

A11.2: Visual Impact Assessment – Built Receptors

Note – Route options which have a negligible impact on a receptor are listed in Table 2 below. Significant impacts are shown in bold. Impacts are all adverse except where stated otherwise.

Table 1: Visual Impact on Built Receptors (Except Negligible)

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
1 - Raigmore Hospital	All options	Healthcare	Urban, roads, campus, vehicles, rural. Medium Value.	Low	Medium	Road, ponds, roundabouts, vehicles, lighting, earthworks.	Low	Slight	Route options would feature at a distance in an expansive open view over campus, residential and retail areas and agricultural fields interspersed with trees as well as roads. Rectilinear field pattern would be altered. Significance of impacts limited by intervening campus. Loss of roadside trees along the A9 Perth – Inverness Trunk Road as a result of the new lane gain/drop.	Where possible grade out earthworks to assist in integrating these into existing surrounding landform. Construction of stone walls, hedgerows, or fence lines along realigned fragmented boundaries using construction techniques and materials found in the adjacent landscape. Screen planting should be utilised where appropriate.
2 – Beechwood Business Park North	All options	Commercial	Urban, roads, campus, vehicles, rural. Medium Value.	Low	Low	Road, vehicles, lighting, cutting.	Low	Slight	Glimpses of the route options would be visible behind the A9 through the existing vegetation, including the lane gain/drop and associated cutting. Loss of roadside trees along the A9 as a result of the	Where possible grade out earthworks to assist in integrating these into existing surrounding landform. Screen planting should be utilised where

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									new lane gain/drop.	appropriate.
3 – Beechwood Business Park	1A, 1B, 3A, 3B	Commercial	Urban, roads. Low Value.	Medium	Low/Medium	Road, vehicles, lighting, cutting.	Low	Slight	Glimpses of the route options would be visible behind the A9 through the existing vegetation, including the lane gain/drop and associated cutting. Loss of roadside trees along the A9 as a result of the new lane gain/drop.	As receptor 1. Existing screen planting could be made denser.
	2A, 2B					Inshes Overbridge replacement, road, embankment, vehicles.	High	Moderate/ Substantial	Route options would bring embankment very close to receptor and cause loss of screening vegetation on the existing embankment.	Replacement screen planting.
4 – 7 Inshes Holdings and Bernera	2A, 2B	Dwellings	Urban, road embankment, overbridge, garden and scrub vegetation. Low Value.	High	High	Inshes Overbridge replacement, earthworks, vehicles.	Low	Moderate	Inshes Overbridge replacement, slightly higher than the existing overbridge, would be visible at close range through the existing vegetation. Glimpses of the new slip road and associated earthworks would be visible behind A9 through existing vegetation. Significance limited by existing vegetation and presence of A9 in foreground.	As receptor 1. Existing screen planting could be made denser.
	3A, 3B					Widened Inshes Overbridge, embankment, vehicles.	Medium	Moderate/ Substantial	Route options would bring embankment very close to receptor.	As receptor 1. Planting on the embankment.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
5 – Fernbank and Corriemhor (7a Inshes Holdings)	1A, 1B,	Dwellings	To the south: rural, garden vegetation, open fields, avenue of mature roadside trees along the road to Dell of Inshes. To the north: urban, garden vegetation, scrub vegetation, overbridge, and embankment. Medium Value.	High	High	Widened road next to Dell of Inshes, vehicles, lighting.	Medium	Moderate	Route options would result in a change in views to the south. Loss of mature roadside vegetation screen along existing road to Dell of Inshes.	As receptor 1.
	2A, 2B					Widened road next to Dell of Inshes, vehicles, lighting. Inshes Overbridge replacement.	Medium	Moderate	Route options would change view to the south. Loss of mature roadside vegetation screen along existing road to Dell of Inshes. Glimpses of Inshes Overbridge widening to the north.	As receptor 1.
	3A, 3B					Widened Inshes Overbridge, embankment, lighting, vehicles.	Low	Slight	Glimpses of the Inshes Overbridge embankment to the north.	As receptor 1.
6 – Inshes Retail Park	1A, 1B,	Commercial	Roads, roundabout, car parks, vehicles, trees, vegetation, urban. Low Value.	Low	Low	Widened road to Dell of Inshes, earthworks.	Low/Medium	Slight	Limited loss of vegetation and trees and alteration to views.	As receptor 1.
	2A, 2B					Inshes Overbridge replacement, widened road to Dell of Inshes, earthworks.	Medium	Slight/ Moderate	Inshes Overbridge replacement, slightly higher than the existing overbridge, would be visible at mid- range through the existing vegetation. Limited loss of vegetation at the road to Dell of Inshes and Inshes Overbridge and alteration to views.	As receptor 1.
	3A, 3B					Widened Inshes Overbridge, embankments.	Low/Medium	Slight	Limited loss of vegetation and alteration to views.	As receptor 1.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
7 – Properties in Woodgrove Crescent	1A, 1B	Dwellings	Urban, Inshes Retail Park, car parks, roads, roundabout, mature trees. Medium Value.	High	High	Widened road to Dell of Inshes, new road to the east, earthworks, vehicles, lighting.	Medium/ High	Moderate/ Substantial	Route options in close proximity to receptors. Considerable change to views north and east. Loss of roadside trees and opening up views resulting from widened road to Dell of Inshes. New road to the east on substantial embankments. Significance reduced by existing trees to the east.	As receptor 1.
	2A, 2B					Inshes Overbridge replacement, widened road to Dell of Inshes, new roads to the northeast and east, earthworks.	Medium/ High	Moderate/ Substantial	Route options in close proximity to receptors. Considerable change to views north and east. Loss of roadside trees and opening up views resulting from widened road to Dell of Inshes in close proximity to receptors. New roads to the east and northeast on substantial embankments, visible through existing trees. Filtered views of Inshes Overbridge replacement, slightly higher than the existing overbridge, would also be available.	As receptor 1.
8 – Dell of Inshes and Ardachy	1A, 1B, 2A, 2B	Dwellings	Expansive open fields to north, east and south road, vehicles, trees, garden vegetation,	High	High	Road, embankment, lighting, vehicles, pond. Inshes Overbridge replacement and	High	Substantial	Route options and SuDS pond in very close proximity to receptors. Considerable interruption to existing field structure as route options run through an	As receptor 1.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
			rural. Medium Value.			slip road along the A9 (2A, 2B only).			open agricultural landscape on embankment. In addition, slip roads on embankments beyond A9 and Inshes Overbridge replacement would also be visible (2A and 2B only). Partial screening by garden vegetation.	
	3A, 3B					Widened Inshes Overbridge on embankment to the north, vehicles.	Low	Slight/ Moderate	Glimpses of widened overbridge visible through garden vegetation. Significance limited by existing vegetation and presence of existing overbridge.	As receptor 1.
9 – 1 to 17 Briargrove Drive & 1 to 9 Briargrove Gardens	1A, 1B, 2A, 2B	Dwellings	Expansive fields mature trees, road, vehicles, garden vegetation, rural, Black Isle hills. High Value.	High	High	Road, embankment, A9 Overbridge, lighting, vehicles, pond. Inshes Overbridge replacement and slip road along the A9 (2A, 2B only).	High	Substantial	Considerable interruption to existing field structure as route options run through an open agricultural landscape on embankment. Route options and pond in close proximity to receptors. In addition, slip roads on embankments beyond A9 and Inshes Overbridge replacement would also be visible (2A and 2B only).	As receptor 1.
10 – Craggan Valley	1A, 1B, 2A, 2B	Dwelling	Wide, open, rural, urban, road, overbridge. High Value.	High	High	Roads, roundabout, embankments, A9 Overbridge, lighting,	Medium/ High	Moderate/ Substantial	Route options would interrupt expansive view over wide, open fields. Field pattern would be altered. The new A9 Overbridge would be	As receptor 1.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
						vehicles, pond. Inshes Overbridge replacement and slip road along the A9 (2A, 2B only).			clearly visible and would interrupt views towards Inner Moray Firth. Earthworks and overbridge would contrast with natural topography. Existing route corridor limits significance of impact. In addition, slip roads on embankments beyond A9 and Inshes Overbridge replacement would also be visible (2A and 2B only).	
11 - Inshbeg	1A, 1B, 2A, 2B	Dwelling	Open, rural, road. Medium Value.	High	High	Road, embankment, A9 Overbridge, lighting, vehicles. Inshes Overbridge replacement and slip road along the A9 (2A, 2B only).	Medium	Moderate	Rectilinear field pattern would be altered. A9 overbridge would be visible at mid-range. Earthworks and overbridge would contrast with natural topography. Existing route corridor limits significance of impact.	As receptor 1.
12 – Inshes House Category B Listed Building and Inshes House Dovecot Category A Listed Building	1A, 1B, 2A, 2B	Dwelling	Open, rural, road. Medium Value.	High	High	Road, embankment, A9 Overbridge, lighting, vehicles.	Medium	Moderate	Route options would alter background of the view of designed landscape to north-west. Earthworks and overbridge would contrast with natural topography. Existing route corridor limits significance of impact.	As receptor 1.

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13 – University of Highlands & Islands Inverness College Campus (UHI Campus)	All options	Educational	Road, rail, rural, urban, vehicles. Medium Value.	High	Medium	Road, lane gain/drop, vehicles, earthworks, Cradlehall Railway Bridge, lighting, roundabouts. Inshes Overbridge replacement and slip road along the A9 (2A, 2B only). Inshes Overbridge widening (3A, 3B only).	Medium	Slight/ Moderate	Route options would interrupt expansive views over agricultural landscape. Rectilinear field pattern would be altered. Earthworks and Cradlehall Railway Bridge would contrast with natural topography. Loss of roadside trees along the A9 as a result of the new lane gain/drop. Significance limited by presence of A9 in foreground.	As receptor 1.
14 – 6a Inshes Holdings	1A, 1B	Dwelling	Garden vegetation, roads, vehicles, urban. Low Value.	High	High	Lane gain/drop	Low	Slight	Lane gain/drop construction would take place in close proximity to the property.	As receptor 1.
	2A, 2B					Road, embankment, lane gain/drop, slip road, Inshes Overbridge replacement, SuDS pond, vehicles.	High	Substantial	Route options would widen the existing A9 corridor and the building on the property would have to be demolished.	Mitigation not possible.
	3A, 3B					Embankment, Inshes Overbridge widening, vehicles.	Medium	Moderate	Route options would widen the existing Inshes Overbridge to the north of the receptor bringing the embankments closer. Partial screening provided by existing	As receptor 1.

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Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
									garden vegetation. Existing route corridor, slip roads, overbridge and garden vegetation screening limit significance of impact.	
15 – 6 Inshes Holdings	2A, 2B	Commercial	Roads, vehicles, rural, urban. Low Value.	Low	Low	Road, embankment, slip road, SuDS pond, vehicles.	Medium/ High	Moderate	Route options would substantially widen the existing A9 corridor and pass in proximity to the receptor, reducing the size of the land plot around the property. The existing roadside vegetation screening the A9 would be lost.	As receptor 1.
	3A, 3B					Embankment, widened Inshes Overbridge, vehicles.	Low/ Medium	Slight/ Moderate	Route options would bring the existing Inshes Overbridge and embankment closer to the receptor. Loss of scrub planting on existing embankment.	As receptor 1.
16 – 5a Inshes Holdings	1A, 1B	Dwelling	Garden vegetation, roads, vehicles, rural. Medium Value.	High	High	Road, A9 Overbridge, embankment, vehicles, lighting.	Low/ Medium	Moderate	Route options would introduce a road, embankment, vehicles and lighting into agricultural farmland to the south of receptor and interrupt field pattern.	As receptor 1.
	2A, 2B					Roads, embankment, A9 Overbridge, Inshes Overbridge replacement, slip roads, SuDS pond, vehicles,	High	Substantial	Route options would substantially widen the existing A9 corridor and pass in proximity to the receptor. Loss of existing roadside vegetation screening the A9. Route options would	As receptor 1.

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	3A, 3B					lighting.			also introduce a road, considerable embankment, vehicles and lighting into fields to the south of receptor.	
						Embankment, widened Inshes Overbridge, vehicles.	Low	Slight	Route options would bring the existing B9006 embankment slightly closer to the receptor. Partial loss of scrub planting on existing embankment.	As receptor 1.
17 – Inshes Smithy	1A, 1B	Commercial	Roads, vehicles, rural. Low Value.	Low	Low	Roads, embankment, vehicles, lighting.	Low	Slight	Route options would introduce a road, embankment, vehicles and lighting into agricultural farmland to the south of receptor and interrupt field pattern.	As receptor 1.
	2A, 2B					Roads, embankment, A9 Overbridge, Inshes Overbridge replacement, slip roads, SuDS pond, vehicles, lighting.	Medium	Slight/ Moderate	Route options would widen the existing A9 corridor. The existing roadside vegetation screening the A9 would be lost. Route options would also introduce a road, embankment, vehicles and lighting into agricultural farmland to the south of receptor and interrupt field pattern.	As receptor 1.
18 - 5 Inshes Holdings (Animal Rescue & Veterinary)	1A, 1B	Commercial	Roads, vehicles and expansive, open fields to the north.	Low	Low	Roads, embankment, A9 Overbridge, vehicles, lighting.	Medium/ High	Moderate	Route options would introduce new roads on embankments and a new A9 Overbridge into open fields interrupting	As receptor 1.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
Centre)			Enclosed garden, A9 and open fields to the south. Medium Value.						field pattern. Existing garden hedge would limit significance of impacts.	
	2A, 2B					Roads, embankment, A9 Overbridge, Inshes Overbridge replacement, slip roads, vehicles, lighting.	High	Moderate/ Substantial	Route options would introduce a new roundabout and four new roads on embankments in close proximity to receptor including one through the receptor's rear garden to the south-west. Option would considerably interrupt field pattern. Part of the existing hedge screening the A9 would be lost.	As receptor 1.
19 – 4a & 4b Inshes Holdings	1A, 1B, 2A, 2B	Dwellings	Roads, vehicles expansive, expansive open fields, avenue of trees, Ben Wyvis massif ¹ High Value.	High	High	Roads, embankment, new A9 Overbridge and B9006 Culloden Road Underbridge, vehicles, lighting.	High	Substantial	Route options would introduce new roads with large embankments and two road bridges in very close proximity to receptors. Loss of mature avenue trees. In addition, Options 2A and 2B would introduce a new roundabout in proximity to the receptors. Route options would interrupt field pattern and have a dominating effect over the receptors.	Very limited opportunity for mitigation.
20 – 4 Inshes Holdings	1A, 1B, 2A, 2B	Dwelling	Roads, vehicles	High	High	Roads, embankment,	High	Substantial	Route options would introduce new roads	Very limited opportunity for

¹ (Ben Wyvis lies to the north west of Dingwall and is the only major mountain massif in the North-Eastern Highlands).

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			expansive, expansive open fields, avenue of trees, Ben Wyvis massif. High Value.			new A9 Overbridge and B9006 Culloden Road Underbridge, vehicles, lighting.			with large embankments and two road bridges in very close proximity to receptor. Loss of mature avenue trees. In addition, Options 2A and 2B would introduce a new roundabout in proximity to the receptor. Route options would interrupt field pattern and have a dominating effect over the receptor.	mitigation.
21 – Simpsons Garden Centre	1A, 1B, 2A, 2B	Commercial	Roads, vehicles open fields, shelterbelts, city of Inverness, distant hills to the north-west. Medium Value.	Low	Low	Roads, embankment, new A9 Overbridge and B9006 Culloden Road Underbridge, vehicles, lighting, pond.	High	Moderate/ Substantial	Route options would introduce new roads with large embankments and two road bridges in very close proximity to receptor. In addition, Options 2A and 2B would introduce a new slip road in proximity to the receptor. Route options would interrupt field pattern and have a dominating effect over the receptor.	Very limited opportunity for mitigation.
22 – 3a Inshes Holdings (Moorcroft)	1A, 1B, 2A, 2B	Commercial	Roads, vehicles, expansive open fields, shelterbelts, city of Inverness, distant hills to the north-west. High Value.	Low	Medium	Roads, embankments, vehicles, lighting.	High	Moderate/ Substantial	Route options would introduce new roads with large embankments in proximity to receptor. Route options would interrupt field pattern.	As receptor 1. Limited opportunity for screen planting.
23 - Category B	1A, 1B, 2A, 2B	Dwelling	Grounds largely	High	High	Road, embankments,	High	Substantial	Route options would introduce new road with	Mitigation not possible.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
Listed Building Castlehill House			enclosed by avenues of mature trees, glimpses of expansive fields, roads and distant hills to the north-west. High Value.			new A9 Overbridge and B9006 Culloden Road Underbridge, vehicles, lighting.			large embankments through the receptor's garden and a new overbridge in close proximity to receptor. Loss of mature avenue trees. Options would interrupt the landscape design and have a dominating effect over the receptor.	
	3A, 3B									
24 - group of properties along Castlehill Gardens	1A, 1B, 2A, 2B	Dwellings	Expansive fields, road, Cradlehall Business Park, shelterbelts, Inverness Retail and Business Park, Inner Moray Firth and Black Isle hills to the north. High Value.	High	High	Roads, earthworks, new Cradlehall Road Roundabout, vehicles, lighting, SuDS pond.	Medium	Moderate/ Substantial	Route options would introduce new roads with earthworks into open fields and would interrupt field pattern and views.	As receptor 1.
	3A, 3B									

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
									distance.	
25 – Cradlehall Business Park	All options	Commercial	Rural, urban, road, mature roadside trees, shelterbelts, campus, Inner Moray Firth and Black Isle hills to the north. High Value.	Low	Low	Roads, earthworks, new Cradlehall Road Roundabout, vehicles, lighting, SuDS pond.	High	Moderate	Route options would partially follow existing roads but also introduce new roads, roundabout, earthworks and SuDS pond into open fields in proximity to the receptors. All options would interrupt field pattern and views to the north, west and south-west (except for options 3A and 3B which would only interrupt field pattern and views to the north and west).	As receptor 1. Deciduous trees could be used to aid screening of route options to the north and south, and tie in with existing shelterbelts.
26 - group of properties along Castlehill Drive, Castlehill Road and Castlehill Court	1A, 1B, 2A, 2B	Dwellings	Expansive fields, road, Cradlehall Business Park, scattered trees, hedgerows and shelterbelts, Inverness Retail and Business Park, Inner Moray Firth and Black Isle hills to the north. High Value.	High	High	Roads, earthworks, roundabout, Cradlehall Railway Bridge vehicles, lighting.	Medium/ High	Moderate/ Substantial	Views of farmland interspersed with shelterbelts to west and north would be altered by new road on embankment and introduction of the new roundabout. Shelterbelt to the west limits significance.	As receptor 1. Deciduous trees could be used to aid screening of route options to the north and south, and tie in with existing shelterbelts.
	3A, 3B						Medium	Moderate	Views of farmland interspersed with shelterbelts to north would be altered by introduction of the new roundabout. Shelterbelt to the west limits significance.	As receptor 1. Deciduous trees could be used to aid screening of route options to the north and south, and tie in with existing shelterbelts.
27 - Cradlehall Farm	All options	Dwelling	Garden vegetation, roadside trees,	High	High	Road, embankments, vehicles,	Low	Slight	Glimpses of the road through the intervening trees and built form.	As receptor 1.

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			Cradlehall Business Park. Medium Value.			lighting.				
28 - group of properties along Cradlehall Farm Drive and Cradlehall Meadows	All options	Dwellings	Rural, rail, campus. High Value.	High	High	Road, Cradlehall Railway Bridge, roundabouts, embankments, vehicles, lighting, SuDS pond.	Medium/ High	Moderate/ Substantial	Introduction of roads, two roundabouts and embankments into existing scenic view of rural landscape and the hills beyond. Route options interrupt field pattern and are located in close proximity to receptors. Loss of shelterbelt trees to Ashton Farm Roundabout (Options 1B, 2B and 3B only). Garden vegetation and shelterbelts limit significance.	As receptor 1.
29 – group of properties in U1058 Caulfield Road NorthNo.31 to Viewfields	All options	Dwellings	Rural, rail. High Value.	High	High	Road, Cradlehall Railway Bridge, roundabouts, embankments, vehicles, lighting, pond.	Low/Medium	Moderate	Route options would interrupt expansive view over wide, open agricultural landscape with clumps of woodland dispersed amongst the landscape. Intervening garden vegetation, shelterbelts and built form limit significance.	As receptor 1.
30 – 1 Highlander Way	All options	Commercial	Peri-urban, rural, rail, campus. Medium Value.	Low	Low	Road, Cradlehall Railway Bridge, roundabouts, embankments, vehicles, lighting, pond.	Low/ Medium	Slight/ Moderate	Introduction of Ashton Farm Roundabout, New Cradlehall Road Roundabout, roads and embankments into existing view of rural landscape. Route	As receptor 1.

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									options interrupt field pattern. Intervening vegetation limits significance.	
31 – Inverness Business and Retail Park	All options	Commercial	Peri-urban, rural, rail, campus. Medium Value.	Low	Low	Road, embankments, Ashton Farm Roundabout, SuDS pond, vehicles, lighting.	Low	Slight	Introduction of Ashton Farm Roundabout and New Cradlehall Road Roundabout as well as roads and embankments into existing view of rural landscape. Route options interrupt field pattern. Screen planting limits significance.	As receptor 1.
32 - Ashton Farm	1A, 2A, 3A	Dwelling	Open, rural. Medium Value.	High	High	Road, earthworks, Ashton Farm Roundabout, Cradlehall Railway Bridge, SuDS pond, lighting, vehicles.	Medium/ High	Moderate/ Substantial	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed amongst the landscape. Field pattern would be altered.	As receptor 1.
	1B, 2B, 3B					Road, earthworks, Ashton Farm Roundabout, Cradlehall Railway Bridge, SuDS pond, lighting, vehicles.	High	Substantial	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed amongst the landscape. Field pattern would be altered. Route options in close proximity to receptor.	As receptor 1.
33 - Ashton Farm Cottages	1A, 2A, 3A	Dwellings	Relatively open, rural, Medium Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, Cradlehall	Medium	Moderate	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps	As receptor 1, but with limited opportunity for screen planting.

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						Railway Bridge, lighting, vehicles.			of woodland dispersed amongst the landscape. Field pattern would be altered.	
	1B, 2B, 3B					Roads, earthworks, Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, vehicles, SuDS pond.	High	Substantial	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed amongst the landscape. Field pattern would be altered. Route options in close proximity to receptors.	As receptor 1, but with limited opportunity for screen planting.
34 – Seafield including Seafield of Raigmore Category B Listed Building	All options	Dwellings	Rural, road, rail. Medium Value.	High	High	Roads, earthworks, lighting, vehicles.	Low	Slight	Route options would interrupt view over agricultural landscape with clumps of woodland. Vegetation screening limits significance.	As receptor 1.
35 - group of properties along U1058 Caulfield Road North including Cradlehall House Category B Listed Building	1A, 2A, 3A	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, embankments, Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, vehicles.	Medium	Moderate	Route options would interrupt expansive view over wide, open and gently rolling agricultural landscape with clumps of woodland, Inner Moray Firth and the hills beyond. Field pattern would be altered.	As receptor 1, but with limited opportunity for screen planting.
	1B, 2B, 3B					Roads, embankments, Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, vehicles.	Medium/ High	Moderate/ Substantial	Route options would interrupt expansive view at a relatively close range over wide, open and gently rolling agricultural landscape with clumps of woodland, Inner Moray	As receptor 1, but with limited opportunity for screen planting.

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									Firth and the hills beyond. Field pattern would be altered.	
36 - properties at 12 Resaurie, Manse and Spillwood	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, vehicles.	Low/Medium	Moderate	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed amongst the landscape. Intervening built form limits significance.	As receptor 1.
37 - properties at Towerhill Crescent	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, lighting, vehicles, SuDS ponds.	Low	Slight	Route options would interrupt elevated views over open agricultural landscape with shelterbelts towards Inner Moray Firth and the hills beyond. Field pattern would be altered.	As receptor 1, but with limited opportunity for screen planting.
38 – Properties at Clonberg, Brookside and Lylowen	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, vehicles, SuDS ponds.	Low	Slight/ Moderate	Route options would interrupt views over agricultural landscape. Field pattern would be altered. Existing intervening shelterbelt limits significance.	As receptor 1.
39 – group of properties along Cranmore Drive, Smithton	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, lighting, SuDS ponds, vehicles.	Low	Slight/ Moderate	Route options would interrupt views over agricultural landscape. Field pattern would be altered. Existing intervening shelterbelt limits significance.	As receptor 1. Existing shelterbelt to north-west could be made denser.
40 - Properties in Westfield	All options	Dwellings	Rural, road, vehicles,	High	High	Roads, lighting, vehicles.	Low	Slight	Route options would interrupt elevated views over open agricultural	As receptor 1.

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Walk and Woodside Village			urban, sea. High Value.						landscape with shelterbelts towards Inner Moray Firth and the hills beyond. Field pattern would be altered.	
41 - Properties along Woodside Drive	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, lighting, SuDS pond, vehicles.	Low	Slight	Route options would interrupt elevated views over open agricultural landscape with shelterbelts towards Inner Moray Firth and the hills beyond. Field pattern would be altered.	As receptor 1.
42 - odd numbers 1 to 15 at Woodlands Crescent and properties along the northern end of Woodlands Walk	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, Ashton Farm Roundabout, lighting, SuDS pond, vehicles.	Low	Slight	Route options would interrupt elevated views over open agricultural landscape with shelterbelts towards Inner Moray Firth and the hills beyond. Field pattern would be altered.	As receptor 1.
43 – group of properties along Sinclair Park, Smithton	All options	Dwellings	Rural, road, vehicles, urban, sea. High Value.	High	High	Roads, earthworks, lighting, SuDS pond, vehicles.	Low	Slight	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed amongst the landscape. Field pattern would be altered.	As receptor 1.
45 - Derelict property off C1032 Barn Church Road	All options	Dwelling	Rural, road, vehicles, sea. Medium Value.	High	High	Roads, earthworks, lighting, vehicles.	Low	Slight	Route options would interrupt expansive view over wide, open, good quality agricultural landscape with clumps of woodland dispersed	As receptor 1.

Receptor No./ Description	Route Option	Type	Existing View and Value	Susceptibility to Change	Sensitivity	Elements of Options Visible	Magnitude	Impact	Visual Impact Description	Potential Mitigation
									amongst the landscape. Field pattern would be altered. The presence of A96 Aberdeen – Inverness Trunk Road in the foreground reduces significance.	
46 - Roseacre, The Brambles & Firth View	All options	Dwelling	Rural, road, vehicles. Low Value.	High	High	Roads, earthworks, Cradlehall Railway Bridge, lighting, vehicles.	Low	Slight	Route options would interrupt expansive view at a relatively close range over wide, open and gently rolling agricultural landscape with clumps of woodland. Vegetation screening, existing A96 and Smithton roundabout limit significance. The presence of A96 and Smithton roundabout in the foreground reduces significance.	As receptor 1, but with limited opportunity for screen planting.

Table 2: Visual Impact on Built Receptors (Negligible Only)

Receptor No. / Description	Route Options	Impact
4 - 7 Inshes Holdings and Bernera	1A, 1B	Negligible
7 – Properties in Woodgrove Crescent	3A, 3B	Negligible
9 – 1 to 17 Briargrove Drive & 1 to 9 Briargrove Gardens	3A, 3B	Negligible
10 – Craggan Valley	3A, 3B	Negligible
11 - Inshbeg	3A, 3B	Negligible
12 – Inshes House Category B Listed Building and Inshes House Dovecot Category A Listed Building	3A, 3B	Negligible
15 – 6 Inshes Holdings	1A, 1B	Negligible
1 – Inshes Smithy	3A, 3B	Negligible
18 - 5 Inshes Holdings (Animal Rescue & Veterinary Centre)	3A, 3B	Negligible
19 – 4a & 4b Inshes Holdings	3A, 3B	Negligible
20 – 4 Inshes Holdings	3A, 3B	Negligible
21 – Simpsons Garden Centre	3A, 3B	Negligible
22 – 3a Inshes Holdings (Moorcroft)	3A, 3B	Negligible
44 – Group of properties at Stratton ²	All Options	Negligible

² New mixed-use urban development (Stratton New Town) has been consented, as per the adopted local development plan allocation, but not yet constructed on land occupied by the Group of properties at Stratton at the time of the assessment. As the assessment has been undertaken based on existing land use, only the existing Group of properties at Stratton has been assessed. It is, however, recommended that this approach is reviewed at the time of DMRB stage 3 assessment depending on the progress of the Stratton New Town development.