

22 Summary of Significant Residual Impacts

22.1 Introduction

- 22.1.1 This chapter summarises potential significant residual impacts arising from the Proposed Scheme. These are defined as any significant adverse impacts remaining after the application of mitigation measures, as summarised in **Chapter 21**. Consideration also extends to any significant beneficial effects associated with the Proposed Scheme.
- 22.1.2 Within **Chapters 8-18** potential impacts have, in the majority of cases, been classified as significant when they were identified as having moderate or greater impacts. This chapter reports medium/ long-term residual impacts only; it does not report significant adverse impacts identified during the construction phase or, for Landscape and Visual aspects, the short-term impacts predicted at operation year 1.
- 22.1.3 The ES topic chapters listed below have concluded that the Proposed Scheme will not result in any permanent (operational) significant adverse residual impacts:
- People and Communities – Effects on All Travellers
 - Geology, Soils and Groundwater
 - Landscape
 - Cultural Heritage
 - Air Quality
 - Noise
 - Materials
- 22.1.4 Residual significant (adverse and beneficial) effects are predicted in relation to visual impacts, community and private assets, ecology and the water environment, as shown in **Table 22-1**.

Table 22-1: Summary of Significant Residual (Adverse and Beneficial) Effects

| Receptor | Summary of Significant Residual Effects | Significance |
|--|--|-------------------------|
| People and Communities - Community and Private Assets | | |
| SSE Access Point 17 | The journey length for SSE travelling northbound to Access Point 17 will be longer as they will need to use the proposed Dalwhinnie Junction | Moderate Adverse |
| SSE Access Point 20 | The journey length for SSE travelling northbound towards Access Point 20 will be longer as they will need to use the existing Kingussie Junction to turn around and come back down the A9 (southbound) | Moderate Adverse |
| Network Rail Access Point 24 | The journey length for Network Rail travelling southbound to Access Point 24 will be longer as they will need to travel down to the proposed Dalwhinnie Junction to turn around and travel back up the A9 (northbound) | Moderate Adverse |
| Phoines Estate | Sporting estate interests | Moderate Adverse |
| Phoines Estate | In combination on the whole estate | Moderate Adverse |
| Ecology | | |
| Freshwater Fish | Natural bed material in replaced culverts will improve habitat for freshwater fish. | Beneficial |
| Freshwater pearl mussel | The installation of Sustainable Drainage Systems (SuDS) features within the Proposed Scheme will reduce potential pollution incidences | |

| Receptor | Summary of Significant Residual Effects | Significance |
|---|---|-------------------------|
| Visual | | |
| Existing lay-by 89 at Grid Reference NN 64024 84124 | Due to the proposed Dalwhinnie Junction, views from this lay-by will be affected | Moderate Adverse |
| Road Drainage and the Water Environment | | |
| Unnamed W8.38/ Hydro ID 67 | Removal of existing flood risk ensures road remains operational and improves overall safety | Large Beneficial |

- 22.1.5 The table above identifies significant beneficial effects; however, it should also be noted that there will be an overall reduction in driver stress (reported in **Chapter 9**), which is one of the key A9 Dualling Programme Objectives. As set out in **Chapter 9**, the dualled road will improve the opportunities for overtaking, which will reduce journey times and frustration. Removal of right turn manoeuvres across the carriageway and inclusion of type A lay-bys is anticipated to provide an improvement to safety, further reducing fear and frustration which both contribute to driver stress. A number of **beneficial** impacts are also predicted in terms of reducing flood risk, hydromorphology (restoring more natural river morphology) and in relation to the water quality (by providing attenuation and treatment).
- 22.1.6 Overall, the Proposed Dalwhinnie to Crubenmore A9 Dualling Scheme is predicted to result in safety benefits for vehicle travellers on the A9, and for non-motorised users needing to cross the A9. The Proposed Scheme will result in the loss of some soils and habitats to hard standings and excavations associated with the road; however, with adoption of the mitigation developed for the Proposed Scheme there will be benefits for locally degraded peat habitats, an increase in native woodland cover and benefits for mammals and aquatic species. There will be short term landscape and visual impacts given the extent of the construction works; however, the Proposed Scheme follows the route of the existing A9, and it is considered that these effects will reduce over time.
- 22.1.7 Most impact risks are related to the construction stage and this Environmental Statement, including the Schedule of Mitigation Commitments, will become key contract documents for Contractor compliance. When considered in conjunction with legislative compliance, and the need for further consultations and working method agreements with statutory advisors and regulatory bodies, it is recognised that environmental impact risks and controls will continue to be addressed through future detailed design and construction stages.