

22. Summary of Significant Residual Impacts

22.1. Introduction

- 22.1.1. This chapter summarises the significant residual impacts (Tables 22.1 to 22.8) that have been identified due to construction and operation of the Proposed Scheme. These residual impacts comprise those which remain significant after incorporating the mitigation measures as provided in Chapters 8 to 20 (where applicable) and as set out in Chapter 21 (Schedule of Environmental Commitments).
- 22.1.2. Within this Environmental Statement, significant impacts are identified according to the methodology provided for each environmental topic within Chapters 8-18, however, impacts are generally defined as significant where they are assessed as moderate or of greater significance and are considered adverse, unless otherwise stated. Residual impacts that have been assessed as not significant are also provided within Chapters 8-18, but are not considered within this chapter.
- 22.1.3. Environmental parameters which do not have any significant residual impacts comprise those relating to Geology, Soils and Groundwater (Chapter 10), Cultural Heritage (Chapter 15) and Air Quality (Chapter 16).

Table 22.1: Summary of Significant Residual Impacts – People and Communities: Community and Private Assets (Chapter 8)

Residual Impact	Significance
Construction	
Short term local road diversion via A9 during major construction works to underbridge. Phased construction to ensure access to A9 is retained during construction of underbridge upgrades. Affecting 5 residential properties (Kinmundy, Lagavulin, Lagnacallich, March Cottage and Craig Dhu) south of Aviemore adjacent to A9 northbound carriageway.	Moderate
Access disruption to A9 due to works to construct the Slochd LILO and Black Mount Junction on U2400, realignment of the NCN7/Core Path INV27a and construction of a SuDS access track to the east of the A9. Affecting Slochd Cottage & Rynaclarsach.	Moderate
Permanent loss of better quality farmland close to A9. Additional land loss for construction, particularly around new junction. Temporary closure of accesses, disturbance to pheasant shoots, and noise and dust. Affecting Ballinluig Farm (Kinrara Estate) and LH3 to LH5, LH37.	Moderate / Substantial (Remaining viable – no significant impact)
Permanent loss of agricultural land. Additional temporary land loss for construction, particularly around new junction. Temporary closure of accesses necessitating additional journey times, and noise and dust. Affecting Granish Farm (Reidhaven Trust Tenants) and LH8 to LH10.	Moderate (Remaining viable – no significant impact)
Permanent loss of agricultural land. Six drainage ponds and access tracks will adversely affect the management of three of the best fields. Additional temporary land loss for construction. Permanent loss of four accesses and temporary closure of other accesses, necessitating additional journey times and noise and dust. Affecting Avielochan Farm and (Reidhaven Trust tenants) and LH11 to 15.	Moderate / Substantial (Business Viability Impact - Probably rendered non-viable)
Permanent loss of agricultural land. Additional temporary land loss for construction. Closure of access off A9 necessitating additional journey times. Noise and dust. Affecting Dalrachney Beag Croft and LH21, LH41.	Substantial (Business Viability Impact - Probably rendered non-viable)
Permanent loss of forest land. Additional temporary loss of land for construction. Affecting Land owned by Scottish Water and LH29.	Moderate (Remaining viable – no significant impact)
Permanent loss of forest land. Additional temporary land loss for construction. Permanent loss of twelve accesses and temporary closure of other accesses, necessitating additional journey times. Affecting Reidhaven Trust and Seafield Rural Partnership (LH6, LH7, LH16, LH17, LH18, LH20, LH24, LH25, LH26, LH30, LH31, LH42, LH52, LH53, LH58, LH59).	Moderate (Remaining viable – no significant impact)
Operation	
Access change impact for Ballinluig Farm and Druim Mhor in terms of access to the A9 heading south.	Moderate
Access change impact for Slochd Cottage, Slochd Mhor Lodge and Rynaclarsach but only for larger vehicles (greater than 3.8 tonnes) in terms of access to the A9 heading south and off the A9 heading from the north.	Moderate/Substantial

Residual Impact	Significance
Permanent loss of better quality agricultural land of the estate (LCA 3.2 and 4.2) adjacent to A9. Affecting Ballinluig Farm (Kinrara Estate) and LH3 to LH5, LH37.	Moderate / Substantial (remaining viable)
Permanent loss of agricultural land. Affecting Granish Farm (Reidhaven Trust Tenants) and LH8 to LH10.	Moderate (remaining viable)
Permanent loss of agricultural land. Six drainage ponds and access tracks will adversely affect the management of three of the best fields. Greatly increased journey times. Affecting Avielochan Farm (Reidhaven Trust tenants) and LH11 to 15.	Substantial (probably rendered non-viable)
Permanent loss of agricultural land and additional journey times. Affecting Dalrachney Beag Croft and LH21, LH41.	Substantial (probably rendered non-viable)
Permanent loss of forest land. Additional temporary loss of land for construction. Affecting land owned by Scottish Water LH29.	Moderate (remaining viable)
Permanent loss of forest land and greatly increased journey times. Affecting Reidhaven Trust and Seafield Rural Partnership (LH6, LH7, LH16, LH17, LH18, LH20, LH24, LH25, LH26, LH30, LH31, LH42, LH52, LH53, LH58, LH59).	Moderate / Substantial (remaining viable)

Table 22.2: Summary of Significant Residual Impacts – People and Communities – Effects on All Travellers (Chapter 9)

Residual Impact	Significance
Construction	
Users of NCN7 / Other NMU Routes 16, 17 and 18, Core Path INV27.01, RoW HI110.	Moderate
Operation	
Users of Other NMU Route 8, 12, and RoW HB48.	Moderate / Substantial
Users of Other NMU Route 1, 6, 10, 15 and 16.	Moderate

Table 22.3: Summary of Significant Residual Impacts – Road Drainage and the Water Environment (Chapter 11)

Residual Impact	Significance
Construction	
Allt-na-Criche (Lynwilg) – construction pollution impact on water quality and biodiversity attributes	Moderate

Residual Impact	Significance
River Dulnain – construction pollution impact on water quality and biodiversity attributes	Moderate
Allt nan Ceatharnach (Allt Ruighe Magaig) – construction pollution impact on water quality and biodiversity attributes	Moderate
Operation	
Allt an Fhearna – increased flood risk	Neutral to Moderate
Avie Lochan Burn – increased flood risk	Very Large Benefit
Allt na Criche (Granish)	Very Large Benefit

Table 22.4 Summary of Significant Residual Impacts – Ecology and Nature Conservation (Chapter 12)

Residual Impact	Significance
Construction	
A total of 77.2ha from 25 areas listed on the AWI will be lost. Of this area 42.03ha is woodland and the remaining 35.17ha is a mix of open habitats, scrub and existing carriageways/tracks. Of this area 1.3ha of woodland (3.1ha of other habitats) has been assessment as not significant due to the very small nature (<0.5ha) of the woodland loss at individual ancient woodland areas.	Significant
A total of 20.9ha of habitat from the dry heath zone will be lost, of which 17.3ha is dry heath.	Significant
A significant beneficial impact, in terms of facilitating fish passage through watercourses crossed by the Proposed Scheme, results from embedded mitigation, including the replacement of existing crossing structures with clear span bridges on Allt na Criche (Lynwilg) and Allt Chriochaidh, and the replacement of pipe culverts with portal-frame culverts which restore natural beds at Allt Cnapach, Aviemore Burn and Caochan Ruadh.	Significant (beneficial)

Table 22.5: Summary of Significant Residual Impacts – Landscape (Chapter 13)

Residual Impact	Significance
Construction	
Landscape Character Area: Badenoch – Loch Alvie to Inverdrue. Due to the construction of Aviemore South Junction and retaining walls south of Aviemore.	Moderate-substantial
Landscape Character Area: Slochd. Due to the works associated with rock cuts, including blasting, construction of retaining walls and the Slochd Beag bridge structure.	Moderate-substantial
Landscape Character Area: Inverdrue to Pityoulish. Due to mainline work and associated replacement underpasses and retaining walls within the town of Aviemore.	Moderate

Table 22.6: Summary of Significant Residual Impacts – Visual (Chapter 14)

Residual Impact	Significance
Construction	
Lynwilg Farm (ch.3000)	Moderate-substantial
Kinakyle (ch.4300)	Moderate-substantial
Birch View (ch. 4570)	Moderate-substantial
March Cottage (ch.4610)	Moderate-substantial
Kinmundy (ch.4730)	Moderate-substantial
Corriegorm/The Steadings (ch.7270)	Moderate-substantial
Druim Mhor (ch.2200)	Moderate
Macdonald Hotel (ch.5870)	Moderate
Scandinavian Village (ch.6000)	Moderate
Milton Wood from Core Path (ch.7100)	Moderate
Milton (ch.7400)	Moderate
Broom Cottages (ch.16600)	Moderate
A9 at Black Mount Junction (ch.19200)	Moderate
Unclassified road at Slochd Beag (ch.21600)	Moderate
Unclassified road at Slochd Beag (ch.21800)	Moderate
Elevated Path south of CNP boundary (ch.23300)	Moderate
NCN7 at Slochd (ch.23800)	Moderate
A9 north of CNP boundary (ch.24230)	Moderate
GWMR at Slochd (ch.24450)	Moderate
Operation	
Broom Cottages (ch.16600)	Moderate

Table 22.7: Summary of Significant Residual Impacts – Noise and Vibration (Chapter 17)

Residual Impact	Significance
Operation	
Operation phase impacts remain at three dwellings in Carrbridge, in the short-term only. The dwellings are the semi-detached properties, 7 Bogroy, Dalrachney Road and Cherry Bank, at Carrbridge.	Significant
Operation phase impacts remain at two ecological receptors, in the short-term only.	Significant

Table 22.8: Summary of Significant Residual Impacts – Materials (Chapter 18)

Residual Impact	Significance
Construction	
Carbon emissions for the proposed scheme are estimated to be 134,879 tCO _{2e} which has an impact of major magnitude (significance has not been assigned to the impacts of carbon emissions for this assessment). If carbon efficient procurement can be maximised during construction then there is the potential to reduce the total impacts but the level of impact magnitude is expected to remain. Current regulations do not afford trunk road construction schemes the opportunity for carbon offsetting.	Major (magnitude)