

## A11.1: Landscape Impact Assessment

Note – Route options which have a Negligible impact or no impact on a receptor are listed in Table 4 below. Significant impacts are shown in bold.

**Table 1: Impact Assessment for Local Landscape Character Areas – Enclosed Farmed Landscapes**

LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent/Temporary	Direct/Indirect	Positive/Negative	Magnitude	Significance	Potential Mitigation
Enclosed Farmed Landscapes	Medium	Medium	Medium	All Options	Introduction of new road, two roundabouts, SuDS ponds, Cradlehall Railway Bridge (PS04) and associated embankments into the existing open and relatively flat landscape.	Permanent	Direct	Negative	Medium/High	<b>Moderate/Substantial</b>	Where possible grade out earthworks to assist in integrating the new road into the surrounding landform.
				All Options	Loss of agricultural land.	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Where possible grade out earthworks to assist in the potential return to agriculture.
				All Options	Disruption of a distinctive rural landscape character by the introduction of road infrastructure, traffic and lighting through agricultural land bounded by a combination of minor watercourses, shelterbelts, hedgerows, stone walls and fence lines.	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Shelterbelt and hedgerow planting using species found in the surrounding landscape and construction of stone walls or fence lines along realigned fragmented boundaries using construction techniques and materials found in the adjacent landscape.
				All Options	Loss of roadside trees along the	Permanent	Direct	Negative	Low	Slight	Protection and retention of existing trees in close

LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent/Temporary	Direct/Indirect	Positive/Negative	Magnitude	Significance	Potential Mitigation
					southbound carriageway of the A9 as a result of the new lane gain/lane drop.						proximity to construction where possible. Replacement tree planting using species found in the surrounding landscape.
				1B, 2B, 3B	Loss of mature deciduous woodland along SWF 08 Cairnlaw Burn due to introduction of the road from the tie in with the A96 at the Smithton Junction.	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Protection and retention of existing mature woodland in close proximity to construction where possible. Inclusion of woodland planting using species found in the surrounding landscape and located to integrate scheme with landscape pattern.
				1A, 2A, 3A	Potential loss of part of the mature deciduous woodland along SWF 08 Cairnlaw Burn due to introduction of the road from the tie in with the A96 at the Smithton Junction.	Permanent	Direct	Negative	Low	Slight	Protection and retention of existing mature woodland in close proximity to construction where possible.
				1A, 1B, 2A, 2B	Loss of mature deciduous trees from the avenue leading to Castlehill House due to introduction of the road and B9006 Culloden Road Underbridge (PS03).	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Protection and retention of existing mature trees in close proximity to construction where possible.
<p>Overall Magnitude - Enclosed Farmed Landscapes LLCA:</p> <ul style="list-style-type: none"> <li>All Options – Medium</li> </ul> <p>Overall Significance of Impact - Enclosed Farmed Landscapes LLCA:</p>											

**A9/A96 Inshes to Smithton  
DMRB Stage 2 Scheme Assessment Report  
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LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent/Temporary	Direct/Indirect	Positive/Negative	Magnitude	Significance	Potential Mitigation
<ul style="list-style-type: none"> <li>All Options - <b>Moderate</b></li> </ul>											

**Table 2: Impact Assessment for Local Landscape Character Areas – Inverness Urban Fringe and Culloden**

LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent / Temporary	Direct / Indirect	Positive / Negative	Magnitude	Significance	Potential Mitigation
Inverness Urban Fringe and Culloden	Medium	Medium	Medium	All Options	Alteration of wider views towards Inner Moray Firth and Ben Wyvis and relationship between the adjacent rural character areas due to the introduction of new road, traffic, lighting, embankments, roundabouts, new Cradlehall Railway Bridge (PS04), associated earthworks and SuDS ponds.	Permanent	Indirect	Negative	Medium	<b>Moderate</b>	Where possible grade out earthworks. Construction of stone walls, hedgerows, or fence lines along realigned fragmented boundaries using construction techniques and materials found in the adjacent landscape. Inclusion of woodland planting using species found in the surrounding landscape to screen the scheme where appropriate.
				1A, 1B	Introduction of new road, embankments, new A9 Overbridge (PS01), B9006 Culloden Road Underbridge (PS03) and a SuDS pond into open, gently sloping grassland. Loss of roadside trees along the road from Inshes Retail Park to Dell of Inshes.	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Where possible grade out earthworks. Where appropriate include woodland planting using species found in the surrounding landscape to screen the scheme.
				2A, 2B	Introduction of new road on embankments, two SuDS ponds, a new	Permanent	Direct	Negative	Medium/High	<b>Moderate/ Substantial</b>	Protection and retention of existing mature woodland in close proximity to

LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent / Temporary	Direct / Indirect	Positive / Negative	Magnitude	Significance	Potential Mitigation
					A9 Overbridge (PS01A), B9006 Culloden Road Underbridge (PS03) and Inshes Overbridge (PS01A) replacement as well as two additional slip roads and associated earthworks into open, gently sloping grassland. Loss of trees from the south-western end of Inshes Woodland covered by Highland Council Tree Preservation Order HR96.						construction where possible. Where possible grade out earthworks. Where appropriate include woodland planting using species found in the surrounding landscape to screen the scheme, for instance along the road from Inshes Retail Park to Dell of Inshes.
				3A, 3B	Loss of scrub vegetation on existing Inshes Overbridge (PS01A) embankments.	Permanent	Direct	Negative	Low	Slight	Scrub planting on the new embankments.
<p>Overall Magnitude - Inverness Urban Fringe and Culloden LLCA:</p> <ul style="list-style-type: none"> <li>Option 1A, 1B - Medium</li> <li>Option 2A, 2B - Medium/High</li> <li>Option 3A, 3B - Low/Medium</li> </ul> <p>Overall Significance of Impact - Inverness Urban Fringe and Culloden:</p> <ul style="list-style-type: none"> <li>Option 1A, 1B - <b>Moderate</b></li> <li>Option 2A, 2B - <b>Moderate/ Substantial</b></li> <li>Option 3A, 3B - Slight/ Moderate</li> </ul>											

**Table 3: Impact Assessment for Local Landscape Character Areas – Coastal Lowlands Forest Edge Farming**

LLCA	Value	Susceptibility	Sensitivity	Route Option	Description of Impact	Permanent / Temporary	Direct / Indirect	Positive / Negative	Magnitude	Significance	Potential Mitigation
Coastal Lowlands Forest Edge Farming	Medium	Medium	Medium	2A, 2B,	Loss of mature roadside trees and hedgerows resulting from the addition of a new slip road onto the A9.	Permanent	Direct	Negative	Medium	<b>Moderate</b>	Protection and retention of existing mature woodland in close proximity to construction where possible. Inclusion of woodland planting using species found in the surrounding landscape and located to integrate scheme with landscape pattern.
<p>Overall Magnitude - Coastal Lowlands Forest Edge Farming LLCA:</p> <ul style="list-style-type: none"> <li>Option 2A and 2B – Medium</li> </ul> <p>Overall Significance of Impact - Coastal Lowlands Forest Edge Farming LLCA:</p> <ul style="list-style-type: none"> <li>Option 2A and 2B – <b>Moderate</b></li> </ul>											

**Table 4: Impact Assessment for Local Landscape Character Areas (Negligible Only)**

LLCA	Route Options	Impact
Coastal Lowlands Forest Edge Farming	1A, 1B	Negligible
	3A, 3B	Negligible