

### A11.3: Visual Impact Assessment – Outdoor Receptors

*Note – Route options which have a Negligible impact or no impact on a receptor are listed in the Table 2 below. Significant impacts are shown in bold. Impacts are all adverse except where stated otherwise.*

**Table 1: Visual Impact on Outdoor Receptors**

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
O1 – National Cycle Route 1	1A, 1B, 3A, 3B	Cycle Path	Medium	Low/Medium	Medium	New Cradlehall Roundabout, new road, new lane gain/drop, vehicles, embankment, lighting, SuDS pond. Inshes Overbridge (PS01A) widening (3A and 3B only). A9 Overbridge (PS02) (1A and 1B only).	Medium	<b>Moderate</b>	Cyclists gain a variety of views along the length of the route, including open views across the adjacent rolling farmland, with occasional views to the north across the Moray Firth. Views of open arable farmland to north (all options) and south (1A, 1B only) would be altered by route options. 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, shelterbelts or fence lines along realigned fragmented boundaries using construction techniques and materials found in the adjacent landscape. Screen planting should be utilised where appropriate.
	2A, 2B					Inshes Overbridge (PS01A) replacement, A9 Overbridge (PS02), Cradlehall Roundabout, new road and slip	High	<b>Substantial</b>	Inshes Overbridge replacement would cause interruption of the route and loss of elevated views towards Moray Firth. Views of open arable	As receptor O1. Limited opportunities for mitigation of Inshes Overbridge replacement.

<sup>1</sup> All adverse except where stated otherwise

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
						roads, new lane gain/drop, embankment, vehicles, lighting, SuDS ponds.			farmland to north and south would be altered by route options and the slip roads. Loss of roadside trees along the A9 Perth – Inverness Trunk Road as a result of the new lane gain/drop.	
O2 – A9	1A, 1B	Road	Medium/High (part of Highland Tourist Route, gateway to Inverness, open elevated views over Inverness and Moray Firth)	Low/Medium	Medium	New A9 Overbridge (PS02), Cradlehall Roundabout, road, new lane gain/drop, vehicles, embankments, lighting, SuDS pond.	Medium	<b>Moderate</b>	New A9 Overbridge would be clearly visible and would interrupt scenic views towards Inner Moray Firth and the hills beyond as the road goes down the hill towards Inverness. Loss of roadside trees along the A9 Perth – Inverness Trunk Road as a result of the new lane gain/drop. New Castlehill Road Roundabout and road on embankment to the east would be visible in the distance.	As receptor O1. Limited opportunities for screen planting.
	2A, 2B					New A9 Overbridge (PS02), Inshes Overbridge (PS01A) replacement, Cradlehall Roundabout, new road, lane gain/drop and slip	Medium/High	<b>Moderate/ Substantial</b>	New A9 overbridge, as well as new slip roads along the A9 Perth – Inverness Trunk Road on embankments and a slightly higher than existing Inshes Overbridge	Limited opportunities for mitigation.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
						roads, vehicles, embankments, lighting, SuDS ponds.			replacement would all be clearly visible and would interrupt scenic views towards Inner Moray Firth and the hills beyond as the road goes down the hill towards Inverness. Loss of roadside trees along the A9 as a result of the new lane gain/drop. New Cradlehall Roundabout and road on embankment to the east would be visible in the distance.	
	3A, 3B					Widened Inshes Overbridge (PS01A), Cradlehall Roundabout, new lane gain/drop, embankments.	Low	Slight	Inshes Overbridge would be widened and embankments extended resulting in loss of scrub vegetation. Significance of impacts is limited due to the existing Inshes Overbridge. New Cradlehall Roundabout and road on embankment to the east would be visible in the distance. Loss of roadside trees along the A9 Perth – Inverness Trunk Road as a result of the new lane gain/drop.	As receptor O1. Scrub planting on Widened Inshes Overbridge embankments.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
O3 – B9006 Culloden Road (Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road)	1A, 1B	Road, footpath and partly cycle path	Medium	Medium	Medium	A9 Overbridge (PS02), B9006 Culloden Road Underbridge (PS03), embankments, road, new Cradlehall Roundabout, new lane gain/drop, vehicles, SuDS pond.	Medium/ High	<b>Moderate</b>	New B9006 Culloden Road Underbridge and associated embankments would be clearly visible. Loss of mature trees along the route. New A9 overbridge and road on embankment would interrupt views south from Inshes Overbridge. Loss of roadside trees along the A9 as a result of the new lane gain/drop.	As receptor O1. Limited opportunities for screen planting.
	2A, 2B					New A9 Overbridge (PS02), Inshes Overbridge (PS01A) replacement, B9006 Culloden Road Underbridge (PS03), new road, Cradlehall Roundabout, lane gain/drop and slip roads, vehicles, embankments, lighting and SuDS ponds.	High	<b>Moderate/ Substantial</b>	New B9006 Culloden Road Underbridge and associated embankments would be clearly visible and result in loss of mature roadside trees. Inshes Overbridge replacement would result in loss of vegetation on existing embankments. New A9 Overbridge and new roads on embankment would interrupt views south from Inshes Overbridge and north towards the Moray Firth from the section near Castlehill House. Loss of roadside	As receptor O1. Limited opportunities for screen planting.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
									trees along the A9 as a result of the new lane gain/drop.	
	3A, 3B					Road, widened Inshes Overbridge (PS01A), embankments. Cradlehall Roundabout, lane gain/drop vehicles, lighting, SuDS pond.	Low/Medium	Slight/Moderate	Inshes Overbridge would be widened and embankments extended resulting in loss of scrub vegetation. Significance of impacts is limited due to the existing Inshes Overbridge. New Cradlehall Roundabout, SuDS pond and road on embankment to the north-east would be visible in the distance. Loss of roadside trees along the A9 as a result of the new lane gain/drop.	As receptor O1. Scrub planting on Widened Inshes Overbridge embankments.
O4 – U1058 Caulfield Road North (Castlehill – Cradlehall – Smithton – Stratton Lodge Road)	1A, 1B, 2A, 2B	Road	Low	Low	Low	Road, new Cradlehall Roundabout and Ashton Farm Roundabout, Cradlehall Railway Bridge, embankments, B9006 Culloden Road Underbridge (PS03), A9 Overbridge (PS02), additional road with embankments towards A9 Overbridge (PS02), vehicles, lighting,	Medium	<b>Moderate</b>	The impacts on visual amenity vary depending on proximity of route option to receptors. Travellers gain a variety of views along the length of the route, including open views across the adjacent rolling farmland, with occasional views to the north across the Moray Firth. Views of open arable farmland to north and south	As receptor O1. Some opportunities for hedgerow/ shelterbelt screening.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
						SuDS pond.			would be altered by route options. Loss of roadside trees along the A9 as a result of the new lane gain/drop.	
	3A, 3B					Road, new Cradlehall Roundabout and Ashton Farm Roundabout, Cradlehall Railway Bridge, lighting, embankments, vehicles, SuDS pond.	Medium	Slight/ Moderate	Views of farmland interspersed with shelterbelts to north would be altered by route options and introduction of the new roundabouts. Loss of roadside trees along the A9 Perth – Inverness Trunk Road as a result of the new lane gain/drop. Shelterbelts limit significance.	As receptor O1. Opportunity for shelterbelt screening to tie in with existing pattern.
O6 – Highland Main Line	All Options	Railway line	Medium	Low	Medium	Cradlehall Railway Bridge, road, vehicles, embankments, Cradlehall Roundabout and Ashton Farm Roundabout, lighting, vehicles, SuDS pond.	Medium	<b>Moderate</b>	All options would introduce a bridge with associated embankments over the railway line. Introduction of the road, embankments and two new roundabouts on either side of the railway would interrupt views across the farmland and sever shelterbelts. Existing footbridge above the railway limits significance. Loss of roadside trees along the A9	As receptor O1. Limited opportunities for screen planting.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
									Perth – Inverness Trunk Road as a result of the new lane gain/drop.	
O7 - Core Path IN08.10 (A96 Aberdeen – Inverness Trunk Road to Caulfield Road North by Ashton Farm).	All Options	Footpath and farm access track	Medium	High	Medium	Roads, vehicles, new Ashton Farm Roundabout, Cradlehall Railway Bridge, earthworks, vehicles, lighting, SuDS ponds.	High	<b>Moderate/ Substantial</b>	Introduction of the roads and embankments would sever the route and interrupt views across the farmland towards Inner Moray Firth.	As receptor O1. Limited opportunities for mitigation, including screen planting.
O8 – A96 Aberdeen – Inverness Trunk Road	1A, 2A, 3A	Road	Medium	Low	Low	Road, vehicles, embankments, lighting.	Low	Slight	Introduction of the road would slightly alter views across the adjacent rolling farmland interspersed with shelterbelts/ blocks of woodland.	As receptor O1.
	1B, 2B, 3B					Road, embankments, vehicles, lighting.	Medium	Slight/ Moderate	Introduction of the road and associated embankments would alter views across the adjacent rolling farmland interspersed with shelterbelts/ blocks of woodland. Loss of riparian woodland.	As receptor O1.
O9 – Core Path IN08.30 (A96 to old A96 Aberdeen – Inverness Trunk Road by Seafield).	All Options	Footpath	Low	High	Medium	Road, vehicles, lighting.	Low	Slight	Existing view of rolling farmland bordered by mature deciduous woodland would be altered by route options. Significance of impacts is limited due to the majority of views towards routes	As receptor O1.

Receptor No./ Description	Route Option	Type	Value	Susceptibility to Change	Sensitivity	Elements of Option Visible	Magnitude	Impact <sup>1</sup>	Visual Impact Description	Potential Mitigation
									being partially screened by existing vegetation and built form.	
O11 - C1032 Barn Church Road	All Options	Road and footpath	Medium	Low	Medium	Road, earthworks, vehicles, lighting.	Low	Slight	Introduction of the road would alter the views towards the gently rolling farmland enclosed by trees. Roadside vegetation screening views to the west limits significance.	As receptor O1.

**Table 2: Visual Impact on Outdoor Receptors (Negligible Only)**

Receptor No. / Description	Route Options	Impact
O5 – U5096 Castlehill Road	All options	Negligible
O10 – Aberdeen to Inverness Line Railway	All options	Negligible