmore Junction via the upgraded track Northbound access via the new left in/ left out at ch. 41, 650</p> | + 0.45 km Negligible | + 2.1 km Moderate | + 5.86 km High | + 0.06 km Negligible | <p><u>From the A9 to the receptor</u> As a result of the increased distance from the new left in/ left out access at ch. 41,760 to these properties, they will experience Moderate Adverse impacts. However, with the removal of the need to turn across a live A9 carriageway, this has been reduced to Slight Adverse.</p> <p><u>To the A9 from the receptor</u> In accordance with Table 8-6, due to the increased distance for access onto the A9 when travelling southbound, there is expected to be High Adverse impacts. However, the new Newtonmore Junction will remove the need to turn right across a live A9 carriageway, reducing the significance of impact to Moderate Adverse.</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Moderate</p> |
| Griogchan West Ralia Cottage Kilchurn Cottage Ku-Ring-Gai Ralia Beag | Accessed from the A9 via the U3011, which is accessed from the A9 at the Newtonmore Junction (access 32) and the Ralia Café access (access 31) | <p><u>From the A9 to the receptor</u> Northbound access from the new proposed left in/ left out at ch. 41,650 Southbound access from the proposed new Newtonmore Junction</p> <p><u>To the A9 from the receptor</u> Southbound and northbound access from the proposed new Newtonmore Junction</p> | + 0.3 km Negligible | + 0.06 km Negligible | + 1.04 km Moderate | + 0.07 km Negligible | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> In accordance with Table 8-6, the increased travel distance southbound is Moderate Adverse. However, when taking the safety benefits of the new Newtonmore Junction into account, it is considered that the significance of impact is Slight Adverse.</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Slight</p> |

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|---|--|--|--|--|--|--|---|--|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| Birchwood Glen View Invermore Lodge 5 properties to the north of the HML and south of the River Spey | Access from the A9 via the B9150 which is accessed from the A9 via the Newtonmore Junction (access 32) | <u>From the A9 to the receptor</u> Northbound and Southbound access will be via the proposed new Newtonmore Junction. <u>To the A9 from the receptor</u> Southbound and northbound access will be from the proposed new Newtonmore Junction. | - 0.2 km Negligible (Beneficial) | + 0.2 km Negligible | + 0.47 km Negligible | - 0.5 km Slight (Beneficial) | <u>From the A9 to the receptor</u> N/A <u>To the A9 from the receptor</u> N/A | <u>From the A9 to the receptor</u> Negligible <u>To the A9 from the receptor</u> Slight Beneficial |
| Ralia Lodge Garden Cottage Keepers Cottage | Access from the A9 via the B9150 which is accessed from the A9 via the Newtonmore Junction (access 32) | <u>From the A9 to the receptor</u> Northbound and Southbound access will be via the proposed new Newtonmore Junction. The Proposed Scheme includes additional passing places on the existing access track to these properties. <u>To the A9 from the receptor</u> Southbound and northbound access will be from the proposed new Newtonmore Junction. | - 0.6 km Slight (Beneficial) | + 0.03 km Negligible | + 0.16 km Negligible | - 0.65 km Slight (Beneficial) | <u>From the A9 to the receptor</u> N/A <u>To the A9 from the receptor</u> N/A | <u>From the A9 to the receptor</u> Slight Beneficial <u>To the A9 from the receptor</u> Slight Beneficial |
| Upper Nuide Cottage and Lower Nuide Cottage Nuide Farm Cottage | Accessed via the U3063 which is accessed from the A9 at access 36 | <u>From the A9 to the receptor</u> Northbound Access to be provided from the new left in/ left out at ch. 46,150. Southbound access to be provided via the new Newtonmore Junction and improved access track. <u>To the A9 from the receptor</u> Southbound access to be provided via the improved access track and Newtonmore Junction. Northbound access to be provided from the new left in/ left out at ch. 46,150. | + 5.6 km High | + 0.06 km Negligible | - 0.29 km Negligible (Beneficial) | + 0.02 km Negligible | <u>From the A9 to the receptor</u> The properties of Upper and Lower Nuide Cottage and Nuide Farm Cottage will now need to travel via the new Newtonmore Junction when travelling in a southbound direction. This will result in a significant detour. However, when the safety benefits of this new junction layout are considered, a Moderate Adverse impact is assigned. <u>To the A9 from the receptor</u> N/A | <u>From the A9 to the receptor</u> Moderate <u>To the A9 from the receptor</u> Negligible |

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|-------------------------|---|---|--|--|--|--|---|---|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| Milton of Nuide Cottage | Accessed directly from the A9 at access 37 (ch. 46,180 on the southbound carriageway) | <p><u>From the A9 to the receptor</u> Northbound access to be provided by the new left in/ left out access at Ch. 46.150 and the underpass at ch. 46,050. Southbound access will be via the new Newtonmore Junction, improved access track and underpass at ch. 46, 050.</p> <p><u>To the A9 from the receptor</u> Southbound access to be provided by the new underpass at ch. 46,050, the improved access track and the new Newtonmore Junction. Northbound access to be provided by the new underpass at ch. 46,050 and the new left in/ left out access at ch. 46,050</p> | + 6.1 km High | + 0.3 km Negligible | + 0.4 km Negligible | + 0.32 km Negligible | <p><u>From the A9 to the receptor</u> It is predicted that Milton of Nuide Cottage will experience High Adverse impacts in terms of journey length as a result of the required southbound route via the new Newtonmore Junction. However, this is reduced to Moderate when considering the safety aspects of the new Newtonmore Junction.</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Moderate</p> <p><u>To the A9 from the receptor</u> Negligible</p> |
| Inverton House | Accessed directly from the A9 at access 38 (ch. 47,170 on the northbound carriageway) | <p><u>From the A9 to the receptor</u> Northbound access to be taken via the new left in/ left out at ch. 46,150 and the improved access track. Southbound access to be provided by the new Newtonmore Junction, and improved access track.</p> <p><u>To the A9 from the receptor</u> Southbound access to be provided by the improved access track and new Newtonmore Junction. Northbound access to be provided by the improved access track and new left in/ left out at ch. 46,150.</p> | + 8.04 km High | + 0.24 km Negligible | + 0.38 km Negligible | + 2.07 km Moderate | <p><u>From the A9 to the receptor</u> The Proposed Scheme will remove the need to turn right across the carriageway when travelling southbound from the A9 to the receptor. However, there is still a significant detour, resulting in a High Adverse impact.</p> <p><u>To the A9 from the receptor</u> In accordance with Table 8-6, the southbound detour would result in Moderate Adverse impacts. However, this is reduced to Slight when considering the safety aspects of the new Newtonmore Junction.</p> | <p><u>From the A9 to the receptor</u> High</p> <p><u>To the A9 from the receptor</u> Slight</p> |

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|--|--|--|--|---|--|--|--|---|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| Knappach Cottage Ruthven Cottage Craig-an-Darach Kerrow Farm House | Accessed via the B970 which is accessed from the A9 at the existing Kingussie Junction | <p><u>From the A9 to the receptor</u> Northbound and Southbound access to be provided by the new Kingussie Junction, via the B970 and A86 roads.</p> <p><u>To the A9 from the receptor</u> Northbound and Southbound access to be provided by the new Kingussie Junction, and the B970 and A86 roads.</p> | + 0.07 km Negligible | - 0.05 km Negligible (Beneficial) | + 0.20 km Negligible | + 0.02 km Negligible | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Negligible</p> |
| Laggan Cottage Three Bridges | Accessed via the B970 which is accessed from the A9 at the existing Kingussie Junction | <p><u>From the A9 to the receptor</u> Northbound and Southbound access to be provided by the new Kingussie Junction.</p> <p><u>To the A9 from the receptor</u> Northbound and Southbound access to be provided by the new Kingussie Junction.</p> | + 0.2 km Negligible | + 0.001 km Negligible | + 0.004 km Negligible | + 0.01 km Negligible | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Negligible</p> |
| Creag Bhalg | Accessed directly from the A9 at access 45 (ch. 51,250) | <p><u>From the A9 to the receptor</u> Northbound and Southbound access to be provided from the new Kingussie Junction.</p> <p><u>To the A9 from the receptor</u> Northbound and Southbound access to be provided by the upgraded access track (connecting Creag Bhalg to Kerrow Cottage) and the new Kingussie Junction.</p> | + 1.6 km Moderate | + 0.4 km Negligible | + 1 km Slight | + 1.6 km Moderate | <p><u>From the A9 to the receptor</u> Vehicles travelling southbound to this property would experience increased journey length due to the need to travel via the proposed new Kingussie Junction and associated access roads. However, as the new access arrangement to Creag Bhalg removes the need to turn right across the A9, a Slight Adverse impact is assigned.</p> <p><u>To the A9 from the receptor</u> As above, a Slight Adverse impact is assigned due to removal of right turn across a live A9 carriageway.</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Slight</p> |

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|-------------------------------------|--|---|--|--|--|--|---|--|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| Kerrow Cottage | Accessed from the A86 and from access 43 (ch. 50,600) and access 44 (ch. 50,925) | <p><u>From the A9 to the receptor</u> Northbound and Southbound access to be provided from the new Kingussie Junction.</p> <p><u>To the A9 from the receptor</u> Northbound and Southbound access to be provided by the upgraded access track and the new Kingussie Junction.</p> | - 0.04 km Negligible Beneficial | +0.02 km Negligible Adverse | + 0.19 km Negligible Adverse | + 0.03 km Negligible Adverse | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Negligible</p> |
| Lynvoan Cottage and Balavil Cottage | Accessed from the A9 via tracks from access 47 (ch. 53,260) | <p><u>From the A9 to the receptor</u> Northbound access to be provided by the proposed new left in/ left out access at ch. 53,600 and access tracks Southbound access to be provided by the new Kingussie Junction, the B9152 road and the Chapelpark underpass at ch. 52,950</p> <p><u>To the A9 from the receptor</u> Southbound access to be provided by the new access track, the Chapelpark underpass at ch. 52,950 and the new Kingussie Junction Northbound access to be provided by the existing access tracks and the new left in/ left out at ch. 53,600.</p> | + 0.4 km Negligible | + 1.0 km Slight | - 0.57 km Slight (Beneficial) | + 0.04 km Negligible | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Slight Beneficial</p> |

| Property | Current Access Arrangements | Proposed Access Arrangements | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|------------------------|--|---|--|--|--|--|---|--|
| | | | Southbound from the A9 to the receptor | Northbound from the A9 to the receptor | Southbound to the A9 from the receptor | Northbound to the A9 from the receptor | | |
| Balavil House | Accessed from the A9 via tracks from access 49 (ch. 53,260) and 50 (ch. 53,600) | <p><u>From the A9 to the receptor</u> Northbound access to be provided by the proposed new left in/ left out access at ch. 53,600. Southbound access to be provided via the Chapelpark underpass at ch. 52, 950 and the B9152 road.</p> <p><u>To the A9 from the receptor</u> Southbound access to be provided via the existing access track, the Chapelpark underpass at ch. 52,950 and the new Kingussie Junction via the B9152. Northbound access to be provided by the existing access track and the new left in/ left out at ch. 53,600.</p> | + 2.00 km Moderate | + 0.33 km Negligible | - 0.2 km Negligible (Beneficial) | - 0.02 km Negligible (Beneficial) | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Moderate</p> <p><u>To the A9 from the receptor</u> Negligible Beneficial</p> |
| Croftcarnoch Farmhouse | Accessed via General Wade's Military Road which is accessed directly from the A9 at access 52 (ch. 54,350 on the northbound carriageway) | <p><u>From the A9 to the receptor</u> Southbound access is via the existing Aviemore Junction, B9152 road, the existing underpass at ch. 56,150, the existing access track (adjacent to the HWP) and new access track. Northbound access is via the new Kingussie Junction, the B9152 road, underpass at ch. 56,150, the existing access track (adjacent to the HWP) and new access track.</p> <p><u>To the A9 from the receptor</u> Southbound access is via the upgraded access track (adjacent to the HWP), the underpass at ch. 56,150, the B9152 and the new Kingussie Junction. Northbound access via the upgraded access track (adjacent to the HWP), the underpass at ch. 56,150, the B9152 road and the Aviemore Junction.</p> | - 0.9 km Slight (Beneficial) | + 0.04 km Negligible | + 2.5 km Moderate | - 1.16 km Moderate (Beneficial) | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Slight Beneficial</p> <p><u>To the A9 from the receptor</u> Moderate</p> |

Table 8-21: Summary of permanent differences in journey lengths to commercial properties

| Property | Current Access | Proposed Access | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|---|--|--|--|------------------------|-----------------------|-------------------------|--|---|
| | | | Southbound from the A9 | Northbound from the A9 | Southbound to the A9 | Northbound to the A9 | | |
| Invernahavon Caravan Park and Glentruim Castle and Cottages | Accessed from C117 which is accessed at the Glentruim Junction (access 28) | <p><u>From the A9 to the receptor</u> Northbound access will be from the new proposed left in/ left out at ch. 41,650. Southbound access will be from the proposed new Newtonmore Junction.</p> <p><u>To the A9 from the receptor</u> Southbound access will be via the new Newtonmore Junction. Northbound access will be via the new left in/ left out access at ch. 41,650.</p> | + 0.46 km Negligible | + 2.13 km Moderate | + 5.9 km High | + 0.06 km Negligible | <p><u>From the A9 to the receptor</u> In accordance with Table 8-6, the proposed new access arrangements will result in Moderate Adverse impacts. However, when taking into consideration the safety aspects (no crossing of a live carriageway) a Slight Adverse is assigned.</p> <p><u>To the A9 from the receptor</u> In accordance with Table 8-6, the proposed new access arrangements will result in High Adverse impacts. However, it is important to note the importance attached to the safety aspects of the new junction, and therefore a Moderate Adverse impact has been assigned.</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Moderate</p> |
| Phoines Lodge holiday let | Access from the A9 via Access 30 (ch. 41,200) | <p><u>From the A9 to the receptor</u> Northbound access from the new proposed left in/ left out at ch. 41,650, access track and underpass at ch. 41,300. Southbound access from the proposed Newtonmore Junction, access track and underpass at ch 41,300.</p> <p><u>To the A9 from the receptor</u> Southbound access will be via the new underpass at ch. 41,300 and the new Newtonmore Junction. Northbound access will be via the new underpass at ch. 41,300 and the new left in/ left out at ch. 41,650.</p> | + 0.62 km Slight | + 1.1 km Moderate | + 4.75 km Moderate | + 0.14 km Negligible | <p><u>From the A9 to the receptor</u> Taking into consideration the fact that northbound travellers no longer have to turn right across the A9, the significance of the assigned impact is reduced from Moderate to Slight Adverse.</p> <p><u>To the A9 from the receptor</u> Due to the significant increase in travel distance for people travelling southbound to the A9 from this property, the significance of the assigned impact remains at Moderate Adverse, although it is recognised that an alternative access is available via the Etteridge junction on the existing Crubenmore dual carriageway.</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Moderate</p> |

| Property | Current Access | Proposed Access | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|------------------------------------|---|--|--|-------------------------|-------------------------|----------------------------------|---|---|
| | | | Southbound from the A9 | Northbound from the A9 | Southbound to the A9 | Northbound to the A9 | | |
| Ralia Café and Tourist Information | Accessed from the A9 via the U3011 which is accessed from the A9 at the Newtonmore Junction (access 32) and the Ralia Café access (access 31) | <p><u>From the A9 to the receptor</u> Northbound access will be from the proposed left in access at ch. 41,650. Southbound access will be from the proposed Newtonmore Junction and underpass at ch. 43,400.</p> <p><u>To the A9 from the receptor</u> Southbound and northbound access will be via the new Newtonmore Junction.</p> | + 0.5 km Slight | + 0.02 km Negligible | + 1.05 km Moderate | + 0.08 km Negligible | <p><u>From the A9 to the receptor</u> The Proposed Scheme will result in the southbound route to this receptor being a safer route than the existing scenario. Due to the increase in travel distance, a Slight Adverse impact has been assigned.</p> <p><u>To the A9 from the receptor</u> The Proposed Scheme will result in the southbound route to the A9 from the receptor being a safer route than the existing scenario and therefore a Slight Adverse impact has been assigned, despite the detour being marginally greater than 1km.</p> | <p><u>From the A9 to the receptor</u> Slight</p> <p><u>To the A9 from the receptor</u> Slight</p> |
| Ptarmigan Lodge | Access from the A9 via the B9150 which is accessed from the A9 via the Newtonmore Junction (access 32) | <p><u>From the A9 to the receptor</u> Northbound and southbound access via the proposed new Newtonmore Junction.</p> <p><u>To the A9 from the receptor</u> Southbound and northbound access will be via the new Newtonmore Junction.</p> | + 0.2 km Negligible | + 0.6 km Slight | + 0.98 km Slight | + 0.01 km Negligible | <p><u>From the A9 to the receptor</u> The Proposed Scheme will result in a safer route from the A9 to Ptarmigan Lodge, by removing the need to turn across the carriageway. Therefore, the significance of the potential impact is assigned as Negligible Adverse.</p> <p><u>To the A9 from the receptor</u> The Proposed Scheme will result in the southbound route to the A9 from this property being a safer route. After taking into consideration the slight increase in travel distance, a Slight Adverse impact has been assigned.</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Slight</p> |
| Milton Lodge Holiday Let | Access from the A9 via the B9150 which is accessed from the A9 via the Newtonmore Junction (access 32) | <p><u>From the A9 to the receptor</u> Northbound and southbound access from the proposed new Newtonmore Junction.</p> <p><u>To the A9 from the receptor</u> Southbound and northbound access will be via the new Newtonmore Junction.</p> | - 0.6 km Slight (Beneficial) | + 0.03 km Negligible | + 0.16 km Negligible | - 0.65 km Slight (Beneficial) | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Slight Beneficial</p> <p><u>To the A9 from the receptor</u> Slight Beneficial</p> |

| Property | Current Access | Proposed Access | Difference in Travel Distance (refer to Table 8-6) | | | | Additional Assessment | Significance |
|--|--|---|--|-------------------------|--------------------------------------|---------------------------------------|--|--|
| | | | Southbound from the A9 | Northbound from the A9 | Southbound to the A9 | Northbound to the A9 | | |
| Nuide House Holiday Let | Accessed via the U3063 which is accessed from the A9 at Access 36 (ch. 46,180 on the northbound carriageway) | <p><u>From the A9 to the receptor</u> Northbound access to be provided by the new left in/ left out access at ch. 46,100 Southbound access to be provided via the new Newtonmore Junction and access track.</p> <p><u>To the A9 from the receptor</u> Southbound access will be via the upgraded access track and new Newtonmore Junction. Northbound access will be via the proposed left-in/ left-out access at ch. 46,150.</p> | + 5.6 km High | + 0.06 km Negligible | - 0.29 km Negligible (Beneficial) | + 0.02 km Negligible | <p><u>From the A9 to the receptor</u> Despite the increase in travel distance being greater than 5km when travelling southbound from the A9, the assigned significance of impact is reduced Moderate Adverse due to removal of the need to turn across the live A9 carriageway.</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Moderate</p> <p><u>To the A9 from the receptor</u> Negligible Beneficial</p> |
| Ruthven House (Holiday Cottages) Ruthven Steadings (self-catering cottages) | Accessed via the B970 which is accessed from the A9 at the existing Kingussie Junction | <p><u>From the A9 to the receptor</u> Northbound and southbound access via the proposed new Kingussie Junction.</p> <p><u>To the A9 from the receptor</u> Southbound and northbound access will be via the new Kingussie Junction.</p> | + 0.01 km Negligible | + 0.01 km Negligible | + 0.2 km Negligible | - 0.002 km Negligible (Beneficial) | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Negligible</p> |
| Highland Wildlife Park Meadowside Holiday Cottages Meadowside Quarry | Accessed via the B9152 which is accessed from the A9 via the Kingussie Junction | <p><u>From the A9 to the receptor</u> No significant change to current access provision. Access from B9152 via Kingussie Junction.</p> <p><u>To the A9 from the receptor</u> Southbound access will be via the B9152 road and the new Kingussie Junction. Northbound access will be via the B9152 and existing Aviemore junction.</p> | 0 km No change | + 0.2 km Negligible | - 0.01 km Negligible (Beneficial) | 0 km No change | <p><u>From the A9 to the receptor</u> N/A</p> <p><u>To the A9 from the receptor</u> N/A</p> | <p><u>From the A9 to the receptor</u> Negligible</p> <p><u>To the A9 from the receptor</u> Negligible Beneficial</p> |

- 8.4.30 As noted previously, there is a telecommunications mast situated at approximate ch. 40,650, operated by SSE Telecoms. Direct access from the A9 will be removed, and an alternative means of access has been provided to and from the receptor via the proposed left in/ left out at ch. 41,650. This will result in an increase in travel distance to the mast of 0.62 km travelling southbound and 1.1 km travelling northbound. However, the significant safety benefits associated with the removal of the right turns across the carriageway has been taken into account in the assessment, resulting in an assigned impact significance of **Slight Adverse**.
- 8.4.31 When travelling from the SSE Telecoms mast to the A9, travellers will now incur an additional 4.75 km distance when travelling southbound to the A9, via the new Newtonmore Junction. Therefore, the significance of impact has been assigned as **Moderate Adverse**.
- 8.4.32 Network Rail have a pedestrian access to the HML railway (approx. ch. 42,160) within proximity to Ralia Café and Tourist Information. As a result of the Proposed Scheme, it is considered that there will be an increase of approximately 0.5 km for those travelling southbound to this access from the A9, resulting in a **Slight Adverse** impact. There will also be an increase of 0.02 km when travelling northbound from the A9, resulting in **Negligible Adverse** impacts.
- 8.4.33 When travelling from the Network Rail pedestrian access point to the A9, there will be an increase in travel distance when travelling southbound. When this increase in travel distance is assessed alongside the safety benefits of the proposed new access arrangements onto the A9, it is considered that there will be **Slight Adverse** impacts.
- 8.4.34 The Proposed Scheme will also result in minor increases in journey lengths for those travelling to the Kingussie level crossing point (ch. 49,700), but these are of **Negligible Adverse** significance. When travelling from the level crossing to the A9, there will be an increase in travel distance for those wanting to travel southbound of **Negligible Adverse** significance.
- 8.4.35 Network Rail also have access points at two private level crossings within the study area. These are located at ch. 51,300 and ch. 52,200. The Proposed Scheme will result in **Negligible Beneficial** impacts to those travelling southbound to the private level crossings, as a result of slightly shorter journey distances. Northbound travellers to these two receptors will experience **Negligible Adverse** impacts in terms of increased journey length.
- 8.4.36 When travelling from the private level crossing at ch. 51,300 to the A9 to travel south, there will be a decrease in travel distance of 0.01 km, resulting in **Negligible Beneficial** impacts. However, when travelling from the private access point at ch. 52,200 to the A9 to travel north, there will be an increase in travel distance of 0.01 km, resulting in **Negligible Adverse** impacts.

Business Viability

- 8.4.37 Changes to access arrangements and the land lost from commercial entities illustrated above have been assessed to demonstrate whether there would be any permanent adverse business viability impacts, this assessment is presented in **Table 8-22**.

Table 8-22: Summary of potential business viability impacts (operational phase) on commercial properties

| Business | Description of Impact | Significance |
|------------------------------------|---|--------------|
| Invernahavon caravan site | Amendments to access arrangements | Neutral |
| Glentruim Castle and Cottages | Amendments to access arrangements | Neutral |
| Phoines Lodge holiday let | Amendments to access arrangements | Neutral |
| Ralia Café and Tourist Information | Amendments to access arrangements and land-take | Neutral |
| Ptarmigan Lodge holiday let | Amendments to access arrangements | Neutral |

| Business | Description of Impact | Significance |
|--|---|--------------|
| Milton Lodge holiday let | Amendments to access arrangements and land-take | Neutral |
| Nuide House holiday let | Amendments to access arrangements | Neutral |
| Ruthven House holiday cottage | Amendments to access arrangements | Neutral |
| Ruthven Steadings (self-catering cottages) | Amendments to access arrangements | Neutral |
| Balavil Cottage | Amendments to access arrangements | Neutral |
| 12 holiday cottages at 'Meadowside' | Amendments to access arrangements | Neutral |
| The HWP | Amendments to access arrangements | Neutral |
| Meadowside Quarry | Amendments to access arrangements | Neutral |
| Land associated with HML railway | Amendments to access arrangements | Neutral |

8.4.38 In the permanent situation, for the receptors considered above, there are no significant adverse effects on business viability predicted.

Community Land and Property

Temporary (Construction) Impacts

8.4.39 There is expected to be some disruption to access to community facilities identified in **Section 8.3**, during construction of from the Proposed Scheme. This is typically due to construction works traffic management and diversions, resulting in a **Slight/ Moderate Adverse** impact.

Permanent (Operational) Impacts

8.4.40 There is proposed permanent land take from Glebe Ponds and the Insh Marshes National Nature Reserve.

8.4.41 Approximately 0.05 ha associated with Glebe Ponds, which is assigned a **High** sensitivity value, will be affected by the Proposed Scheme. This equates to approximately 2% of the extent of the asset, which constitutes a **Low** magnitude impact, and is predicted to be of **Slight/ Moderate Adverse** significance.

8.4.42 There will be loss of approximately 6.58 ha of land within the Insh Marshes National Nature Reserve (NNR) boundary, which is assigned a **High** sensitivity. This equates to approximately 0.95% of land within the publicly available NNR boundary, which constitutes a **Low** magnitude of impact, and predicted **Slight/ Moderate Adverse** significance. Note that this assessment does not consider any additional ecological value of specific areas within the NNR); here it is simply considered in terms of the loss of a proportion of a community asset. The Ecological Impact Assessment (EclA) of the Proposed Scheme is presented in **Chapter 12 (Volume 1)**.

Agricultural, Forestry and Sporting Interests

8.4.43 This Section should be read in conjunction with **Appendix 8.1 (Volume 2)** which provides further details on the temporary and permanent impacts upon Farms, Estates and Crofts in terms of agricultural, sporting and forestry interests. This Section summarises the information presented in **Appendix 8.1** and provides some supplementary detail in relation to the calculation of land losses.

8.4.44 It is important to note that the predicted impacts on agricultural, forestry and sporting interests on the identified Estates are taken from the 'Overall impacts on each Estate' column presented in **Appendix 8.1**.

Temporary Impacts – Construction Phase

Agricultural Interests

- 8.4.45 It is recognised that there will be changes to access arrangements and some disruption to agricultural interests during the construction phase. **Table 8-23** sets out the predicted potential temporary impacts on agricultural land interests.

Table 8-23: Predicted temporary impacts on agricultural land interests

| Farm/ Estate/ Croft | Description of Impact | Significance |
|--|---|--------------------|
| Phoines Estate | Loss of rough grazings and disruption to access arrangements | Negligible/ Slight |
| Ralia Estate | Some disruption to farm access, loss of mixed grazings, restricted stock movement, disruption to the management of the flock and herd | Slight/ Moderate |
| Ruthven Farm | Loss of grazings, disruption to access and disturbance to stock | Slight/ Moderate |
| Ruthven Park | Loss of grazings and disruption to stock | Substantial |
| RSPB owned land (including Insh Marshes) | Loss of grazings and disruption to access arrangements. | Slight |
| Church of Scotland land (Glebe) | Loss of grazings, restricted stock movement and disruption to access arrangements | Substantial |
| Davall Developments Ltd. owned land | Disruption to access arrangements | Slight/ Moderate |
| Laggan Croft No. 1 | Loss of grazings, restricted stock movement and disruption to access arrangements | Substantial |
| Laggan Croft No. 2 | Loss of grazings, disturbance to livestock and disruption to access arrangements | Substantial |
| Balavil Estate | Loss of good quality and mixed grazings, restricted stock movement, disruption to access arrangements and disturbance | Moderate |
| Dunachton Estate | Disruption to farm access | Negligible/ Slight |

Forestry Land

- 8.4.46 As land-take for the Proposed Scheme is considered permanent, there are no temporary losses on forestry land interests identified.

Sporting Interests

- 8.4.47 During construction, there is potential for adverse impacts on sporting interests due to disturbance to game and disruption to access arrangements and shoot days. **Table 8-24** indicates the predicted temporary impacts on sporting interests, as considered in **Appendix 8.1 (Volume 2)**.

Table 8-24: Predicted temporary impacts on sporting interests

| Farm/ Estate/ Croft | Description of Impact | Significance |
|--|--|------------------------------|
| Phoines Estate | Disturbance to deer, disturbance to potential low ground shooting (not currently operating, but scheduled to re-start in the 2018/2019 shooting season), disturbance to gamebird habitat and disruption to access arrangements for these sporting activities and the game farm | Slight |
| Ralia Estate | Disturbance to gamebird habitat, disturbance to low ground shooting, disturbance to deer and disturbance to shoot days | Moderate/ Substantial |
| Ruthven Farm | Disturbance to deer, disruption to fishings | Slight |
| RSPB owned land (including Insh Marshes) | Disruption to fishings | Negligible |
| Church of Scotland land (Glebe) | Disruption to fishings | Slight |
| Laggan Croft No. 1 | Disruption to access arrangements | Negligible |
| Laggan Croft No. 2 | Disruption to access arrangements | Negligible/ Slight |
| Balavil Estate | Disturbance to deer, disturbance to low ground shooting, disturbance to low ground gamebirds | Moderate |

In-Combination Estate/ Farm/ Croft Impacts (Temporary)

8.4.48 As there are predicted temporary impacts on agricultural and sporting interests associated with some of the Estates, the following in-combination impacts have been attributed to each Estate:

- Phoines Estate – Slight
- Ralia Estate – **Moderate**
- Ruthven Farm – Slight
- Ruthven Park – **Substantial**
- RSPB Owned land – Negligible/ Slight
- Church of Scotland land (Glebe) – **Substantial**
- Davall Developments Ltd. – Slight
- Laggan Croft No. 1 – **Substantial**
- Laggan Croft No. 2 – **Moderate/ Substantial**
- Balavil Estate – **Moderate**
- Dunachton – Slight

Potential Effects on Business Viability (Temporary)

8.4.49 As **Moderate Adverse** and above impacts have been identified for the Estates and holdings outlined below, assessments of the temporary impacts on viability during the construction phase of the Proposed Scheme have been undertaken. Further details of these assessments are available in **Appendix 8.1 (Volume 2), Sections 1.2 to 1.8**.

8.4.50 In summary, the predicted temporary impacts on viability are:

- Ralia Estate – Agricultural Viability – Neutral
- Ralia Estate – Sporting Viability – **Adverse**
- Ruthven Park – Agricultural Viability – **Adverse**
- Church of Scotland land (Glebe) – Agricultural Viability – **Adverse**
- Church of Scotland land (Glebe) – Farm Tenancy Viability – **Adverse**
- Church of Scotland land (Glebe) – Sporting Viability – Neutral
- Laggan Croft No. 1 – Agricultural Viability – **Adverse**
- Laggan Croft No. 1 – Sporting Viability – Neutral
- Laggan Croft No. 2 – Agricultural Viability – **Adverse**
- Laggan Croft No. 2 – Sporting Viability – Neutral
- Balavil Estate – Agricultural Viability – Neutral
- Balavil Estate – Sporting Viability – Neutral

Permanent Impacts – Operational Phase*Agricultural Interests*

8.4.51 **Table 8-25** summarises the permanent impacts on agricultural interests due to land-take from the Proposed Scheme. Permanent impacts resulting from severance, loss of productive grazing or farming areas and changes in access arrangements, have also been considered. For further details relating to these predicted impacts, please see **Appendix 8.1 (Volume 2)**. It should be noted that the land-take related percentage figures presented in **Table 8-25** are derived from the associated land ownership data available.

Table 8-25: Summary of potential permanent impacts on agricultural interest related land take

| Estate/ Farm/ Croft | Loss of Land | | Additional Assessment | Significance |
|---------------------------------|--|-------------------------|---|-----------------------|
| | Agricultural Area lost (ha) | % Land Ownership Parcel | | |
| Phoines Estate | 10.41 (10.02 LCA grade 5.2 0.39 LCA grade 4.2) | 0.13% | It is predicted that the Estate will experience Negligible/ Slight Adverse impacts when considering both land-take and changes to estate access. | Negligible/ Slight |
| Ralia Estate | 37.16 (all LCA grade 5.2) | 1.3% | It is considered that the Proposed Scheme will result in the loss of grazings (including rough grazings), loss of estate amenity (due to loss of trees), loss of good quality farmland, including improved permanent pasture. It is also important to note that the Proposed Scheme will result in improvements to estate access in certain locations. On balance, it is predicted that the Estate will experience Slight/ Moderate Adverse impacts. | Slight/ Moderate |
| Ruthven Farm | 10.56 (8.92 LCA grade 4.2 1.6 LCA grade 5.2) | 3.07% | Although the Proposed Scheme will result in improved estate access at Ruthven Farm, it is also considered that it will result in the significant loss of grazings and loss of amenity woodland/ trees, resulting in Slight/ Moderate Adverse impacts. | Slight/ Moderate |
| Ruthven Park | 2.07 (all LCA 4.2) | 28.6% | The Proposed Scheme will result in improved permanent access arrangements to Ruthven Park, but result in the loss of good quality grazings. The overall extent of land take for the Proposed Scheme is considered to be significant and it is predicted that this will result in Substantial Adverse impacts. | Substantial |
| RSPB owned land | 7.54 (0.06 LCA grade 4.1, 6.15 LCA grade 4.2, 1.33 LCA grade 6.2) | 0.74% | As a result of predicted loss of grazings as a proportion of the overall land holding, the RSPB owned land will experience Negligible/ Slight Adverse permanent impacts. | Negligible/ Slight |
| Church of Scotland land (Glebe) | 7.89 (All LCA grade 4.2) | 33.46% | A significant proportion of the agricultural land will experience loss of grazings, resulting in Substantial Adverse impacts. | Substantial |
| Laggan Croft No. 1 | 2.24 (all LCA grade 4.2) | 10% | As a result of the significant quantum of grazings to be lost from Laggan Croft No. 1, the Proposed Scheme will result in Substantial Adverse impacts on this holding, in relation to agricultural interests. | Substantial |
| Laggan Croft No. 2 | 2.54 (all LCA grade 4.2) | 10% | The Proposed Scheme will result in a significant loss of grazings from Laggan Croft No. 2, resulting in Substantial Adverse impacts on the receptor. | Substantial |
| Balavil Estate | 26.43 (16.28 LCA grade 4.1, 9.91 LCA grade 4.2, 0.23 LCA grade 6.3) | 1% | The Proposed Scheme will result in permanent improvements to estate access, including improved direct access from the A9 (northbound). However, it is considered that overall the estate will experience Moderate Adverse impacts due to the predicted loss of good quality and mixed grazings, and restricted stock movement. | Moderate |
| Davall Developments Ltd. | 1.89 (all LCA grade 4.2) | 6.59% | As a result of the predicted loss of grazings, it is considered that the agricultural land within the Davall Developments Ltd. land will experience Slight/ Moderate Adverse impacts. | Slight/ Moderate |
| Dunachton Estate | 8.38 (0.35ha LCA grade 4.1 8.03ha LCA grade 4.2) | 1.48% | Change to farm access and loss of grazing land | Negligible/ Slight |

Forestry Land

8.4.52 **Table 8-26** summarises the potential impacts on forestry land in terms of land take, which is discussed further in **Appendix 8.1**.

Table 8-26: Summary of potential impacts on forestry interests

| Land Interest | Loss of Land Forestry Area lost (ha) | Additional Assessment | Significance |
|--------------------------|--------------------------------------|--|--------------------|
| Phoines Estate | 14.35 | In addition to the potential impacts resulting from land take, a qualitative assessment has been undertaken on the potential permanent impacts on Forestry, as discussed in Appendix 8.1 (Volume 2) | Slight |
| Ralia Estate | 10.97 | | Slight |
| Ruthven Farm | 4.08 | | Slight |
| Ruthven Park | 0.19 | | Slight/ Moderate |
| Laggan Croft No. 1 | 0.23 | | Negligible |
| Laggan Croft No. 2 | 0.21 | | Slight |
| RSPB owned land | 0.11 | | Negligible |
| Balavil Estate | 3.38 | | Slight |
| Davall Developments Ltd. | 0.04 | | Negligible |
| Croftcarnoch | 0.18 | | Negligible/ Slight |
| Dunachton Estate | 7.97 | | Slight |

Sporting Interests

8.4.53 **Table 8-27** identifies the potential permanent impacts on sporting interests. Further details of these potential impacts are provided in **Appendix 8.1**.

Table 8-27: Description of potential permanent impacts on sporting interests

| Land Interest | Description of potential impacts | Significance |
|---------------------------------|--|--------------------|
| Phoines Estate | Minor loss of potential low ground shoot habitat/ drive | Slight |
| Ralia Estate | Impacts on low ground gamebird habitat Loss of ground forming part of low ground drives Loss of roe deer habitat | Moderate |
| Ruthven Farm | Land take | Slight |
| RSPB owned land | Land take | Negligible |
| Church of Scotland land (Glebe) | Land take | Slight |
| Laggan Croft No. 1 | Land take | Negligible |
| Laggan Croft No. 2 | Land take | Negligible/ Slight |
| Balavil Estate | Loss of potential low ground gamebird habitat Increase in traffic noise Land take | Slight |

In-Combination Estate Impact

- 8.4.54 As there are predicted permanent impacts on the agricultural, sporting and forestry interests associated with some of the Estates, an in-combination impact assessment was considered for each Estate, as summarised in **Table 8-28**.

Table 8-28: Summary of potential permanent impacts on agricultural, forestry and sporting interests

| Estate/ Farm/ Croft | Agricultural | Forestry | Sporting | In-Combination Estate Impact |
|---------------------------------|--------------------|--------------------|--------------------|------------------------------|
| Phoines Estate | Negligible/ Slight | Slight | Slight | Slight |
| Ralia Estate | Slight/ Moderate | Slight | Moderate | Moderate |
| Ruthven Farm | Slight/ Moderate | Slight | Slight | Slight |
| Ruthven Park | Substantial | Slight/ Moderate | - | Substantial |
| RSPB owned land | Negligible/ Slight | Negligible | Negligible | Negligible/ Slight |
| Church of Scotland land (Glebe) | Substantial | - | Slight | Substantial |
| Laggan Croft No. 1 | Substantial | Negligible | Negligible | Substantial |
| Laggan Croft No. 2 | Substantial | Slight | Negligible/ Slight | Moderate/ Substantial |
| Balavil Estate | Moderate | Slight | Slight | Moderate |
| Croftcarnoch holding | - | Negligible/ Slight | - | Negligible/ Slight |
| Davall Developments Ltd. | Slight/ Moderate | Negligible | - | Slight |
| Dunachton Estate | Negligible/ Slight | Slight | - | Slight |

Agricultural, Forestry and Sporting Business Viability

- 8.4.55 As **Moderate** or **Substantial** Adverse impacts were reported in **Appendix 8.1**, **Table 8-29** provides a summary of potential permanent impacts on future viability of agricultural, forestry and sporting interests.

Table 8-29: Summary of permanent potential business viability impacts

| Land Interest | Description of potential impacts | Significance |
|-----------------------------|--|--------------|
| Ralia Estate – Agricultural | The overall impact on agricultural interests of the Estate on a permanent basis is assessed as Slight/ Moderate Adverse , based on loss of mixed grazings, and potential for restricted stock movement. The extent of land take is considered minimal in terms of the impact on grazings within the whole Estate, and the road design has catered for provision of stock movement via sheep creeps and farm vehicle access, resulting in a Neutral effect on future viability of agricultural interests. | Neutral |
| Ralia Estate – Forestry | Woodland impacted comprises areas of mixed semi-natural/ open trees, along with localised areas of mainly mature Scots Pine of commercial timber quality, which, on a standalone basis, are of Moderate significance. However, overall the impact to the estate forestry is assessed as Slight . The non-commercial woodland supports the estate sporting activities, but loss of these areas is minimal in the context of the whole estate, and therefore forestry viability has been assigned a Neutral impact. | Neutral |
| Ralia Estate – Sporting | The overall impact on sporting interests of the Estate on a permanent basis is assessed as Moderate Adverse , based on impacts to gamebird habitat and loss of ground forming part of low ground drives. As the dualled A9 will move closer to low ground areas, some additional disturbance from the operational A9 is possible and a small reduction in birds shot over these drives may be anticipated; however, it is not considered that there would be a need to significantly restructure drive layouts on a permanent basis. Given that the affected areas are local to the immediate vicinity of the A9, the resultant effect on future viability of Estate sporting interests is assessed as Neutral . | Neutral |

| Land Interest | Description of potential impacts | Significance |
|--|---|----------------|
| Ruthven Park – Agricultural | The overall impact on agricultural interests on a permanent basis is assessed as being Substantial Adverse , based on a significant loss of good grazing land compared to the size of the whole landholding. As the affected area represents a significant proportion of the holding, the resultant effect on future viability of agricultural interests is assessed as Adverse . | Adverse |
| Ruthven Park – Forestry | Woodland impacted comprises two small areas of mixed amenity trees, and the predicted impact is assessed as Slight/ Moderate Adverse , as the woodlands are considered peripheral to the holding. Given the age structure of the woods, it is considered that tree felling would not give rise to significant windthrow risk to the remaining (new) woodland edges. As the affected woodlands are identified as amenity rather than commercial woodlands, the potential effect of the Proposed Scheme on future viability of forestry interests is assessed as Neutral . | Neutral |
| Church of Scotland land (Glebe) – Agricultural | The overall impact on agricultural interests on a permanent basis is assessed as Substantial Adverse , based on significant loss of grazing land, and severance of remaining grazing areas. Field access direct from the A9 is removed and an alternative is provided, which is considered as an improvement in terms of safety but is not significant enough to counter the loss of land. The potential effect on future viability of agricultural interests is therefore assessed as Adverse . | Adverse |
| Church of Scotland land (Glebe) – Farm Tenancy viability | The overall impact on the agricultural interests on a permanent basis is assessed as Substantial Adverse , based on significant loss of grazing land and severance of some remaining areas. It is considered that available land will be reduced to an extent that the tenant will be unable to continue farming on the land, which could constitute a ‘fraud on the lease’ (a term used to describe where the impact on the viability of the remainder of the let holding is such that it would not have been in the contemplation of the parties to the lease when it was originally entered into). For those reasons, the likely effect on future viability of the agricultural tenancy is Adverse . | Adverse |
| Church of Scotland land (Glebe) – Sporting | The overall impact on the sporting interests on a permanent basis is assessed as Slight Adverse , based on reduction in access impacts following construction completion, and provision of permanent alternative access enabling users to reach the river. The likely effect on future viability of sporting interests (salmon fishing) is Neutral . | Neutral |
| Laggan Croft No. 1 – Agricultural | The overall impact on agricultural interests of the croft is assessed as Substantial Adverse , based on loss of good grazing land, changes in access and land severance. The extent of land take is considered significant in terms of size of the croft as a whole, and reduced ability to directly access land to the north on the opposite side of the A9 (alternative access to be taken via Kerrow Cottage) results in severance from the current croft buildings. The likely effect on future viability of agricultural interests is therefore assessed as Adverse . | Adverse |
| Laggan Croft No. 1 – Forestry | Woodland impacted by the Proposed Scheme comprises mixed semi-natural/ open trees, which are not identified as commercial woodlands; therefore, the woodland impact is assessed as Negligible . Given the age structure of the woods, it is considered that tree felling would not give rise to significant windthrow risks to remaining (new) woodland edges. As the affected woodlands are not identified as commercial woodlands, the potential effect of the Proposed Scheme on future viability of forestry interests is assessed as Neutral . | Neutral |
| Laggan Croft No. 1 - Sporting | The overall impact on sporting interests of the croft (shooting and trout fishing) is assessed as Negligible . Potential effects on future viability of sporting interests is assessed as Neutral . | Neutral |
| Laggan Croft No. 2 – Agricultural | The overall impact on agricultural interests of the croft is assessed as Substantial , based on loss of good and mixed grazing land, and changes in access. The extent of land take is considered significant in terms of the loss of grazing land within the context of the size of the croft. As the affected area represents a significant proportion of the croft, the resultant effect on future viability of agricultural interests is assessed as Adverse . | Adverse |
| Laggan Croft No. 2 – Forestry | Woodland impacted by the Proposed Scheme comprises mixed semi-natural/ open trees, which are not identified as commercial woodland; therefore, the woodland impact is assessed as Slight Adverse . The affected woodland is not considered to be commercial, and therefore this assessment has assigned a Neutral impact in terms of woodland viability. | Neutral |
| Laggan Croft No. 2 – Sporting | The overall impact on sporting interests of the croft (shooting and trout fishing) is assessed as Negligible/ Slight Adverse . Potential effects on future viability of sporting interests is assessed as Neutral . | Neutral |

| Land Interest | Description of potential impacts | Significance |
|-------------------------------|---|--------------|
| Balavil Estate – Agricultural | <p>The overall impact on agricultural interests of the Estate is assessed as Moderate Adverse, based on loss of good and mixed grazings, and potential for restricted stock movements.</p> <p>The extent of land take is considered significant in terms of the percentage loss of good grazings to the Estate as a whole; which may require some adjustment to the type of stock and number of head, but not to a level that the agricultural enterprise becomes unviable.</p> <p>Farm vehicle access is potentially improved by the provision of alternative access, and an A9 underpass is to be increased in size and is unlikely to be a restriction to typical agricultural vehicle movements.</p> <p>As such, potential effects on future viability of Estate agricultural interests is assessed as Neutral.</p> | Neutral |
| Balavil Estate – Forestry | <p>Woodland impacted upon by the proposed scheme is limited and comprises areas of mainly mixed semi-natural/open trees, and the overall impact of the scheme on the estate is assessed as Slight Adverse.</p> <p>A single estate access point with adequate internal estate roads and upgraded junction onto the B9152 (Kingussie to Aviemore road) is likely to be adequate for forestry operations to the south of the Raitts Burn, which divides the estate low ground.</p> <p>Internal access across the Raitts Burn for heavy estate traffic, particularly forestry vehicles, is currently limited by the original bridge structure and there will be no change to this. Timber extraction may be enhanced to the north of the Raitts Burn as a result of the north bound left in/left out junction at Mains of Balavil.</p> <p>We have not carried out any assessment of timber quality, quantity or value, in relation to the affected woodland areas, but have assumed in our assessment that given the age structure of such woods, felling of trees in these woods would not give rise to an extensive windthrow risk to remaining (new) woodland edges.</p> <p>Adequate access provision to enable the extraction of commercial timber from elsewhere on the estate is a major concern, however, road design and the provision of new estate access roads will allow for equivalent access provision. We have therefore assessed woodland and commercial forestry viability, as a whole, in accordance with the impact assessment criteria to be – Neutral.</p> | Neutral |
| Balavil Estate - Sporting | <p>The overall impact on sporting interests of the Estate is assessed as Slight Adverse, based on loss of gamebird habitat; and potential increase in traffic noise to low ground shoot areas.</p> <p>The extent of land take is considered small in relation to potential low ground shoot areas and it is considered that there is no need for significant restructuring of potential drive layouts on a permanent basis.</p> <p>Some additional disturbance from the road is likely and a small reduction in birds shot over drives close to the road may occur, but not to a material extent in sporting viability.</p> <p>As such, potential effects on future viability of Estate sporting interests is assessed as Neutral.</p> | Neutral |

Development Land

Temporary Impacts – Construction Phase

- 8.4.56 As identified in **Section 8.3**, planning permissions are in place and an application has been submitted for residential development on land to the north east of Kingussie. Planning permission and Listed Building Consent have also been granted for the conversion of redundant farms buildings to a visitor facilities and commercial use at Balavil Mains Farmhouse, Kingussie.
- 8.4.57 It is considered that the Proposed Scheme will impact on the proposed access arrangements to these permissions, during the construction phase of the Proposed Scheme, which therefore could result in **Adverse** impacts.

Permanent Impacts – Operational Phase

- 8.4.58 As noted in **Section 8.3**, planning permission (Ref: 2016/0053/DET) and Listed Building Consent have been approved for the conversion of redundant farm buildings to visitor facilities and commercial use, including alterations and extension of existing structures and the construction of new buildings for café, catering and events use and formation of vehicle parking areas at Balavil Mains Farmhouse, Kingussie. Earthworks and mitigation associated with the Proposed Scheme will encroach into the permitted site, but not to an extent that would undermine the use of the site for

the intended purposes. However, the Proposed Scheme would alter the approved internal site access arrangements and is therefore assessed as presenting **Adverse** impacts.

- 8.4.59 Northbound travellers to the Balavil Mains farmhouse development could gain access via the new proposed left in/ left out access and new access track. However, it is considered that once the Proposed Scheme is operational, southbound travellers to the destination would need to travel via the B9152 road, the underpass at Chapelpark the access roads on the Balavil Estate, which could have potential implications on visitors to the facilities, e.g. a perception that some potential visitors could simply continue southbound to the next visitor facilities. It is therefore considered that this will result in an **Adverse** impact on this planning permission.
- 8.4.60 As a result of the Proposed Scheme encroaching onto land with the benefit of planning permission (ref: 09/048/CP, 2013/0190/MS/PPA-001-2013 and 2015/0316/DET) and subject to a current planning application (2018/0067/DET) there is the potential for restrictions on access to the land and therefore there is the potential for **Adverse** impacts.

8.5 Mitigation

- 8.5.1 As stated previously, the potential impacts identified in **Section 8.4** have taken into consideration the embedded mitigation included within the Proposed Scheme. This design approach has avoided or reduced many significant potential impacts by reducing land-take and providing alternative access arrangements. In addition to the embedded mitigation, this section sets out additional specific and standard mitigation measures to further reduce the potential adverse impacts resulting from the Proposed Scheme.
- 8.5.2 Consultation with landowners and tenants is ongoing and it is normal practice for the details of landowner accommodation works to continue beyond the EIA process. Agreed mitigation measures and accommodation works, however, will be included within the construction contract.
- 8.5.3 **Chapters 9, 12, 13, 14 and 15 (Volume 1)** set out proposed mitigation measures to reduce adverse impacts during construction and operation which will also reduce impacts on local community receptors; for example, accesses being maintained or temporary diversion routes being provided, construction sites kept to a minimum to reduce habitat loss, construction sites to be kept tidy, and restrictions on working hours for particularly noisy operations. All mitigation measures related to the Proposed Scheme, are listed in **Chapter 21 (Volume 1)**.

Standard, Embedded and Additional Mitigation

- 8.5.4 Standard mitigation measures are common across the A9 Dualling Programme. A number of the measures have been identified as being relevant to reduce the overall impacts of the Proposed Scheme on Community and Private Assets, as listed in **Table 8-30**.
- 8.5.5 Embedded mitigation measures are project specific and are included in the design of the Proposed Scheme. For clarity, these are also included in **Table 8-30** where relevant to this assessment. Note, the initial impact assessment has included consideration of these measures.
- 8.5.6 There is also project specific mitigation which are additional mitigation measures which have been identified through this assessment process and which apply specifically to Community and Private Assets affected by the Proposed Scheme. These are also listed in **Table 8-30**.

Monitoring Requirements

- 8.5.7 Implemented mitigation measures will be monitored. To ensure successful implementation, measures will be outlined and monitored via management plans including the Construction Environmental Management Plan (CEMP) and the Agricultural and Estates Management Plan.
- 8.5.8 Replacement and alternative access provided as part of the Proposed Scheme will be inspected for construction defects before handover to Transport Scotland. Any construction phase defects will be rectified.
- 8.5.9 Following the post-construction maintenance period, all trunk road infrastructure elements of the Proposed Scheme will fall under the remit of regular and routine condition inspection and maintenance provided by Transport Scotland and the relevant trunk road Operating Company.

Table 8-30: Standard, Embedded and Additional Mitigation for Community and Private Assets

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-------------------------------|--------------------------------|-----------------------------------|--|--|--|
| Standard A9 Mitigation | | | | | |
| SMC-S1 | Throughout the Proposed Scheme | Pre-Construction and Construction | <p>A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor.</p> <p>The CEMP will set out how the Contractor intends to operate the construction site, including construction-related mitigation measures identified below.</p> <p>The relevant section(s) of the CEMP will be in place prior to the start of construction work.</p> <p>The CEMP will include, but not be limited to, subsidiary plans relating to: agricultural soils, geology and land contamination; surface water and groundwater (including a Flood Response and Pollution Incident Response Plan); ecology (including specific Species and Habitat Management Plans); landscape, cultural heritage, air quality and noise and vibration.</p> | <p>To provide a framework for the implementation of construction activities in accordance with the environmental commitments and mitigation measures in the ES.</p> <p>It will be developed and evolve to avoid, reduce or mitigate construction impacts on the environment and the surrounding community.</p> | <p>Consultation with the relevant local authorities, other statutory bodies and regulatory authorities</p> |
| SMC-S2 | Throughout Proposed Scheme | Pre-Construction and Construction | <p>Prior to construction an Environmental Coordinator and team of suitably qualified Environmental Clerk of Works (EnvCoW) (i.e. professionally qualified in a relevant environmental discipline) will be appointed by the Contractor.</p> <p>The EnvCoW(s) will report to the Environmental Coordinator and be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.</p> | <p>To monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.</p> | <p>Approval by Transport Scotland</p> |
| SMC-S3 | Throughout Proposed Scheme | Pre-Construction and Construction | <p>Throughout the construction period the Contractor will, as required, contribute towards the overall communications strategy for the A9 Dualling Programme.</p> <p>As part of this the Contractor will appoint a Community Liaison Officer supported by a liaison team as necessary who will:</p> <ul style="list-style-type: none"> liaise with the following: relevant local authorities; other statutory bodies and regulatory authorities; community councils and relevant community groups; and businesses and residents in local communities affected by the construction works; notify occupiers of nearby properties a minimum of two weeks in advance of the nature and anticipated duration of planned construction works that may affect them; support the production of project communications such as the project website and newsletters; and establish a dedicated freephone helpline together with a dedicated email address and postal address for enquiries and complaints during the construction phase. <p>The relevant contact numbers, email and postal addresses will as a minimum be displayed on signs around the construction site and will be published on the project website. Enquiries and complaints will be logged in a register and appropriate action will be taken in response to any complaints.</p> | <p>To inform stakeholders and consultees through the construction period.</p> | <p>Consultation with the relevant local authorities, other statutory bodies and regulatory authorities, community councils and relevant community groups, and businesses and residents in local communities affected by the construction works</p> |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|--|--------------------------------|------------------------------------|--|--|---|
| SMC-S4 | Throughout Proposed Scheme | Whole Construction Period | The Contractor will ensure that all site workers receive adequate training relevant to their role prior to working on the construction site, including specific environmental project inductions and 'toolbox talks' as required. | To ensure site workers are aware of best practice construction methods, mitigation measures and how they are implemented. | None required |
| Standard A9 Mitigation for Community and Private Assets | | | | | |
| SMC-CP1 | Throughout Proposed Scheme | Pre-Construction and Construction | Access to/ from residential, commercial and industrial and agricultural, forestry and sporting assets will be maintained throughout the construction period by means of signed diversions, where necessary. The estimated duration and location of these diversions will be communicated to affected parties, as required, before they are put in place. | To maintain access to/ from residential, commercial and industrial and agricultural, forestry and sporting assets | None required |
| SMC-CP2 | Throughout Proposed Scheme | Construction and Post-Construction | Existing access arrangements to agricultural and forestry land outwith the land made available (LMA) boundary will not be prevented by the construction works during or post construction, unless alternative access is provided for. | To maintain access to/ from residential, commercial and agricultural/ forestry land. | None required |
| SMC-CP3 | Throughout Proposed Scheme | Pre-Construction | Consultation with affected landowners and occupiers will be undertaken on the location and timing of planned construction works to reduce disturbance, where practicable, taking into account the overall construction programme. | To reduce disturbance on affected landowners. | Consultation with affected landowners and occupiers |
| SMC-CP4 | All agricultural land | Pre-Construction | Notice of intention to commence construction work will be provided to owners and occupiers of agricultural land adjacent to the Proposed Scheme before works commence. | To ensure owners and occupiers of agricultural land adjacent to the Proposed Scheme are informed of the intention to commence construction work prior to works commencing. | None required |
| SMC-CP5 | All agricultural land | Construction | Where practically possible, temporary construction compounds that are required outwith the LMA boundary will not be sited on prime agricultural land or on areas of woodland and forestry. | To reduce potential impacts arising from temporary construction compounds on prime agricultural land or on areas of woodland and forestry. | None required |
| SMC-CP6 | All agricultural land | Construction and Operation | Where boundary features (e.g. fences, walls and hedges) require temporary or permanent alteration to allow construction, these will be reinstated with appropriate materials to provide a secure boundary. A risk assessment will be undertaken to identify appropriate locations for temporary fences during construction for the health and safety of the public and animals and to avoid trespass. | For the health and safety of the public and animals and to avoid trespass. | None required |
| SMC-CP7 | All agricultural land | Construction | Where boundary features (e.g. fences, walls and hedges) require temporary or permanent alteration to allow construction, these will be reinstated with appropriate materials to provide a secure boundary. | To provide a secure boundary and reduce disruption to agriculture. | None required |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--------------------------------|-------------------|---|---|--|
| SMC-CP8 | Throughout Proposed Scheme | Construction | Soil resources will be managed in accordance with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (Defra, 2009) to ensure that soil mitigation measures are fully implemented, and soil resources are protected. This will include the careful excavation, storage and replacement of topsoil and subsoil. A Soil Management Plan will be developed in consultation with SEPA to ensure that soil resources are managed in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra 2009) and soil mitigation measures are fully implemented. | To ensure that soil mitigation measures are fully implemented, and soil resources are protected. | None required |
| SMC-CP9 | All agricultural land | Construction | Reasonable precautions will be taken during construction to avoid the spreading of soil-borne pests and diseases; animal and crop diseases; tree pests and diseases; and invasive species. A biosecurity protocol will be developed by the Contractor in consultation with the Animal and Plant Health Agency, the Scottish Government's Environment and Forestry Directorate and the Scottish Government's Agriculture, Food and Rural Communities Directorate, taking cognisance of relevant UK and Scottish Government biosecurity guidance. | To avoid the spreading of soil-borne pests and diseases; animal and crop diseases; tree pests and diseases; and invasive species. | Consultation with the Animal and Plant Health Agency, the Scottish Government's Environment and Forestry Directorate and the Scottish Government's Agriculture, Food and Rural Communities Directorate |
| SMC-CP10 | Throughout Proposed Scheme | Pre-Construction | Pre-construction drainage surveys will be undertaken to reduce the likelihood of damage or disturbance to field and forestry drainage systems during construction. Where required, the integrity of the drainage system will be secured in advance of construction. Repairing and reinstatement of drains affected by construction will be agreed with the landowner/ occupier to ensure that land capability is maintained, and the risk of flooding is not exacerbated. Particular care will be taken to reduce damage or disturbance to field and forestry drainage systems during construction. | To reduce the likelihood of damage or disturbance to field and forestry drainage systems during construction. | Consultation with affected landowners and occupiers |
| SMC-CP11 | Throughout Proposed Scheme | Pre-Construction | Water supplies for livestock will be protected at all times and alternative supplies provided where identified pre-construction and where supplies are lost, or access is compromised by any construction works, temporary and/ or permanent, alternative supplies will be provided as unless agreed with the landowner/ occupier. | To reduce disruption to landowners/ occupiers. | Consultation with affected landowners and occupiers |
| SMC-CP12 | Throughout Proposed Scheme | Post-Construction | LMA that is declared surplus following completion of construction of the Proposed Scheme (including redundant road pavement and/ or access tracks) will be offered back to former owners or their successors in accordance with the Crichel Down Rules. | To return surplus land to former owners or their successors in accordance with the Crichel Down Rules. | Consultation with affected landowners and occupiers |
| SMC-CP13 | Throughout Proposed Scheme | Construction | Sporting or fishing rights which exist within working areas will not be accessible during the construction period. Where there are sporting or fishing rights adjacent to the working area, reasonable endeavours will be taken to minimise interference or enjoyment of them while recognising the primary objective to maintain a safe working environment for both Principal Contractors and users of the land and water. | To reduce disruption to landowners/ occupiers. | None required |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|------------------------------------|--|-----------------------------------|--|--|---|
| SMC-CP14 | Throughout Proposed Scheme | Pre-Construction | Where stands of trees are to be affected an appropriate arboricultural and/ or windthrow assessment will be undertaken pre-construction and appropriate mitigation employed for the purposes of safety of land and infrastructure. | To address safety risk to land within the Proposed Scheme and reduce impacts to forestry. | None required |
| SMC-CP15 | Throughout Proposed Scheme | Post-Construction | On completion of works, land required temporarily for construction works will be reinstated. A photographic and video survey will be undertaken of any land to be returned to agriculture, to ensure all land is restored as near to its original state as is reasonably practicable. | To ensure appropriate restoration of land following completion of Proposed Scheme. | None required |
| Embedded Mitigation | | | | | |
| P09-CP01 | Throughout Proposed Scheme | Design Construction | Avoidance and minimisation of earthworks encroachment into property boundaries | To minimise impact on all community and private assets | None Required |
| P09-CP02 | Throughout Proposed Scheme | Pre-Construction | Location of drainage and Sustainable Drainage Systems (SuDS) features as close to mainline and junction as possible | To minimise impact on all community and private assets | None required |
| P09-CP03 | ch. 41,650 ch. 46,150 ch. 53,600 | Design Construction | Provision of left in/ left out access at ch.41,650 (Ralia Café/ Glen Truim) Provision of left in/ left out access at ch. 46,150 (Ralia Lodge/ Nuide Farm) Provision of left in/ left out access at ch. 53,600 (Balavil) | To minimise impact on estate operations and accessibility for local residents and businesses | None Required |
| P09-CP04 | ch. 41,275 ch. 43,400 ch. 46,050 ch. 47,350 ch. 48,800 ch. 49,275 ch. 50,750 ch. 52,950 ch. 56,150 | Design Construction | Provision of underpass at ch. 41,275 Provision of underbridge at Newtonmore Junction (ch. 43,400) Provision of underpass at ch. 46,050 Provision of underpass at ch. 47,350 Provision of underpass at ch. 48,800 Replacement underbridge at B970 (ch. 49,275) Replacement underbridge at Kingussie Junction (ch. 50,750) Provision of underpass at Chapelpark (ch. 52,950) Replacement underbridge at ch. 56,150 (Highland Wildlife Park) | Provides safe access | None Required |
| Project Specific Mitigation | | | | | |
| P09-CP05 | Throughout Proposed Scheme | Pre-Construction and Construction | An Agricultural and Estates Management Plan will be developed, and a Clerk of Works appointed (covered under Mitigation Item SMC-S2), in order to employ appropriate mitigation for impacts upon sporting activities at the construction phase, particularly during nesting season and shoot days. This management plan will include details of the estate, its activities in proximity to the A9, specific seasons (such as deer stalking, grouse or low ground shooting, sheep dipping), an annotated map of principal activity areas, routes and access points, protocols for notifications required and relevant contact details. In terms of the temporary disturbance to game birds, careful management is required to minimise disturbance which could require exclusion periods or zones during key times of the year for nesting. | To reduce impact on sporting estates | Consultation with affected landowners and occupiers |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--------------------------------|-------------------|---|--------------------------------------|---|
| P09-CP06 | Glebe Ponds (ch. 50,500) | Post-Construction | The provision of woodland planting on reprofiled redundant areas of the existing A9 adjacent to Glebe Ponds and restoration of habitats affected during construction. | To reduce the impacts on Glebe Ponds | Consultation with The Highland Council and Kingussie and Vicinity Community Council |

8.6 Residual Impacts

8.6.1 This section sets out the residual impacts, taking into account the standard, embedded, and project-specific additional mitigation measures set out in **Section 8.5**.

Local Communities

Temporary Impacts – Construction Phase

Community Severance

8.6.2 There is a **Slight/ Moderate Adverse** impact in relation to disruption due to construction works at junctions to settlements of Newtonmore, Kingussie, Lynchat, Ruthven and Glentruim. The proposed mitigation measures employed pre-construction and during the construction period will ensure that disruption and severance is minimised, resulting in **Slight Adverse** effects.

Socio-Economic Impacts

8.6.3 The proposed mitigation measures employed pre-construction and during the construction period (e.g. **SMC-CP1**) will ensure that alternative or diversionary access is maintained to local communities at Newtonmore, Kingussie, Lynchat, Ruthven and Glentruim. It is therefore considered that the impact will reduce to **Neutral**.

Permanent Impacts – Operational Phase

Community Severance

8.6.4 It is considered that there will be a **Neutral** impact from existing severance for the settlement of Newtonmore.

8.6.5 The existing Kingussie Junction offers the same approach for drivers as the new proposed junction, therefore it is considered that the impact of the Proposed Scheme will be **Neutral**.

8.6.6 It is considered that the significance of impact in terms of community severance to Kingussie and Lynchat (both using the Kingussie Junction) will be **Neutral**.

8.6.7 Despite the predicted slight increase in traffic through the smaller settlement of Ruthven, as a result of the proposed access track upgrade, it is considered that there will be **Neutral** impacts on the community as a result of the Proposed Scheme.

8.6.8 When considering the potential impacts on Glentruim, overall, when considering the safety benefits associated with the proposed new Newtonmore Junction, there will be an overall **Slight Adverse** impact on this community due to the current journey pattern being disrupted.

Socio-Economic Impacts

8.6.9 It is considered that Newtonmore will generally benefit from the new grade separated junction, however, it has been assigned a **Neutral** impact because it is not considered that the new junction will result in significant socio-economic impacts.

8.6.10 Kingussie, Lynchat, Ruthven and Glentruim are proposed to be served by new or upgraded junctions resulting in a **Neutral** socio-economic impact.

Residential and Commercial Land and Property

Temporary Impacts – Construction phase – Vehicle Access

- 8.6.11 Residential and commercial properties, including holiday lets and tourist attractions, accessed directly from the A9 will experience changes in access during construction of the Proposed Scheme. Typically, vehicle access to residential properties and properties in and around Newtonmore, Kingussie and Lynchat alongside Ralia Café, Invernahavon Holiday Park and individual holiday lets and Bed and Breakfasts will experience a **Slight/ Moderate Adverse** impact. The proposed mitigation measures employed (e.g. **SMC-CP1**) will ensure that disruption and severance is minimised; therefore, reducing the residual effect at construction to **Slight Adverse**.

Temporary Impacts – Construction phase – Business Viability

- 8.6.12 With some possible requirements for diversions through Newtonmore and Kingussie, there is the potential for a temporary upturn (**Slight Beneficial** impact) for some businesses situated in and around Newtonmore and Kingussie, such as cafés, during the construction phase.
- 8.6.13 However, as recorded in **Table 8-18**, it is considered that Ralia Café and Tourist Information, Ptarmigan Lodge holiday let and the holiday cottages at Meadowside will experience **Adverse** impacts during the construction phase, due to their proximity to the A9.
- 8.6.14 There are a number of areas where the Proposed Scheme overlaps with the HML railway, thereby requiring access to land within Network Rail ownership for undertrack crossings for drainage and construction of the Kingussie HML underbridge. In addition, approximately 0.03 ha of Network Rail land will be acquired at approx. ch. 40,700 to allow for the construction of the new C1137 Glen Truim/ Catlodge road HML underbridge.
- 8.6.15 The impact assessment recognised that, *“the associated operations will be conducted in consultation with Network Rail to make use of disruptive possessions to the railway. There is some potential for an **Adverse** effect on Network Rail as works may restrict their ability to undertake their own operations during that time, although any impact on actual train timetabling will only be by express permission of Network Rail”*. With the formal consultation processes required to secure disruptive possessions, no construction stage works that could affect Network Rail operations will take place without their consent; therefore, given the rigorous risk management process involved, the residual effect for temporary construction works is assessed as **Neutral**.
- 8.6.16 It is considered that there will be a **Neutral** impact on business viability for the other businesses identified within **Table 8-18**.

Permanent Impacts – Operational Phase

Land-Take

- 8.6.17 The embedded mitigation measures identified above were included in the design of the Proposed Scheme; however, adverse impacts remain as required land-take will be permanent. **Table 8-31** summarises the residual land-take effects on residential and commercial land, taking account of the additional mitigation noted in **Section 8.5**.

Table 8-31: Residual impacts in terms of land-take of residential and commercial land

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|---|--------------------------------------|--------------------------------------|--------------------|
| Residential | | | |
| Ralia Lodge (associated garden land) | Slight | SMC-CP12, P09-CP01, P09-CP02 | Slight |
| Coulintyre Cottage | Substantial | N/A – property is lost to the Scheme | Substantial |
| Knappach cottage (associated garden land) | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| Croftcarnoch/ Croftcarnoch Farmhouse (associated garden land) | Slight | SMC-CP12, P09-CP01, P09-CP02 | Slight |
| Commercial | | | |
| Ralia Café and Tourist Information | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| Milton Lodge holiday let | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| HWP | Slight | SMC-CP12, P09-CP01, P09-CP02 | Slight |

- 8.6.18 Approximately 0.03 ha of Network Rail owned land will be being acquired as part of the Proposed Scheme at approx. ch. 40,700 to allow for the construction of the new C1137 Glen Truim/ Catlodge road HML underbridge. This has been assigned a **Negligible** adverse residual impact.

Access

- 8.6.19 **Table 8-20** and **Table 8-21** considered the changes in access provisions for residential and commercial properties, in terms of the impacts on journey lengths to/ from the A9. As the new access provisions (major junctions and left in/ left out provisions) are embedded into the Proposed Scheme design, there are no further mitigation measures identified. Therefore, the residual impacts are as assessed in the previous tables. By way of a summary, **Table 8-32** lists those where the predicted impacts were considered significant, i.e. were assessed as Moderate or above.

Table 8-32: Residual impacts in terms of residential and commercial access to and from the A9

| Receptor | Residual Impact |
|--|--|
| Residential | |
| South Lodge Fernside House Invertruim House | <u>Southbound to the A9 from the Receptor</u> Moderate |
| Upper Nuide Cottage Lower Nuide Cottage Nuide Farm Cottage | <u>Southbound from the A9 to the Receptor</u> Moderate |
| Milton of Nuide Cottage | <u>Southbound from the A9 to the Receptor</u> Moderate |
| Inverton House | <u>Southbound from the A9 to the Receptor</u> High |
| Balavil House | <u>Southbound from the A9 to the Receptor</u> Moderate |
| Croftcarnoch Croftcarnoch Farmhouse | <u>Southbound to the A9 from the Receptor</u> Moderate |

| Receptor | Residual Impact |
|---|--|
| Commercial | |
| Invernahavon Caravan Park and Glentruim Castle and Cottages | <u>Southbound to the A9 from the Receptor</u> Moderate |
| Phoines Lodge holiday let | <u>Southbound to the A9 from the Receptor</u> Moderate |
| Nuide House holiday let | <u>Southbound from the A9 to the Receptor</u> Moderate |
| SSE Telecoms mast | <u>Southbound to the A9 from the Receptor</u> Moderate |

8.6.20 All other changes in journey lengths to/ from the A9 and residential and commercial receptors, as considered in **Table 8-20** and **Table 8-21**, were assessed at levels lower than moderate significance.

Business Viability

8.6.21 Under the Impact Assessment section, **Table 8-22** determined that, for the commercial receptors considered, the operational stage effects on business viability would be **Neutral**. No further mitigation is considered to change that assessment.

Community Land and Property

Temporary (Construction) Impacts

8.6.22 There will be some disruption to access arrangements to community facilities. However, where required, alternative access provision will be made. This is expected to result in a **Slight Adverse** impact on identified community facilities, following the implementation of mitigation measures.

Permanent (Operational) Impacts

8.6.23 As noted above, embedded mitigation measures have been incorporated into the Proposed Scheme, which avoid and minimise earthworks encroachment onto land where possible. However, some permanent land take from Glebe Ponds and the Insh Marshes National Nature Reserve was not avoidable.

8.6.24 As previously noted, approximately 0.05 ha of Glebe Ponds Open Space will be affected by the Proposed Scheme. Of this, approximately 20m² (0.002 ha) is permanently lost to the Scheme; all other land will be reinstated and additional woodland will be planted on redundant parts of the existing A9 adjacent to the Glebe Ponds (see specific mitigation item **P09-CP06**). It is therefore considered that the residual impact is **Slight Adverse**.

8.6.25 The Proposed Scheme will result in the loss of approximately 6.58 ha of land from the Insh Marshes National Nature Reserve, which equates to a predicted **Slight/ Moderate Adverse** residual impact.

Agricultural, Forestry and Sporting Interests

Temporary Impacts – Construction Phase

Agricultural Interests

8.6.26 Mitigation measures employed during the construction phase will ensure that disruption to agricultural interests associated with the Estates and Holdings are minimised where practicable. It is considered that with the implementation of construction stage mitigation measures, the residual temporary impacts on agricultural interests comprise:

- Phoines Estate – Negligible/ Slight
- Ralia Estate – Slight/ Moderate
- Ruthven Farm – Slight/ Moderate
- Ruthven Park – **Substantial**
- RSPB owned land – Slight
- Church of Scotland land (Glebe) – **Substantial**
- Davall Developments Ltd. – Slight/ Moderate
- Laggan Croft No. 1 – **Substantial**
- Laggan Croft No. 2 – **Substantial**
- Balavil Estate – **Moderate**
- Dunachton Estate – Negligible/ Slight

Sporting Interests

8.6.27 **Table 8-33** summarises the residual construction stage impacts on the relevant sporting estates.

Table 8-33: *Residual temporary impacts in terms of sporting interests*

| Receptor | Significance of impact (unmitigated) | Mitigation | Residual Impact |
|---|--------------------------------------|--|------------------------------|
| Phoines Estate | Slight | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Slight |
| Ralia Estate | Moderate/ Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Moderate/ Substantial |
| Note: Given the proximity of A9 works to Ralia Estate sporting interests, and with predicted disturbance to game species and disruption to sporting operations, it is considered that the residual construction stage impact would remain significant | | | |
| Ruthven Farm | Slight | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Slight |
| RSPB owned land (including Insh Marshes) | Negligible | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Negligible |
| Church of Scotland land (Glebe) | Slight | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Negligible/ Slight |
| Laggan Croft No. 1 | Negligible | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Negligible |
| Laggan Croft No. 2 | Negligible/ Slight | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Negligible/ Slight |
| Balavil Estate | Moderate | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP9, SMC-CP13, P09-CP05 | Moderate |
| Note: Given the proximity of A9 works to Balavil Estate, and with predicted disruption to estate operations, it is considered that the residual construction stage impact would remain significant | | | |

In-Combination Impacts Estate/ Farm/ Croft (Temporary)

8.6.28 With the provision of mitigation measures during the construction phase, the predicted in-combination residual impacts are:

- Phoinies Estate – Slight
- Ralia Estate – **Moderate**
- Ruthven Farm – Slight
- Ruthven Park – **Substantial**
- RSPB Owned land – Negligible/ Slight
- Church of Scotland land (Glebe) – **Substantial**
- Davall Developments Ltd. – Slight
- Laggan Croft No. 1 – **Substantial**
- Laggan Croft No. 2 – **Moderate/ Substantial**
- Balavil Estate – **Moderate**
- Dunachton Estate – Slight

Business Viability Impacts (Temporary)

8.6.29 With respect to Estate business viability (as discussed in **Appendix 8.1, Volume 2**), a number of Adverse residual effects during construction stage are identified:

- Ralia Estate – Sporting Viability – **Adverse**
- Ruthven Park – Agricultural Viability – **Adverse**
- Church of Scotland land (Glebe) – Agricultural Viability – **Adverse**
- Church of Scotland land (Glebe) – Farm Tenancy Viability – **Adverse**
- Laggan Croft No. 1 – Agricultural Viability – **Adverse**
- Laggan Croft No. 2 – Agricultural Viability – **Adverse**

Permanent Impacts – Operational Phase*Agricultural Interests*

8.6.30 **Table 8-34** summarises the residual permanent impacts on agricultural interests for each Estate.

Table 8-34: *Residual permanent impacts on agricultural interests*

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|---------------------------------|--------------------------------------|--------------------|--------------------|
| Phoinies Estate | Negligible/ Slight | SMC-CP12, SMC-CP15 | Negligible/ Slight |
| Ralia Estate | Slight/ Moderate | SMC-CP12, SMC-CP15 | Slight/ Moderate |
| Ruthven Farm | Slight/ Moderate | SMC-CP12, SMC-CP15 | Slight/ Moderate |
| Ruthven Park | Substantial | SMC-CP12, SMC-CP15 | Substantial |
| RSPB owned land | Negligible/ Slight | SMC-CP12, SMC-CP15 | Negligible/ Slight |
| Church of Scotland land (Glebe) | Substantial | SMC-CP12, SMC-CP15 | Substantial |
| Davall Developments Ltd. | Slight/ Moderate | SMC-CP12, SMC-CP15 | Slight/ Moderate |

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|--------------------|--------------------------------------|--------------------|--------------------|
| Laggan Croft No. 1 | Substantial | SMC-CP12, SMC-CP15 | Substantial |
| Laggan Croft No. 2 | Substantial | SMC-CP12, SMC-CP15 | Substantial |
| Balavil Estate | Moderate | SMC-CP12, SMC-CP15 | Moderate |
| Dunachton Estate | Negligible/ Slight | SMC-CP12, SMC-CP15 | Negligible/ Slight |

8.6.31 As set out above, there will be five significant residual impacts on agricultural interests due to the Proposed Scheme.

Sporting Interests

8.6.32 **Table 8-35** outlines the permanent residual impacts in terms of Estates' sporting interests.

Table 8-35: Residual permanent impacts on sporting interests

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|---------------------------------|--------------------------------------|------------------------------|--------------------|
| Phoines Estate | Slight | SMC-CP12, SMC-CP15, P09-CP05 | Slight |
| Ralia Estate | Moderate | SMC-CP12, SMC-CP15, P09-CP05 | Moderate |
| Ruthven Farm | Slight | SMC-CP12, SMC-CP15, P09-CP05 | Slight |
| RSPB owned land | Negligible | SMC-CP12, SMC-CP15, P09-CP05 | Negligible |
| Church of Scotland land (Glebe) | Slight | SMC-CP12, SMC-CP15, P09-CP05 | Slight |
| Laggan Croft No. 1 | Negligible | SMC-CP12, SMC-CP15, P09-CP05 | Negligible |
| Laggan Croft No. 2 | Negligible/ Slight | SMC-CP12, SMC-CP15, P09-CP05 | Negligible/ Slight |
| Balavil Estate | Slight | SMC-CP12, SMC-CP15, P09-CP05 | Slight |

8.6.33 As set out above, there will be a significant residual impact on sporting interests at Ralia Estate.

Forestry Land

8.6.34 **Table 8-36** outlines the residual impacts in terms of forestry interests for each Estate.

Table 8-36: Residual permanent impacts in terms of forestry interests

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|--------------------------|--------------------------------------|------------|--------------------|
| Phoines Estate | Slight | SMC-CP14 | Slight |
| Ralia Estate | Slight | SMC-CP14 | Slight |
| Ruthven Farm | Slight | SMC-CP14 | Slight |
| Ruthven Park | Slight/ Moderate | SMC-CP14 | Slight/ Moderate |
| Laggan Croft No. 1 | Negligible | SMC-CP14 | Negligible |
| Laggan Croft No. 2 | Slight | SMC-CP14 | Slight |
| Balavil Estate | Slight | SMC-CP14 | Slight |
| Davall Developments Ltd. | Negligible | SMC-CP14 | Negligible |
| Croftcarnoch | Negligible/ Slight | SMC-CP14 | Negligible/ Slight |
| RSPB owned land | Negligible | SMC-CP14 | Negligible |
| Dunachton Estate | Slight | SMC-CP14 | Slight |

8.6.35 As shown above, there are no predicted significant residual impacts on forestry interests.

In-Combination Impacts

8.6.36 With the inclusion of mitigation measures, the residual in-combination impacts on the Estates and Holdings, are:

- Phoinies Estate – Slight
- Ralia Estate – **Moderate**
- Ruthven Farm – Slight
- Ruthven Park – **Substantial**
- RSPB owned land – Negligible/ Slight
- Church of Scotland land (Glebe) – **Substantial**
- Davall Developments Ltd. – Slight
- Laggan Croft No. 1 – **Substantial**
- Laggan Croft No. 2 – **Moderate/ Substantial**
- Balavil Estate – **Moderate**
- Croftcarnoch holding – Negligible/ Slight
- Dunachton Estate – Slight

Agricultural, Forestry and Sporting Business Viability

8.6.37 **Table 8-37** below outlines the residual permanent impacts on Agricultural, Forestry and Sporting Business Viability for the assessed Estates and holdings.

Table 8-37: Residual permanent impacts on business viability

| Receptor | Assessed Impact (unmitigated) | Mitigation | Residual Impact |
|---|-------------------------------|------------------------------|-----------------|
| Ralia Estate – Agricultural | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Ralia Estate – Forestry | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Ralia Estate – Sporting | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Ruthven Park – Agricultural | Adverse | SMC-CP12, SMC-CP15, P09-CP05 | Adverse |
| Ruthven Park – Forestry | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Church of Scotland land (Glebe) – Agricultural | Adverse | SMC-CP12, SMC-CP15, P09-CP05 | Adverse |
| Church of Scotland (Glebe) – Farm Tenancy viability | Adverse | SMC-CP12, SMC-CP15, P09-CP05 | Adverse |
| Church of Scotland (Glebe) – Sporting | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Laggan Croft No. 1 – Agricultural | Adverse | SMC-CP12, SMC-CP15, P09-CP05 | Adverse |
| Laggan Croft No. 1 – Forestry | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Laggan Croft No. 1 – Sporting | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Laggan Croft No. 2 – Agricultural | Adverse | SMC-CP12, SMC-CP15, P09-CP05 | Adverse |
| Laggan Croft No. 2 – Forestry | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Laggan Croft No. 2 – Sporting | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Balavil Estate – Agricultural | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Balavil Estate – Forestry | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |
| Balavil Estate – Sporting | Neutral | SMC-CP12, SMC-CP15, P09-CP05 | Neutral |

- 8.6.38 Taking into consideration the proposed mitigation, there are potentially significant residual impacts to Ruthven Park agricultural, Church of Scotland land (Glebe) agricultural and Farm Tenancy, Laggan Croft No. 1 Agricultural and Laggan Croft No. 2 agricultural business viability. These significant residual effects are related to the relative scale of land take from smaller agricultural holdings in proximity to the Proposed Scheme.

Development Land

Temporary Impacts – Construction Phase

- 8.6.39 In relation to residual temporary impacts on the planning permissions for residential development on land to the north east of Kingussie, it is considered that the Proposed Scheme will have an **Adverse** impact on this approved residential development.

Permanent Impacts – Operational Phase

- 8.6.40 In relation to residual permanent impacts on development land and planning permissions, the Proposed Scheme will result in an **Adverse** impact on the approved planning permission at the Mains of Balavil, Kingussie, due to changes in access. The Proposed Scheme will result in **Neutral** impacts on the remaining receptors.
- 8.6.41 As a result of the Proposed Scheme encroaching onto land with the benefit of planning permission (ref: 09/048/CP, 2013/0190/MS/PPA-001-2013 and 2015/0316/DET) and subject to a current planning application (2018/0067/DET) relating to residential development (to the north east of Kingussie), it is considered that the Proposed Scheme will have an **Adverse** impact.

Summary of Significant Residual Effects

- 8.6.42 **Table 8-38** and **Table 8-39** provide a summary of the predicted significant residual construction and operational phase impacts on community and private assets (i.e. those that remain assessed as Moderate or above after consideration of relevant mitigation measures, or where Adverse effects on business viability remain).

Table 8-38: Predicted residual construction phase impacts

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|---|--------------------------------------|---|------------------------------|
| Residential and Commercial Land and Property | | | |
| Business Viability – Ralia Café and Tourist Information, 12 holiday cottages at 'Meadowside', Ptarmigan Lodge Holiday Let | Adverse | SMC-S3, SMC-CP1 and SMC-CP3 | Adverse |
| Development Land | | | |
| Conversion of redundant farm buildings to visitor facilities and commercial use at Balavil Mains Farmhouse, Kingussie; and Planning permissions (ref: 09/048/CP, 2013/0190/MS/PPA-001-2013 and 2015/0316/DET) and planning application (2018/0067/DET) for residential development | Adverse | SMC-S3, SMC-CP1, and SMC-CP3 | Adverse |
| Agricultural, Forestry and Sporting Interests | | | |
| Ralia Estate – Sporting | Moderate/ Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Moderate/ Substantial |
| Ralia Estate – in-combination | Moderate | | Moderate |
| Ralia Estate – Sporting viability | Adverse | | Adverse |
| Ruthven Park – Agricultural | Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Substantial |
| Ruthven Park – in-combination | Substantial | | Substantial |
| Ruthven Park – Agricultural viability | Adverse | | Adverse |
| Church of Scotland land (Glebe) – Agricultural | Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Substantial |
| Church of Scotland (Glebe) – in-combination | Substantial | | Substantial |
| Church of Scotland (Glebe) – Agricultural viability | Adverse | | Adverse |
| Church of Scotland (Glebe) – Farm Tenancy viability | Adverse | | Adverse |
| Laggan Croft No. 1 – Agricultural | Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Substantial |
| Laggan Croft No. 1 – in-combination | Substantial | | Substantial |
| Laggan Croft No. 1 – Agricultural viability | Adverse | | Adverse |
| Laggan Croft No. 2 – Agricultural | Substantial | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Substantial |
| Laggan Croft No. 2 – in-combination | Moderate/ Substantial | | Moderate/ Substantial |
| Laggan Croft No. 2 – Agricultural viability | Adverse | | Adverse |
| Balavil Estate – Agricultural | Moderate | SMC-S1, SMC-S2, SMC-S3, SMC-S4, SMC-CP1, SMC-CP2, SMC-CP3, SMC-CP4, SMC-CP5, SMC-CP6, SMC-CP7, SMC-CP8, SMC-CP9, SMC-CP10, SMC-CP11, SMC-CP12, SMC-CP13, SMC-CP14, SMC-CP15, P09-CP05 | Moderate |
| Balavil Estate – Sporting | Moderate | | Moderate |
| Balavil Estate – in-combination | Moderate | | Moderate |

Table 8-39: Predicted residual operational (permanent) impacts on community and private assets

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|--|---|------------------------------|--|
| Residential and Commercial Land and Property | | | |
| Coulintyre Cottage – land take | Substantial | N/A | Substantial |
| Knappach cottage (associated garden land take) | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| Ralia Café and Tourist Information – land take | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| Milton Lodge holiday let – land take | Moderate | SMC-CP12, P09-CP01, P09-CP02 | Moderate |
| Access to Residential and Commercial Land and Property | | | |
| South Lodge, Fernside House and Invertruim House | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Upper Nuide Cottage, Lower Nuide Cottage Nuide Farm Cottage | <u>Southbound from the A9 to the receptor</u> Moderate | N/A | <u>Southbound from the A9 to the receptor</u> Moderate |
| Milton of Nuide Cottage | <u>Southbound from the A9 to the receptor</u> Moderate | N/A | <u>Southbound from the A9 to the receptor</u> Moderate |
| Inverton House | <u>Southbound from the A9 to the receptor</u> High | N/A | <u>Southbound from the A9 to the receptor</u> High |
| Balavil House | <u>Southbound from the A9 to the receptor</u> Moderate | N/A | <u>Southbound from the A9 to the receptor</u> Moderate |
| Croftcarnoch and Croftcarnoch Farmhouse | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Invernahavon Caravan Park | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Glentruim Castle and Cottages | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Phoines Lodge holiday let | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Nuide House holiday let | <u>Southbound from the A9 to the receptor</u> Moderate | N/A | <u>Southbound from the A9 to the receptor</u> Moderate |
| SSE Telecoms mast | <u>Southbound to the A9 from the receptor</u> Moderate | N/A | <u>Southbound to the A9 from the receptor</u> Moderate |
| Development Land | | | |
| Mains of Balavil planning permission and Listed Building Consent for visitor facilities and commercial uses | Adverse | N/A | Adverse |
| Planning Permissions (ref: 09/048/CP, 2013/0190/MS/PPA-001-2013 and 2015/0316/DET) and application (2018/0067/DET) for residential development on land to the north east of Kingussie (Davall Developments Ltd.) | Adverse | N/A | Adverse |

| Receptor | Significance of Impact (unmitigated) | Mitigation | Residual Impact |
|--|--------------------------------------|---------------------------------------|------------------------------|
| Agricultural, Forestry and Sporting Interests | | | |
| Ralia Estate – Sporting | Moderate | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Moderate |
| Ralia Estate – in-combination | Moderate | | Moderate |
| Ruthven Park – Agricultural | Substantial | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Substantial |
| Ruthven Park – in-combination | Substantial | | Substantial |
| Ruthven Park – Agricultural viability | Adverse | | Adverse |
| Church of Scotland land (Glebe) – Agricultural | Substantial | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Substantial |
| Church of Scotland land (Glebe) – in-combination | Substantial | | Substantial |
| Church of Scotland land (Glebe) – Agricultural viability | Adverse | | Adverse |
| Church of Scotland (Glebe) – Farm Tenancy viability | Adverse | | Adverse |
| Laggan Croft No. 1 – Agricultural | Substantial | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Substantial |
| Laggan Croft No. 1 – in-combination | Substantial | | Substantial |
| Laggan Croft No. 1 – Agricultural viability | Adverse | | Adverse |
| Laggan Croft No. 2 – Agricultural | Substantial | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Substantial |
| Laggan Croft No. 2 – in-combination | Moderate/ Substantial | | Moderate/ Substantial |
| Laggan Croft No. 2 – Agricultural viability | Adverse | | Adverse |
| Balavil Estate – Agricultural | Moderate | SMC-CP1, SMC-CP12, SMC-CP14, SMC-CP15 | Moderate |
| Balavil Estate – in-combination | Moderate | | Moderate |

- 8.6.43 As discussed in **Section 8.2, Approach and Methods**, this assessment considers that financial compensation is a valid mechanism to address residual effects, in line with the environmental mitigation hierarchy. Financial compensation will be available for land required as part of the Proposed Scheme; however, the determination of the amount of financial compensation will be agreed with the District Valuer, in accordance with relevant legislation.

8.7 References

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