

## **Appendix A13.3: Assessment of Residual Indirect Impacts on Landscape Character Areas**

### **1 Introduction**

- 1.1.1 This appendix provides an assessment of the residual impacts on the four Local Landscape Character Areas (LLCAs) and three Landscape Character Areas (LCAs) which would not be physically affected by the proposed scheme but would potentially experience indirect, perceptual impacts on their defining elements and features as a result of the operation of the proposed scheme.

### **2 Impact Assessment**

- 2.1.1 A description of the perceptual impacts on these LLCAs and LCAs is provided below in Table 1, the assessment of impacts having been informed by Zone of Theoretical Visibility (ZTV) mapping. The extent of theoretical visibility of the proposed scheme in a 'bare-earth' scenario (i.e. without screening from built elements and existing and proposed planting) on which this assessment is based is shown on Figure 13.4.

**Table 1: Assessment of Indirect Impacts on Landscape Character Areas**

| Sensitivity                                       | Description of Impacts  | Winter, Year of Opening |                        | Summary of Mitigation Proposals  | Summer (2036), 15 Years after Opening   |                     |                        |
|---|---|-------------------------|------------------------|--|---|---------------------|------------------------|
|   |   | Magnitude of Change     | Significance of Impact |  | Description of Residual Impacts   | Magnitude of Impact | Significance of Impact |
| <b>Glen Garry: Blair Atholl (Settlement) LLCA</b> |   |                         |                        |  |   |                     |                        |
| Medium-High                                       | Analysis of the ZTV indicates that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.   | None                    | None                   | N/A  | N/A   | None                | None                   |
| <b>Glen Garry: Lower Glen LLCA</b>                |   |                         |                        |  |   |                     |                        |
| Medium-High                                       | Analysis of the ZTV indicates that limited theoretical visibility of the proposed scheme would occur from the southern slopes of Creag Eallaich at a distance of 2.3km. There would be no visibility of the proposed scheme from the majority of the LLCA, limiting indirect perceptual impacts.  | Low                     | Negligible/<br>Slight  | Introduction of roadside planting to integrate the proposed scheme into the landscape. The proposed tree species would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape.<br><b>(Mitigation Items P04-LV12, P04-LV13 and P04-LV18).</b> | Establishment of the mitigation planting would help to integrate the proposed scheme into the wider landscape and reduce the visual influence of the proposed scheme on the LLCA. | Low                 | Negligible             |
| <b>Strath Tay: Mid Glen LLCA</b>                  |   |                         |                        |  |   |                     |                        |
| Medium  | Analysis of the ZTV indicates that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.   | None                    | None                   | N/A  | N/A   | None                | None                   |
| <b>Strath Tay: Upper Glen LLCA</b>                |   |                         |                        |  |   |                     |                        |
| Medium  | Analysis of the ZTV indicates that there would be limited theoretical visibility of the proposed scheme from two small areas within Logerierait Wood to the north west of Ballinluig but this would be restricted by the intervening forestry. As such, there would be no or very limited visibility of the proposed scheme from the majority of the LLCA, and thus no indirect perceptual impacts. | Low                     | Negligible             | N/A  | Establishment of the mitigation planting would help to integrate the proposed scheme into the wider landscape and reduce the visual influence of the proposed scheme on the LLCA. | Low                 | Negligible             |

| Sensitivity                              | Description of Impacts   | Winter, Year of Opening |                        | Summary of Mitigation Proposals   | Summer (2036), 15 Years after Opening   |                     |                        |
|--|--|-------------------------|------------------------|---|---|---------------------|------------------------|
|  |  | Magnitude of Change     | Significance of Impact |   | Description of Residual Impacts   | Magnitude of Impact | Significance of Impact |
| <b>Glen Fender LCA</b>                   |  |                         |                        |   |   |                     |                        |
| Medium                                   | Analysis of the ZTV indicates that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.  | None                    | None                   | N/A   | N/A   | None                | None                   |
| <b>Highland Glens with Lochs LCA</b>     |  |                         |                        |   |   |                     |                        |
| Medium to High                           | Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the wooded slopes to the north of Loch Tummel surrounding Torr Chonneil and Creag an Eich at a distance of 3.0km but this visibility would be frequently restricted by intervening forestry. The existing A9 currently exerts a small perceptual influence on the LCA which would increase slightly due to the widening of the carriageway.<br><br>There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts. | Low                     | Negligible/<br>Slight  | Introduction of roadside planting to integrate the proposed scheme into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape.<br><br><b>(Mitigation Items P04-LV12, P04-LV13 and P04-LV18).</b> | Establishment of the mitigation planting would help to integrate the proposed scheme into the wider landscape and reduce the visual influence of the proposed scheme on the LCA.  | Low                 | Negligible             |
| <b>Highland Summits and Plateaux LCA</b> |  |                         |                        |   |   |                     |                        |
| High                                     | Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from a relatively small area of the LCA with locations including the open western slopes of Ben Vrackie, in addition to the southern slopes of Creag Eallaich, the wooded upper slopes of Tom Beithe, the wooded eastern slopes of Dunfallandy Hill, the north eastern slopes of Meall a' Charra and the south and western slopes of Craig Fonvuick and Creag an Eirionnach.<br><br>There would be no visibility of the   | Low                     | Slight                 | Introduction of roadside planting to integrate the proposed scheme into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape.<br><br><b>(Mitigation Items P04-LV12, P04-LV13 and P04-LV18).</b> | Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating. | Low                 | Slight                 |

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
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| Sensitivity | Description of Impacts   | Winter, Year of Opening |                        | Summary of Mitigation Proposals | Summer (2036), 15 Years after Opening |                     |                        |
|-------------|--|-------------------------|------------------------|---------------------------------|---------------------------------------|---------------------|------------------------|
|             |  | Magnitude of Change     | Significance of Impact |                                 | Description of Residual Impacts       | Magnitude of Impact | Significance of Impact |
|             | <p>proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the locations indicated above, the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway and formation of the new junctions and bridge crossings.</p> |                         |                        |                                 |                                       |                     |                        |