

## **Appendix A9.2: View from the Road Impact Assessment**

### **1 Introduction**

- 1.1.1 Chapter 9 (People and Communities - All Travellers) includes summarised descriptions of views from the existing A9 (baseline conditions) and of the potential impacts on views from the widened mainline associated with the proposed scheme. The potential impacts on views from the road in the absence of mitigation measures, aside from those 'embedded' within the proposed scheme proposals, are essentially similar to residual impacts for the winter of the year of opening before mitigation planting has become established. These impacts are reported in Section 9.6 of the chapter (Residual Impacts). This Appendix provides a more detailed description of both the baseline (Views from the existing A9) and of the residual impacts associated with the proposed scheme.

### **2 Baseline**

- 2.1.1 The following detailed baseline conditions section describes the view experienced by travellers on the existing A9. Chapter 14 (Visual) provides a detailed assessment of views from key viewpoints along the existing A9 corridor.

#### Views from the existing A9

- 2.1.2 The existing A9 runs through the Highland Glens Landscape Character Type. This Landscape Character Type is subdivided into the following Local Landscape Character Areas: Pass of Killiecrankie LLCA, Glen Garry: Lower Glen LLCA, Glen Garry: Mid Glen LLCA and Glen Garry: Upper Glen LLCA which are shown on Figure 13.1a-b. Further description of the landscape baseline of the area is contained in Chapter 13 (Landscape).

#### *Pass of Killiecrankie LLCA (start of the proposed scheme (ch700) to ch1200)*

- 2.1.3 The sensitivity of this LLCA is considered to be high, with no significant detractors.

#### *Description of northbound views*

- 2.1.4 Heading northwards as the existing dualled road narrows to a single carriageway at the start of the proposed scheme, views are intermittent on both sides with glimpses of wooded hills through trees close to the road edge. As the existing A9 bends around to the northwest, attractive views open up on the northbound side along Glen Garry taking in woodlands, pasture fields and the hills beyond (Photograph 1). In the A9 Dualling SEA the view from the Pass of Killiecrankie west along Glen Garry is highlighted as a Primary View (Transport Scotland, 2013a).

**Photograph 1: View northbound along Glen Garry on northbound side from the end of the existing dual carriageway**



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- 2.1.5 On southbound approach to the Pass of Killiecrankie (where the road widens to become a dual carriageway) the view looking west is of Craig Fonvuick and ahead is to Craigower.

*Glen Garry: Lower Glen LLCA (ch1200 to ch8800)*

- 2.1.6 The sensitivity of this LLCA is considered to be medium/high, with Shierglas Quarry (visible mainly to northbound travellers) the only significant detractor.
- 2.1.7 Heading northwards between Killiecrankie (ch1200) and the River Garry crossing at Essangal (ch4300), views to the northbound side of the existing A9 are largely restricted by roadside woodland with occasional gaps providing views towards Craig Fonvuick, the River Garry and across the Glen towards the surrounding hills. Views towards the southbound side are predominantly open with sloping pasture fields and shelterbelts surrounding Orchil and Lettoch.
- 2.1.8 On the approach to Aldclune, views on the northbound side open up across the Glen with rolling pasture fields in the foreground and distant wooded hills visible on the skyline, occasionally interrupted by roadside trees. At Aldclune, views are restricted on both sides mainly with smaller trees and scrub on shallow cuttings with rock outcrops. Past Aldclune, there are longer views of hills ahead, giving way to rolling grassy fields on the lower slopes of Creag Eallaich and Meall an Daimh.
- 2.1.9 The existing A9 enters a cutting (ch3400) as it approaches the crossing of the River Garry and open views are possible on both sides briefly before the mature woodland closes in. As the straight section of the road crosses the river, there are attractive views on the northbound side along Glen Garry slightly marred by the extensive quarry (Photograph 2).

**Photograph 2: View northbound from River Garry crossing**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.10 As the existing A9 continues northbound from the river crossing (ch4300), there are magnificent views north across the glen over Blair Atholl and Glen Tilt, to the Beinn a'Ghlo hills beyond between ch5800 and ch6100. As the existing A9 passes Blair Atholl, views to the northbound side look over large grass fields on the lower slopes of Tulach Hill. Views then become restricted on the northbound side until Black Island (ch8800) due to cutting, roadside woodland and rising ground.
- 2.1.11 Views looking north and east across Glen Garry travelling southbound from where the existing A9 passes Black Island are filtered by roadside woodland and views to the northbound side are restricted by roadside cuttings and associated trees. In the A9 Dualling SEA the 'breathtaking view of the castle and policy woodlands' from the existing A9 across Glen Garry to Blair Castle and the Beinn a'Ghlo hills beyond at ch7850 is highlighted as a 'primary view' (Transport Scotland, 2013a) (Photograph 3). The SEA also states that:

*'This view is particularly splendid incorporating the designed landscape and the castle. The pattern of mixed woodland planting, open fields and the moorland hills beyond is a classic Scottish scene.'*

**Photograph 3: Primary View across Glen Garry to Blair Castle and the Beinn a'Ghlo hills beyond**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.12 Where the road passes Blair Atholl heading south, views to the southbound side are intermittent due to roadside woodland while views to the northbound side are open across the adjacent sloping fields. On the southbound approach to Glackmore, views open up on both sides, revealing a view looking north over Blair Atholl and Glen Tilt, to the Beinn a'Ghlo hills beyond and looking south towards Creag Odhar. Between Glackmore (ch5800) and Shierglas Quarry (ch5100), the view ahead is towards the distant hills, including prominent landmark Ben Vrackie. Where the road crosses the River Garry at Essangal there are open views along the river valley and towards the surrounding hills in both directions.
- 2.1.13 Immediately south of the River Garry crossing at Essangal (ch4300) there are views towards prominent landmarks Creag Eallaich and Ben Vrackie in the background. After crossing the Allt Chluain at Aldclune (ch3350), views open up looking across fields towards Mains of Orchil, Lettoch and Creag Eallaich on the southbound side and across Glen Garry towards the wooded slopes of Craig Fonvuick on the northbound side. Prominent landmark Ben Vrackie and the neighbouring hills are visible ahead. As the road continues past Aldclune towards the site of the Battle of Killiecrankie (ch2800), a line of conifers followed by a block of mixed species woodland restricts views on the northbound side while views remain open on the southbound side.
- 2.1.14 Between the site of the Battle of Killiecrankie (ch2800) and the Allt Girnaig bridge crossing (ch1500), views from the existing A9 are largely open on the southbound side, with Ben Vrackie a prominent landmark in the distance, and views to the northbound side are intermittent due to roadside trees.
- Views from Existing A9 Lay-bys*
- 2.1.15 The locations of the 8 existing A9 lay-bys in the Glen Garry: Lower Glen LLCA are indicated on Figures 9.3a - 9.3e and described below.
- 2.1.16 The lay-by on the northbound side (Lay-by 1) close to Killiecrankie battlefield memorial field is restricted by fencing and trees on the northbound side, with short range open views towards rising hillside and trees on the southbound side. Ben Vrackie is visible looking east.
- 2.1.17 Two lay-bys, one located at the crossing at Allt Chluain watercourse (Lay-by 2) and one Lay-by located on the northbound side of the carriageway south of the Black Island (Lay-by 8), have intermittent views on both sides of the carriageway due to roadside cuttings and woodland.
- 2.1.18 Further lay-bys (Lay-bys 3 (Photograph 4) and 6 on the northbound side of the carriageway and Lay-bys 4 and 5 on the southbound side) all share open views of the rising hillside taking in large rolling fields with woodlands on the slopes of Tulach Hill and Creag Odhar. Views are restricted by roadside woodland to the southbound side of all these lay-bys. Ben Vrackie is visible looking east from Lay-bys 3 and 4.

**Photograph 4: Lay-by Ref no 3**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.19 The lay-by on the southbound side close to Black Island Woodland (Lay-by 7) has restricted views in deep cutting on the northbound side. Views to the southbound side benefits from the attractive open 'Primary View' to Blair Castle and the Beinn a'Ghlo hills beyond.

*Glen Garry: Mid Glen LLCA (ch8800 to ch14000)*

- 2.1.20 The sensitivity of this LLCA is considered to be medium/high, with no significant detractors.
- 2.1.21 From Black Island (ch8800) travelling northbound, the existing A9 enters a series of curves following the line of the River Garry; views on both sides open up, revealing attractive extensive grazing areas with parkland trees at the base of the glen and woodland on the slopes. As the existing A9 crosses the River Garry at the Pitaldonich Bridge (ch11300), the hill at Struan Point becomes clearly visible; this marks the divide of Glen Garry and Glen Errochty (Photograph 5). The valley is very open and farmstead patterns on the northbound (south) side of the glen can be clearly seen.

**Photograph 5: Hill at Struan Point in the distance**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.22 After crossing the River Garry, travellers gain an open view of the House of Bruar visitor complex on the southbound side (ch11500 – ch11900) and an open view looking across the agricultural field on the northbound side.
- 2.1.23 Beyond the House of Bruar visitor complex at Pitagowan, woodland is present close to the existing A9 on the southbound side whilst views on the northbound side across the fields of the strath towards Glen Errochty are attractive. The stretch of woodland screens the Highland Main Line railway which becomes visible as the existing A9 passes the Pitagowan Road Underbridge over the B847. The A9 Dualling SEA (Jacobs, 2013a) identifies the stretch of road at Bruar as having a 'primary view' from the A9 to Glen Errochty and Glen Garry.
- 2.1.24 Travelling northwards towards Calvine (ch13400), views overlooking the strath to the northbound side are intermittent through large gaps in the roadside trees. Views to the southbound side are restricted by an attractive mosaic of cuttings with rock outcrops and roadside woodland. Where there are gaps in the trees there are more open views glimpsed up the hillside. Struan Point, with the skyline group of trees at An Teampan to the northbound side, is an important landmark signifying a key transition point between the farmed landscape of the sheltered straths and the wilder moorland on the southbound side.
- 2.1.25 Travelling southbound on the existing A9 between Calvine and where the road crosses the River Garry at the Pitaldonich Bridge (ch11300), travellers experience open views looking south across agricultural fields along the valley floor towards the north-facing slopes Glen Garry. The view ahead is towards Ben Vrackie. The view to the southbound side is restricted by existing cuttings and roadside trees. The House of Bruar and car park are visible with the forested slopes of Baluain Wood a backdrop to this view.

- 2.1.26 Travelling southbound from where the road crosses the River Garry, the existing A9 enters a series of curves that follow the line of the River Garry, with open views on both sides. After a short section where views from the existing A9 become restricted by northbound roadside cuttings and woodland, views then open up again looking across fields on the northbound side and become a mixture of open and filtered views on the southbound side across the River Garry and beyond, towards the wooded slopes of Creag Urrard where the road passes Invervack (ch10000). From Invervack to Black Island (ch8800), views remain open looking across fields and Tulach Hill on the northbound side. Ben Vrackie remains visible ahead as a prominent landmark.

*Views from Existing A9 Lay-bys*

- 2.1.27 The locations of the 5 existing A9 lay-bys in the Glen Garry: Mid Glen LLCA are indicated on Figures 9.3e - 9.3g and described below.
- 2.1.28 Two lay-bys close together on either side of the carriageway just north-west of Invervack (Lay-bys 9 and 10) gain attractive views towards Baluain Wood on the southbound side. Lay-by 9 has open views to both the northbound and southbound sides, overlooking the River Garry, rolling agricultural land and mature woodland belts and hills. Ben Vrackie is visible looking east. Views from the other Lay-by 10 are restricted by a cutting on the northbound side and the River Garry is screened from view on the southbound side due to riparian woodland.
- 2.1.29 The lay-by on the northbound side of the carriageway at Pitagowan (Lay-by 11), just north of the B8079 Bruar Junction benefits from the attractive open 'Primary View' to Glen Errochty and Glen Garry on the northbound side. (Photograph 6). The view to the southbound side is restricted by roadside woodland. Ben Vrackie is visible looking east.

**Photograph 6: Lay-by Ref no 11 'Primary View,'**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.30 The lay-by on the southbound side of the carriageway to the east of Calvine as the road approaches the Highland Main Line railway (Lay-by 12) is in cutting with restricted views to the southbound side and glimpses of distant hills on the northbound side.
- 2.1.31 Lay-by 13 is situated on the northbound side of the carriageway to the immediate west of Calvine junction. Views are enclosed by established scrub woodland on the northbound side and by existing rock cuttings and scrub woodland on the southbound side.

*Glen Garry: Upper Glen LLCA (ch14000 to end of proposed scheme (ch22400))*

- 2.1.32 The sensitivity of this LLCA is considered to be medium/high, with no significant detractors.

*Description of northbound views*

- 2.1.33 Travelling northbound between Calvine (ch13400) and Clunes Wood (ch15800), the long line of low rock outcrops along the southbound side (which form part of the Glen Garry Geological SSSI between ch15100 and ch15800) are attractive, with extensive established vegetation amongst the rock, including scots pine trees (Photograph 7). This SSSI is discussed in Chapter 10 (Geology, Soils, Contaminated Land and Groundwater). The view to the northbound side is restricted by roadside woodland throughout this stretch.

**Photograph 7: Exposed steep rock cuttings form part of the Glen Garry Geological SSSI**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.34 The route comes out of cutting where it passes Clunes Lodge (ch16000) and a very different landscape is then revealed; rolling heather clad slopes extending down to the existing A9 with occasional patches of wood pasture grazing. Views on the northbound side are more open across the glen to wooded and moorland covered hills.
- 2.1.35 Travelling northwards between Clunes Lodge and Dalnamein Lodge (ch20000), views from the existing A9 are largely restricted by the various rock cuttings that comprise the Glen Garry geological SSSI, with open views across Glen Garry to the northbound side on approach to Crom Bhruthach (ch18200) and at Dalreoch (ch19200). North of Dalnamein Lodge (Photograph 8) views open out on both sides across flat valley floor grazing areas on the northbound side looking towards Meall a' Chathaidh and rough grassland/moorland and forestry on the rising valley slopes on the southbound side.

**Photograph 8: View north of Dalnamein Lodge**



*Image from Google Street View captured September 2016 © 2017 Google*

- 2.1.36 On approach to the dualled section of the existing A9, just past East Dail-an-fhraoich the road goes into cutting (ch21600), restricting views on the southbound side, with an open aspect across the strath on the northbound side. At the northern extent of the study area the views open up and a changing sequence of rolling heather hills form much of the view.
- 2.1.37 Travelling southbound from where the dualled section of the existing A9 ends (ch22100), views are intermittent to the northbound side looking towards Meall a' Chathaidh through roadside trees. Continuing south, the road goes into cutting, with some exposed rock and dense coniferous woodland on the southbound side and a band of birch trees restricting views on the northbound side. On approach to Dalnamein Lodge travellers experience open views across flat valley floor grazing areas on the northbound side and rough grassland/moorland and forestry on the rising valley slopes on the southbound side.
- 2.1.38 Views to the southbound side are curtailed by Dalnamein Forest but remain open on the northbound side as far as Tigh-na-Coille (ch20600). The road then enters a well-vegetated cutting on the approach to Dalnamein Lodge (ch20100) which restricts views on both sides. On exiting the cutting and passing the Dalnamein junction (ch19900), scenic views open up on the northbound side looking south-east along and across Glen Garry towards the partially wooded north-facing slope of Meall a' Chathaidh while views to the southbound side remain restricted by Dalnamein Forest. South of Dalnamein Forest, views become restricted on both sides by rock cutting (part of the Glen Garry geological SSSI) and associated scrub vegetation on the southbound approach to Crom Bhruthach (ch18200).
- 2.1.39 As the road curves southward from Crom Bhruthach and continues towards Clunes Wood, views are largely restricted by rock cuttings that comprise the Glen Garry geological SSSI, with some open views to the northbound side looking across Glen Garry, including views of the Highland Main Line railway. Travelling southbound from the waterfall at Clunes Wood (ch15100), views are restricted by roadside cutting on the southbound side and by coniferous woodland on both sides of the road as far as the B847 Calvine junction (ch13700).

#### *Views from Existing A9 Lay-bys*

- 2.1.40 The locations of the 9 existing A9 lay-bys in the Glen Garry: Upper Glen LLCA are indicated on Figures 9.3g - 9.3k and described below.
- 2.1.41 Lay-by 14 is situated on the southbound side of the carriageway to the west of Calvine. Views are enclosed by established scrub woodland on the northbound side and by rock cuttings and scrub woodland on the southbound side.
- 2.1.42 Two lay-bys (Lay-bys 15 and 16) close together on either side of the carriageway just south-east of

Clunes Lodge gain attractive, but enclosed views of a section of the Glen Garry Geological SSSI which includes the A9 rock cuttings. A second section of the Glen Garry SSSI, also including the rock cuttings, can be viewed from the next lay-by (Lay-by 17) on the northbound side.

- 2.1.43 The lay-by on the southbound side of the carriageway to the south-east of the Allt Crom Bhruthaich bridge (Lay-by 18) is situated on a steep section of the hillside above the River Garry, which offers attractive open views across Glen Garry as the strath opens up to the west of Tom Buidhe na Creige. The view to the southbound side is restricted by steep rising hillside.
- 2.1.44 Just east of Dalreoch are two lay-bys, one on either side of the carriageway (Lay-bys 19 and 20), which benefit from attractive open views across Glen Garry to the northbound side, in vivid contrast to the enclosed nature of views from the road passing through rock cuttings further south. The view to the southbound side is restricted by Dalnamein Forest.
- 2.1.45 Two further lay-bys on the northbound and southbound close to Tigh-na-Coille (Lay-bys 21 and 22) also offer attractive open views across Glen Garry to the northbound side. There is a short range open view to the southbound side, curtailed by Dalnamein Forest.

### **3 Residual Impacts**

- 3.1.1 The following detailed residual impacts section describes those impacts remaining at winter of the year of opening following the implementation of the proposed mitigation measures. This section also describes the significance of these impacts at both winter of the year of opening and in the summer after 15 years to provide an indication of how the establishment of mitigation planting would alter the impacts.

#### Pass of Killiecrankie LLCA (start of proposed scheme (ch700) to ch1200)

##### *Description of views*

- 3.1.2 The view from the road travelling northbound and southbound would remain largely unchanged from that experienced by travellers on the existing A9 between where the proposed scheme begins and where it passes the Killiecrankie Visitor Centre, with the exception that proposed mammal fencing would now be visible.

##### *Magnitude of Change and Significance of Impact*

- 3.1.3 During the winter of the year of opening the magnitude of change would be considered to be low and the significance of impact would be considered to be Slight. The magnitude of change would remain low and the significance of impact would reduce to Negligible by the summer 15 years after opening following the establishment of mitigation planting.

#### Glen Garry: Lower Glen LLCA (ch1200 to ch8800)

##### *Description of northbound views*

- 3.1.4 Travellers would notice the introduction of proposed SuDS adjacent to the southbound side where the widened mainline passes Old Faskally House (ch1400). Travellers would experience a significant opening up of views to the northbound side between Killiecrankie and the site of the Battle of Killiecrankie due to the widening of the mainline, the introduction of a proposed access track and associated embankments (ch1500 to ch2600) and the introduction of a proposed SuDS (ch1650) that combined would result in the loss of existing roadside trees, areas of pasture and woodland north of Urrard Steading and The Coach House. Similarly, existing intermittent and restricted views where the proposed scheme passes Aldclune on the approach to the River Garry crossing at Essangal would open up on the northbound side due to the proposed widening of the mainline, the introduction of proposed northbound diverge and northbound merge slip roads plus associated earthworks which would result in the loss of the existing block of roadside conifers. New road signage would be visible on the northbound approach to the proposed Aldclune junction. Proposed mammal fencing would be visible along both sides of the proposed scheme between where it passes Killiecrankie Visitor Centre

and Killiecrankie (ch1100 to ch1500) and on approach to the site of the Battle of Killiecrankie (ch2100 to ch2350).

- 3.1.5 Views to the northbound side would now include a proposed SuDS (ch3250) where the proposed scheme passes Balchroic Cottage and a proposed SuDS where the proposed scheme passes Aldclune junction. Views towards the southbound side at this junction would also change with the introduction of the proposed new southbound merge and diverge slip roads and associated earthworks. The existing retained Essangal bridge structure and associated southbound traffic would be visible in the immediate foreground of the view looking north from the proposed new bridge. On the northbound approach to Shierglas, the introduction of two proposed SuDS (ch4500 and ch4700) would be visible. Proposed mammal fencing would be visible along both sides of the proposed Aldclune junction (ch3200 to ch4200).
- 3.1.1 An alternative design for the Essangal Underbridge could provide the crossing for the northbound carriageway in the same location as the proposed scheme, and would retain the existing A9 structure as the southbound carriageway. The primary difference is that the alternative design includes a bowstring arch design with no piers in the River Garry, and is shown on Figure 5.2b. The bowstring arch would be visible as a landmark to vehicle travellers in both directions, and would influence the perception of entering the Cairngorms National Park for northbound travellers, potentially altering their experience of its Special Landscape Qualities. The introduction of the bowstring arch would constitute a notable change in local views experienced by travellers, partially interrupting and distracting attention from the open scenic views along the River Garry and less scenic views of Shierglas Quarry, dominating the skyline over a short stretch of the route at the river crossing and on its immediate approaches. However, it would be visible over a relatively short duration, and on the northbound and southbound approaches would largely be seen against the dominant natural landform of the surrounding hills. An assessment on the impacts of the alternative design of the Essangal Underbridge on the Special Landscape Qualities of the national park is provided in Appendix A13.2: Special Landscape Qualities of the Cairngorms National Park.
- 3.1.2 Travellers would experience a significant change in view along the northbound side where the widened road travels between Shierglas (ch5000) and Glackmore (ch5800) due to the introduction of the proposed new access tracks, junction, large-scale associated cutting and the resultant loss of existing mixed species roadside woodland at the foot of Creag Odhar. Where the road passes Bridge of Tilt, travellers would notice the introduction of the proposed new access tracks and associated junction (ch6250) in the foreground of the view looking north over Blair Atholl and Glen Tilt to the Beinn a'Ghlo hills beyond. Continuing northbound, travellers would notice the proposed SuDS (ch6800) and the resultant loss of existing roadside trees on the southbound side.
- 3.1.3 Travellers would also experience a change in view along the northbound side where the proposed scheme travels between Blair Atholl and Black Island due to the proposed large-scale cuttings (ch7300 to ch8700) and NMU access tracks into the adjacent rising hillside at the foot of Tulach Hill and the resultant loss of existing roadside woodland. Elsewhere, between Blair Atholl and Black Island views would be similar in extent and nature to those already experienced from the existing A9. Proposed mammal fencing would be visible along both sides of the proposed scheme from Shierglas to Black Island (ch5000 to ch8800).
- 3.1.4 There will be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch.

*Description of southbound views*

- 3.1.5 Travellers would experience a change in the view from the road travelling southbound due to the proposed cuttings along the northbound side where the widened mainline travels between Black Island and Blair Atholl (ch8800 to ch7300). Travellers would still gain a primary view looking north across Glen Garry towards prominent landmark Blair Castle where the proposed scheme passes a proposed layby (ch7750) to the immediate east of existing Lay-by 7.
- 3.1.6 Where the road passes Blair Atholl, the view to the southbound side would now feature proposed SuDS (ch6800) and new access tracks. The view to the northbound side would now feature a large-scale revised cutting at the foot of Tulach Hill. Continuing southbound the view would change to

include a proposed new access track and associated junction (ch6250) in the foreground of the view looking north over Blair Atholl and Glen Tilt to the Beinn a'Ghlo hills beyond. Travellers would experience a significant change in view on the northbound side where the proposed scheme travels between Glackmore and Shierglas due to the introduction of the proposed new access tracks, junction and the large-scale associated cutting (ch6000 to ch5000), and the resultant loss of existing mixed species roadside woodland at the foot of Creag Odhar. Where the proposed scheme passes Shierglas, the view would open up on the southbound side following the introduction of a proposed new embankment and the resultant loss of existing roadside woodland. Between Shierglas and the River Garry crossing at Essangal, travellers would notice the introduction of two proposed SuDS on the northbound side (ch4700 and ch4500) and new road signage on the southbound side on approach to the proposed Aldclune junction. Proposed mammal fencing would be visible along both sides of the proposed scheme from Black Island to Shierglas (ch8800 to ch5000).

- 3.1.7 After crossing the River Garry, where the widened mainline passes Aldclune junction, views would open up to the northbound side due to the introduction of the proposed new northbound merge and diverge slip roads, SuDS and all associated earthworks and the resultant loss of the existing block of conifers. To the southbound side the view would also open up due to the introduction of the proposed southbound diverge and southbound merge slip roads, SuDS and all associated earthworks at this location. Creag Eallaich and Ben Vrackie would remain prominent landmarks in views to the southbound side. Proposed mammal fencing would be visible along both sides of the proposed Aldclune junction (ch4200 to ch3200).
- 3.1.8 Travellers would have a similar experience southbound as northbound on approach to and along the alternative design of the Essangal Underbridge, with views to the bowstring arch seen against the more dominant natural landform of the Cairngorms National Park and the design having no significant impacts on the drama of the historic A9 route as experienced by road travellers.
- 3.1.9 Continuing southbound, the view from the proposed scheme looking south would change from intermittent to open due to the widening of the mainline and the introduction of the proposed northbound diverge slip road and SuDS (ch3250) on the approach to the Battle of Killiecrankie site. The wooded slopes of Craig Fonvuick would remain an unchanging backdrop to the view. Between the Battle of Killiecrankie site (ch2600) and Killiecrankie (ch1500) the views would open up looking south due to the proposed widening of the mainline, the introduction of the proposed new access track and associated embankments plus the proposed SuDS (ch1650) resulting in the loss of existing roadside trees, areas of pasture and woodland north of Urrard Steading and The Coach House. Travellers would notice the introduction of proposed SuDS (ch1350) adjacent to the southbound side where the widened mainline passes Old Faskally House. The surrounding hills - Craig Fonvuick, Ben Vrackie and Craigower - would remain as a backdrop to views from the widened mainline. Proposed mammal fencing would be visible along both sides of the proposed scheme south of the site of the Battle of Killiecrankie and between where it passes Killiecrankie and Killiecrankie Visitor Centre.
- 3.1.10 All other southbound views would remain unchanged. However, there will be an increase in the size and visual prominence of southbound roadside traffic signs associated with the proposed scheme throughout this stretch.

#### *Lay-bys*

- 3.1.11 Notable changes to views that would result from alterations to the locations of lay-bys include:
- Relocation of Lay-by 1 north of Killiecrankie on the northbound side of the widened mainline would provide travellers with the opportunity to experience scenic views across the glen towards Craig Fonvuick.
  - Relocation of Lay-by 2 to the southbound side of the widened mainline (north of House of Urrard) would also provide travellers with the opportunity to experience scenic views across the glen towards Craig Fonvuick.
  - Removal of Lay-bys 3 and 4 due to mainline widening would remove the opportunity for travellers to experience views across the rolling farmland on the lower slopes of Creag Odhar and to experience views towards Ben Vrackie.

- Removal of Lay-by 5 due to mainline widening would remove the opportunity for southbound travellers to experience views of large rolling fields and woodland on the slopes of Creag Odhar.
- Relocation of Lay-by 6 slightly west of the existing lay-by would result in northbound travellers still being able to experience views towards Tulach Hill. Proposed mammal fencing would now be visible as part of these views.
- Relocation of Lay-by 7 (southbound) to the immediate east of the existing lay-by would result in travellers still being able to experience an open 'Primary View' across the valley of the River Garry towards Blair Castle on the southbound side.
- Removal of Lay-by 8 due to road widening would remove the opportunity for travellers to experience intermittent views on both sides of the carriageway.

*Magnitude of Change and Significance of Impact*

- 3.1.12 During the winter of the year of opening the magnitude of change would be considered to be high and the significance of impact would be considered to be **Moderate/Substantial**. The magnitude of change would reduce to medium and the significance of impact would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of mitigation planting.

Glen Garry: Mid Glen LLCA (ch8800 to ch14000)

*Description of northbound views*

- 3.1.13 Travellers would experience a further opening up of the view along the southbound side between where the proposed scheme passes Black Island and crosses Allt Bhaic due to the loss of existing roadside trees as a result of the proposed embankment. Views to the northbound side would now include two proposed SuDS, one on either side of the Allt Bhaic watercourse. Proposed mammal fencing would be visible on both sides of the proposed scheme at this location. Views from the widened mainline would remain similar to those from the existing A9 between the Allt Bhaic crossing and Invervack, with the exception that proposed mammal fencing would now be visible. Between Invervack and Tomban, the view from the road would change due to the introduction of a proposed new cutting and the resultant loss of existing roadside woodland along the northbound side of the widened mainline (ch10400 to ch10700). Travellers would notice the introduction of proposed SuDS (ch10600) on the southbound side. Proposed mammal fencing would be visible on both sides of the proposed scheme at this location. Between Tomban (ch10800) and where the proposed scheme crosses the River Garry at Pitaldonich (ch11300), views from the widened mainline would remain open on the northbound side, and would open up further on the southbound side due to the loss of the existing line of roadside conifers. New road signage would be visible on the northbound side on approach to the proposed Bruar/Calvine junction.
- 3.1.14 Struan Point would remain as a backdrop to the view looking ahead. Immediately after the proposed scheme crosses the River Garry via the proposed new bridge structure at Pitaldonich, the introduction of the proposed Bruar/Calvine junction and associated access track, earthworks and two proposed SuDS across the open fields of the strath on the northbound side of the existing A9 (ch11200 to ch12500) would result in a significant change to the existing view from the A9 at this location. Proposed mammal fencing would be visible immediately after crossing the River Garry and on the approach to where the proposed scheme crosses the B847 (ch12500). Continuing northbound, travellers on the elevated, widened and realigned mainline would cross over the proposed slip road that joins the B8079 and B847 at the entrance to House of Bruar car park via an underpass below the mainline. The proposed southbound diverge slip road and associated earthworks would be visible to the southbound side and the House of Bruar and Pitagowan would become more noticeable due to the raised elevation of the widened and realigned mainline. The proposed northbound merge and diverge slip roads and large-scale associated embankments would be visually prominent in open views across the fields of the strath looking south-west towards Glen Errochty.
- 3.1.15 Where the proposed scheme continues north towards Calvine after crossing the B847 at the Pitagowan Road Underbridge (ch12500), views to the northbound side would change from intermittent to open due to the proposed widening of the mainline and associated earthworks resulting in the loss

of existing roadside trees east of Calvine. This opening up of the view would provide travellers with the opportunity to experience more of the 'primary view' (A9 Dualling SEA (Jacobs, 2013a)) looking south to Glen Errochty and Glen Garry. Struan Point with the skyline group of trees at An Teampan would remain an unchanging landmark in the view to the northbound side. Where the proposed scheme passes Calvine, the introduction of a proposed new access track and associated cuttings and underpass would be visible to travellers. Continuing northbound from Calvine, the view would change as a result of the introduction of a proposed new cutting and resultant loss of existing roadside woodland on the southbound side of the proposed scheme. The view to the northbound side would include a proposed SuDS (ch13600) and a proposed new layby to the immediate south-east of existing Lay-by 13. A 200m long stretch of proposed mammal fencing would be visible on both sides adjacent to the proposed SuDS at ch13600.

- 3.1.16 There will be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch.

*Description of southbound views*

- 3.1.17 Travellers would experience a change in view from the proposed scheme travelling southbound on approach to Calvine as a result of the introduction of the proposed new cuttings and the resultant loss of existing roadside woodland on the southbound side of the widened mainline. The view to the northbound side would now include a proposed new layby to the immediate south-east of existing Lay-by 13 and a proposed SuDS. Proposed mammal fencing would be visible on both sides adjacent to the proposed SuDS at ch13600. Where the proposed scheme passes Calvine, the introduction of a proposed new access track and associated cuttings and underpass would be visible to travellers.
- 3.1.18 Continuing southbound, travellers would experience an opening up of the view looking south across Glen Garry due to the proposed widening of the mainline and the resultant loss of existing roadside conifers. New road signage would be visible on the southbound side on approach to the proposed Bruar/Calvine junction. After crossing the B847 at the Pitagowan Road Underbridge proposed mammal fencing would be visible to the southbound side (ch12300 to ch12000). On approach to The House of Bruar, the view looking east would now feature the proposed northbound merge and diverge slip roads and large-scale associated embankments in open views across the strath following the introduction of the proposed Bruar/Calvine junction. Ben Vrackie would remain a prominent landmark in the view ahead.
- 3.1.19 The House of Bruar would become more noticeable in views to the southbound side due to the raised elevation of the widened and realigned mainline where it passes this location (ch11700). The proposed southbound diverge slip road and associated earthworks would also be visible. After the mainline passes over the proposed slip road, the two proposed SuDS and adjacent proposed mammal fencing would be visible immediately prior to the proposed new River Garry crossing at Pitaldonich. The existing A9 Pitaldonich Bridge crossing the River Garry would be visible in the view to the southbound side of the proposed scheme.
- 3.1.20 After crossing the river, the view looking east towards Ben Vrackie would open up further due to the loss of existing southbound roadside trees as a result of the widening of the mainline and the introduction of associated embankments. Between Tomban and Invervack, views would change due to the introduction of a proposed SuDS (ch10600) to the southbound side and due to the loss of existing roadside woodland on the northbound side as a result of the proposed cutting. Proposed mammal fencing would be visible on both sides adjacent to the proposed SuDS. Views from the widened mainline would remain similar to those from the existing A9 between Invervack and the Allt Bhaic crossing, with the exception that the two proposed SuDS (ch9300 and ch9100) would now be visible to the northbound side and proposed mammal fencing would be visible on both sides throughout this stretch (ch10300 to ch9000). Tulach Hill and Ben Vrackie would remain as prominent landmarks in the view.
- 3.1.21 Travelling south of the Allt Bhaic crossing travellers would experience an opening up of the view along the southbound side due to the loss of existing roadside trees as a result of the proposed embankment.
- 3.1.22 There will be an increase in the size and visual prominence of southbound roadside traffic signs

associated with the proposed scheme throughout this stretch.

*Lay-bys*

3.1.23 Notable changes to views that would result from alterations to the locations of lay-bys include:

- Removal of Lay-bys 9 and 10, due to road widening, would remove the opportunity for travellers to experience views overlooking the River Garry, rolling agricultural land and mature woodland belts and hills (Lay-by 9) and to experience views towards Baluain Wood (both lay-bys).
- Removal of Lay-by 11 on the northbound side of the carriageway at Pitagowan just north of the Bruar/Calvine Junctions, due to road widening, would remove the opportunity for travellers to experience the attractive open primary view towards Glen Errochty and Glen Garry.
- Removal of Lay-by 12 on the southbound side to the east of Calvine would remove the opportunity for glimpses of distant hills towards the northbound side.
- Relocation of Lay-by 13 slightly east from the existing location would result in northbound travellers being able to gain views enclosed by existing established scrub woodland on the northbound side and by revised rock cuttings on the southbound side to the west of the Calvine junction. Proposed mammal fencing would be visible to the immediate south of the new lay-by.

*Magnitude of Change and Significance of Impact*

3.1.24 During the winter of the year of opening the magnitude of change would be considered to be high and the significance of impact would be considered to be **Moderate/Substantial**. The magnitude of change would reduce to medium and the significance of impact would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of mitigation planting.

Glen Garry: Upper Glen LLCA (ch14000 to end of proposed scheme (ch22400))

*Description of northbound views*

3.1.25 Travelling northbound alongside A Chrannaich (ch14000 to ch14700), the view would change due to the loss of the existing southbound roadside rock cuttings and birch trees as a result of the widening of the mainline along the southbound side, the introduction of extensive associated revised cuttings and the introduction of a proposed new layby to the immediate north-west of existing Lay-by 14. Existing views along the northbound side would remain restricted by existing roadside woodland.

3.1.26 Between Clunes Wood and Clunes Lodge (ch14700 to c15800), the view would remain restricted by existing and revised exposed rock cuttings on the southbound side and by revised cuttings and existing woodland on the northbound side of the proposed scheme. Proposed SuDS and associated cuttings would be noticeable on the northbound side after crossing the waterfall at Clunes Wood. Proposed mammal fencing would be visible on both sides of the proposed scheme where it passes Clunes Wood (ch 14600 to ch15200).

3.1.27 Where the proposed scheme travels past Clunes Lodge the view to the southbound side would now include a proposed new access track and associated large-scale cuttings. Continuing north past Clunes Lodge, views would open up looking west across Glen Garry due to the introduction of proposed SuDS, layby and large-scale embankment associated with the northbound widening of the mainline (ch16200 to ch17100), resulting in the loss of existing roadside birch woodland. Proposed mammal fencing would be visible on both sides of the proposed scheme throughout this section (ch15900 to ch16600).

3.1.28 Continuing northbound towards Crom Bhruthach the view would remain unchanged and restricted by the existing rock cuttings on the southbound side while the foreground of views would change on the northbound side due to the widening of the mainline and the associated proposed earthworks. Proposed embankments associated with northbound widening on the approach to Crom Bhruthach (ch17900 to ch18100) would result in views opening up further looking across Glen Garry. Proposed mammal fencing would be visible on both sides on approach to Crom Bhruthach (ch17500 to

ch17700) and also where the proposed scheme crosses the Allt Crom Bhruthach watercourse (ch18100 to ch18300). Proposed SuDS would also be visible on the northbound side at this location (ch18250). Between Crom Bhruthach and Dalreoch, the immediate view would change due to the proposed widening of the mainline along the northbound side plus associated earthworks resulting in the loss of existing roadside trees and due to the introduction of proposed laybys on both the northbound and southbound sides south of existing Lay-bys 19 and 20. Where the widened mainline travels past Dalreoch (ch19200), travellers would notice the introduction of proposed access track on the southbound side resulting in the loss of a number of existing roadside coniferous trees. Views on the widened northbound side would remain open across the glen. A 200m long stretch of proposed mammal fencing would be visible on both sides of the proposed scheme at this location (ch19100 to ch19300).

- 3.1.29 Continuing north of Dalreoch, travellers would notice the introduction of two proposed SuDS on the northbound side (ch19600 and ch19800) and the introduction of proposed access tracks on both sides of the widened mainline and a junction to the south (ch19600). At Dalnamein Lodge (ch20100), the view on the southbound side would change following the introduction of the proposed cuttings associated with the widening of the mainline and new access tracks and associated junction (ch20200) and the resultant loss of an existing line of roadside conifers. The proposed access track and associated cuttings and underpass would be visible where travellers pass the proposed Dalnamein Holiday Cabins (ch20400).
- 3.1.30 North of Dalnamein Lodge, views would remain open on both sides of the road, with an open aspect across the strath towards Meall a' Chathaidh on the northbound side. On approach to the existing dualled section of the A9, just past East Dail-an-fhraoich, views from the widened mainline would remain restricted by the proposed cuttings associated with the proposed scheme before opening up on the northbound side where the proposed scheme starts to split into two widely separated carriageways. Travellers may notice the proposed SuDS on the northbound side (ch22000) and would notice the 200m long stretch of proposed mammal fencing on both sides of the widened mainline adjacent to this basin (ch21900 to ch22100).

*Description of southbound views*

- 3.1.31 Travelling southbound from where the dualled section of the existing A9 ends, views to the southbound side would remain restricted by existing mixed species woodland and proposed cuttings associated with the southbound widening of the mainline. The view to the northbound side of the proposed scheme would remain the same as that experienced from the existing A9. Proposed mammal fencing would be visible along both sides between ch22100 and ch21900.
- 3.1.32 Continuing south towards where the proposed scheme passes Dalnamein Forest, views would remain open to the northbound side looking across the strath towards Meall a' Chathaidh and would remain restricted by coniferous woodland on the southbound side before opening up on both sides (north of Dalnamein Lodge). On approach to Dalnamein Lodge (ch20100), the view would change on both sides due to the introduction of a proposed access track and associated cuttings and underpass (ch20500) and associated junction further east (ch20200). The view to the southbound side would then change following the proposed southbound widening of the mainline and the introduction of associated cuttings resulting in the loss of an existing line of roadside conifers. Views on this side would now extend as far as Dalnamein Forest and would remain restricted by the block of coniferous woodland on the northbound side.
- 3.1.33 Where the widened mainline passes Dalnamein Lodge and continues south towards Dalreoch, the immediate view to the northbound side would change due to the introduction of a junction (ch19600), and two proposed SuDS (ch19800 and ch19600) and due to the proposed widening of the mainline and associated proposed roadside cuttings and access track along the southbound side of the existing A9. A 200m long stretch of proposed mammal fencing would be visible on both sides of the proposed scheme where it passes Dalreoch (ch19300 to ch19100).
- 3.1.34 From Dalreoch (ch19200) to Crom Bhruthach (ch18200), the immediate view would change due to the proposed widening of the mainline along the northbound side plus associated earthworks resulting in the loss of existing roadside trees and due to the introduction of proposed laybys and associated earthworks on both the northbound and southbound sides. Proposed mammal fencing would be

visible on both sides of the proposed scheme (ch18300 to ch18100) where it crosses the Allt Crom Bhruthach watercourse and a proposed SuDS would be visible on the northbound side (ch18250). As the widened mainline of the proposed scheme curves southward from Crom Bhruthach, views would open further looking across Glen Garry due to the proposed northbound widening and associated extensive embankment. Views would remain restricted by the rising hillside on the southbound side. A short stretch of proposed mammal fencing would be visible on both sides of the proposed scheme where it crosses a minor watercourse south of Crom Bhruthach (ch17700 to ch17500). The view would then become restricted again on the northbound side due to the introduction of the revised cuttings and would remain restricted by the existing rock cutting on the southbound side.

- 3.1.35 On exiting the cutting, views would remain open on the northbound side looking across Glen Garry and would change from filtered to open on approach to Clunes Lodge due to the introduction of large-scale embankments associated with the proposed northbound widening of the mainline, the introduction of proposed layby and associated earthworks, proposed SuDS and associated earthworks and the resultant loss of a number of existing roadside trees (ch16600 to ch16200). Views to the southbound side would remain restricted, although travellers would notice the introduction of proposed layby and large-scale cuttings associated with the proposed access track at Clunes Lodge (ch16150). Proposed mammal fencing would be visible on both sides of the proposed scheme throughout this stretch.
- 3.1.36 Continuing south past Clunes Lodge, views would remain restricted on the southbound side by the existing and revised rock cuttings and would remain restricted by the existing woodland and revised cutting associated with the widening of the mainline along the northbound side. Travellers would notice the introduction of the proposed SuDS and associated earthworks on the northbound side.
- 3.1.37 Proposed mammal fencing would be visible on both sides of the proposed scheme where it passes Clunes Wood (ch15200 to ch14600). Continuing southbound after crossing the waterfall at Clunes Wood, views from the road between Clunes Wood and Calvine would change along the southbound side of the proposed scheme due to the loss of the existing roadside rock cuttings and birch trees as a result of the of the proposed southbound widening of the mainline and the introduction of the proposed new layby and roadside cuttings. Proposed variable message sign would be visible at ch14350. Views along the northbound side would remain restricted by existing woodland.

#### *Lay-bys*

- 3.1.38 Notable changes to views that would result from alterations to the locations of lay-bys include:
- Relocation of Lay-by 14 slightly west from the existing location would result in southbound travellers being able to gain views enclosed by existing established scrub woodland on the northbound side and by revised rock cuttings on the southbound side.
  - Relocation of Lay-bys 15 and 16 from their existing location on either side of the carriageway just south-east of Clunes Lodge to either side of the widened mainline just north-west of Clunes Lodge would create an opportunity for northbound and southbound travellers to experience scenic views across Glen Garry. Proposed mammal fencing along both sides of the proposed scheme would be visible from these ne lay-bys.
  - Removal of Lay-by 17 due to road widening on the northbound side would remove the opportunity for travellers to view the rock cuttings at this location.
  - Removal of Lay-by 18 due to road widening would remove the opportunity for travellers to experience the existing attractive open views across Glen Garry from this location.
  - Relocation of Lay-bys 19 and 20 south-east of their existing location (just east of Dalreoch) would provide northbound and southbound travellers with the opportunity to gain long open vistas up and down Glen Garry to the northbound side and to view revised rock cuttings within the Glen Garry geological SSSI to the southbound side.
  - Removal of Lay-bys 21 and 22 (on the northbound and southbound sides of the existing A9 close to Tigh-na-Coille) would remove the opportunity for

travellers to experience attractive open views across Glen Garry from these two locations.

*Magnitude of Change and Significance of Impact*

- 3.1.39 During the winter of the year of opening the magnitude of change would be considered to be medium/high and the significance of impact would be considered to be **Moderate/Substantial**. The magnitude of change would reduce to low/medium and the significance of impact would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of mitigation planting.