

## 22. Summary of Significant Residual Effects

### 22.1. Introduction

- 22.1.1. This chapter summarises the significant residual effects (Tables 22.1 to 22.9) that have been identified due to construction and operation of the Proposed Scheme. These residual effects 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. Impacts of slight/moderate significance are also included in this summary. 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, Contaminated Land and Groundwater (Chapter 10), Air Quality (Chapter 16) and Noise and Vibration (Chapter 17).

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

Residual Effect	Significance
<b>Construction</b>	
Tigh-An-Allt, The Sheiling, Dalmagarry Farm, Keepers Cottage, Moybeg Cottage, residential properties at Moy, residential properties at Lynebeg – temporary disruption during construction	Moderate
<b>Operation</b>	
Residential properties Tigh-An-Allt and The Sheiling – land take	Moderate
Tomatin Distillery outlet tanks and pumping station – land take	Moderate/Substantial
Un-named property (historic use as telephone exchange) north of Dalmagarry Farm – land take	Moderate/Substantial
Dalmagarry Quarry – land take (but not affecting operations/viability)	Moderate
Residential properties at Raigbeg – no access to A9 southbound via Tomatin South Junction, access via Tomatin GSJ results in additional southbound journey time	Moderate (southbound only)
Farr wind farm access – direct access to existing A9 closed and new LILO access results in additional southbound journey time	Negligible or Substantial (depending on which direction vehicles heading to/from)
Dalmagarry Quarry – direct access to existing A9 closed and new access via Tomatin GSJ results in additional journey time	Negligible or Substantial (depending on which direction vehicles heading to/from)
Tomatin Distillery - access from A9 improved by new Tomatin GSJ, widening of distillery entrance and footpath connection between entrance and bus stop/turning area	Moderate (beneficial)
Moy Windfarm Track - vehicles over 4.3m in height restricted by Lynebeg underpass/HML crossing on B9154 and require to travel to Tomatin GSJ	Substantial (vehicles over 4.3m in height heading north / arriving from the south)
Wider benefit of improved road safety and travel times for local communities and other users of the A9	Moderate (beneficial)
Forestry Commission Scotland North - new and upgraded access from forestry land to A9	Moderate/Substantial (beneficial)
Forestry Commission Scotland South - permanent loss of non-productive forestry land / long term retention	Moderate
Forestry Commission Scotland South - new and upgraded access from forestry land to A9	Moderate (beneficial)

Residual Effect	Significance
Dalmagarry Farm - loss of land for production and entitlements, construction of the Ruthven Tomatin Link Road and the Tomatin GSJ onto the A9 provides improved access and egress to/from large scale forestry plantations on Dalmagarry Farm but longer journey time for northbound vehicles	Slight/Moderate
Invereen - permanent loss of potentially productive forestry land	Slight/Moderate
Moy Estate – loss of land for production and entitlements, new access along the length of a commercial forestry block provides safe access for management and timber transport to/from the A9	Slight/Moderate Moderate/Substantial (beneficial)
Tomatin Estate – permanent loss of non-productive forestry land	Slight/Moderate
Tomatin Estate – new access route along the length of a commercial forestry block provides safe access for management and timber transport to/from the A9	Slight/Moderate (beneficial)
Tigh an Alt - permanent loss of non-productive/productive forestry land	Slight/Moderate
Tucker's Wood - permanent loss of potentially productive forestry land	Moderate
Tucker's Wood - new access to forestry land	Moderate (beneficial)

**Table 22.2: People and Communities – Effects on All Travellers (Chapter 9)**

Residual Effect	Significance
<b>Construction</b>	
Disruption to users of NMU routes during the construction phase	Slight/Moderate
<b>Operation</b>	
Increase in journey length for users of NMU Route P3	Moderate
Increase in journey length for users of Right of Way HI95 due to being routed along the Ruthven Moy Road Link to the new underpass of the A9 at Dalmagarry	Moderate
Loss of Lay-by 161 with alternative parking area provided for NMUs to access existing NMU routes	Moderate
Modification to the view from the road along the northern end of Ruthven Road and the tie in with the A9	Moderate in winter year 1 (reduces to Slight at summer year 15)

**Table 22.3: Road Drainage and the Water Environment (Chapter 11)**

Residual Effect	Significance
Operation	
Residual effects of routine runoff discharges on the water quality and dilution capacity of the small drain Funtack Burn Tributary 6 (a very small stream/drain with existing reasonably good water quality, low flows and therefore limited dilution capacity)	Moderate / Large

**Table 22.4 Ecology and Nature Conservation (Chapter 12)**

Residual Effect	Significance
Operation	
Loss off 6.4 ha of dry dwarf shrub heath - no proposed mitigation due to the complexities in creating this habitat type	Significant
Loss off 1.4 ha of wet heath - no proposed mitigation due to the complexities in creating this habitat type	Significant
Loss off 11.1 ha of bog and flush habitat - no proposed mitigation due to the complexities in creating this habitat type	Significant
Loss of 5.6 ha of land (in two locations) listed on the ancient woodland inventory. In these locations 3.8ha currently supports woodland and the woodlands form part of larger woodland parcels. The majority of woodland lost is Scots pine plantation and there are no ancient or relict trees. Ancient woodland seedbank may be present and soil will be removed and re-used within areas of woodland planting.	Significant

**Table 22.5: Landscape (Chapter 13)**

Residual Effect	Significance
Construction	
Landscape intrusion to landscape character areas LLCA C – Moy Estate and LLCA – E – Strathdearn/Tomatin, during construction and in the winter year of opening, as a result of landform and vegetation removal increasing inter-visibility across the wider character area and the movement of construction plant.	Moderate

**Table 22.6: Visual (Chapter 14)**

Residual Effect	Significance
<b>Construction</b>	
Visual intrusion to receptors from construction of key infrastructure.	Slight to Substantial
<b>Operation</b>	
In the winter year of opening the following receptors are predicted to experience a significant adverse visual impacts: Dalmagarry Farm cluster, Tigh an Allt, Gardener's Cottage, The Bell House, Porter's Lodge, Sandside, Pinewood cluster, Silverbirches, Ruthven Road, Moy residents and recreational users, Tom na h-Ulaidh and Lynebeg.	Moderate to Substantial
In summer year 15 after opening, mitigation planting will reduce the significance of effects, with just effects at Dalmagarry farm cluster, Moy properties / recreational users and Tigh an Allt remaining.	Moderate

**Table 22.7: Cultural Heritage (Chapter 15)**

Residual Effect	Significance
<b>Construction/Operation</b>	
Effect on the setting of Aulnaslanach Viaduct (Category A Listed) due to land between the A9 and the viaduct being flat and open with no natural visual barriers, no planting and screening is proposed for a new slope being constructed to accommodate a new layby that will provide views toward the viaduct.	Slight to Moderate during construction Slight during operation

**Table 22.8: Materials (Chapter 18)**

Residual Effect	Significance
<b>Construction</b>	
<p><b>Material Resources</b></p> <p>Carbon emissions for the proposed scheme are estimated to be between approximately 48,000 and 55,300 tonnes of CO<sub>2</sub>e 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.</p>	Major (magnitude only)



**Table 22.9: Policies and Plans (Chapter 19)**

**Residual Effect**

Loss of Ancient Woodland Inventory sites, which cannot be fully mitigated, conflicts with Scottish Planning Policy and Local Planning policy, although there are significant public benefits of the Proposed Scheme.

Effect on land allocated for sports pitches in the Local Plan (land-take required for the Tomatin Grade Separated Junction), although there are significant public benefits of the Proposed Scheme.



