14 Visual

14.1 Introduction

14.1.1 This chapter presents the Environmental Impact Assessment (EIA) of the potential visual effects of the A9 Dualling Project 8 - Dalwhinnie to Crubenmore. The Proposed Scheme under assessment is described in **Chapter 5**.

14.1.2 The study area for the Proposed Scheme extends along the River Truim, from the relatively enclosed upper reaches at Drumochter Lodge in the south, through the wide strath at Dalwhinnie and Cuaich, to the narrowing of the valley at Crubenbeag at the northern end. **Drawing 14.1** in **Volume 3** shows the scheme extents on OS data. It includes an expansive landscape of a spectacular and dramatic nature, typical of the central Scottish Highlands. The scenic assets of this area are particularly important.

14.1.3 The EIA includes the following:

- Baseline conditions within the study area relating to visibility of the existing road
- Potential effects of the Proposed Scheme with regard to the identified baseline conditions
- Anticipated mitigation measures that allow subsequent identification of potential residual effects
- A summary of the visual impact assessment identifying significant residual effects taking into account any required mitigation.

14.2 Approach and Methods

14.2.1 The approach and methodology have been applied in accordance with best practice and have been refined to enable a bespoke approach that enables a thorough evaluation of the potential visual effects within this highly scenic landscape.

Scope and guidance

14.2.2 This EIA was undertaken with reference to the Highways Agency et al, Interim Advice Note (IAN) 135/10 and DMRB Volume 11, Section 3, Part 5, Landscape Effects, 1993 and The Scottish Government Planning Advice Note 1/2013 Environmental Impact Assessment.

14.2.3 The visual assessment was also undertaken in accordance with other guidance, which included Guidelines for '*Landscape and Visual Impact Assessment Third Edition (GLVIA 3) (Landscape Institute and the Institute of Environmental Management and Assessment)'* (2013) and '*Fitting Landscapes: Securing more sustainable landscapes'* (Transport Scotland, 2014).

14.2.4 Landscape architects across the A9 Dualling Programme responsible for assessing Landscape and Visual effects have formed a sub-group called the A9 Dualling Landscape Forum. The Forum have worked together and agreed a common approach to the assessment approach including utilisation of a similar methodology and terminology.

14.2.5 The A9 Dualling Programme Strategic Environmental Assessment (SEA) Environmental Report, June 2013, includes a series of strategic considerations and key design implications, which have been taken into account within this visual assessment and the outline design proposals for the Proposed Scheme and mitigation.

14.2.6 In accordance with the Highways Agency et al, IAN 125/09 2009 the assessment of views from the road is reported in **Chapter 9.**

Study area

14.2.7 The study area for this EIA includes the visual envelope of the existing A9 between Drumochter and Crubenmore. **Drawing 14.2** in **Volume 3** of this report identifies an existing theoretical Zone of Visual Influence (tZVI) for the existing A9. The extent of the tZVI has been set to 10km around the existing A9.

14.2.8 **Drawing 14.3** in **Volume 3** identifies a proposed tZVI based upon the Proposed Scheme. The tZVI is based upon bare ground topography and does not take into account any screening or filtering of visibility by local landform, vegetation or built form, and are therefore a worst-case indication of theoretical visibility. See **Appendix 14.1** in **Volume 2** for a description of the methodology behind the proposed tZVI.

14.2.9 Based on the extent of theoretical visibility indicated on **Drawings 14.2** and **14.3** in **Volume 3**, and due to the nature of the upland terrain that the A9 passes through, the visual assessment study area has been set at 5km either side of the A9, with the greatest impacts anticipated within 2km of the Proposed Scheme. These distance buffers are included on **Drawings 14.2** and **14.3** in **Volume 3**.

14.2.10 The tZVI of the Proposed Scheme is used to identify sensitive visual receptors. **Paragraph 14.3.7** sets out what these sensitive receptors are, as identified on **Drawing 14.4** in **Volume 3**.

14.2.11 **Drawing 14.1** in **Volume 3** indicates the topography of the area; this has also been taken into consideration when defining the study area, as indicated above.

Baseline data sources

Site Walkover and Surveys

14.2.12 Detailed site assessments have been carried out by landscape architects over a series of site visits in 2015, 2016 and 2017. The site assessments identified and considered built and outdoor receptors:

- Built receptors include residential properties, workplaces and recreational buildings
- Outdoor receptors include minor roads, the Highland Main Line railway (HML railway), footpaths, cycleways and equestrian routes. The summits of surrounding Munros and other hills adjoining the road corridor are also included as they are popular recreational destinations.

14.2.13 Representative viewpoints, typical of the visual receptors likely to be affected by the Proposed Scheme, have been identified and are set out in **section 14.3.** These viewpoints were agreed with the CNPA in May 2017 for the DMRB Stage 3 visual assessment.

14.2.14 Site assessments were carried out on foot and by car, to consider both winter and summer scenarios. Data was collected using a standardised checklist, as well as photographs of the current A9 alignment and potential changes in views associated with the construction and operation of the Proposed Scheme that may be physically affected. Photographs were taken to/ from representative viewpoints that may have potential visibility of the Proposed Scheme.

Desk-based Assessment

14.2.15 Desk based assessment collected baseline information, including a review of the following:

- 1:5,000, 1:1000, 1:25,000 and 1:50,000 scale Ordnance Survey (OS) mapping
- Google Earth web-based photography
- Aerial photography
- Geographical Information System (GIS) datasets (including those obtained through the CH2M Fairhurst Joint Venture (CFJV) GIS team in liaison with relevant stakeholders)
- Three dimensional visualisation model of the existing A9 and of the Proposed Scheme
- Fitting Landscape: Securing more Sustainable Landscapes (Transport Scotland, 2014)
- Planning Advice Note (PAN) 1/2013: Environmental Impact Assessment (Scottish Government, 2013)

Scoping and Consultation

14.2.16 Consultation is discussed in **Chapter 7**. Ongoing consultation with Scottish Natural Heritage (SNH), the Cairngorms National Park Authority (CNPA), Historic Environment Scotland and relevant local authorities has been undertaken during scheme development as part of the A9 Landscape.

Impact Assessment

14.2.17 The impact assessment has been undertaken using the approach outlined below, where the level of significance is assessed based on the sensitivity to change of the visual receptors and the magnitude of effect (change) experienced during the construction and operation of the Proposed Scheme.

Sensitivity to Change

14.2.18 In accordance with GLVIA 3, the assessment of sensitivity for visual effects combines judgements on the value attributed to the existing view and the susceptibility of the receptor (people) to changes in visual amenity arising from the specific type of development proposed.

Value of views

14.2.19 Value can be related to the hierarchy of designation, for example, the value attached to particular views in relation to heritage assets, or through planning designations. Value attached to views can also be expressed through published or interpretive material.

14.2.20 The criteria in **Table 14-1** below have been used, along with professional judgement, to help determine the value of the views experienced by each visual receptor.

Table 14-1: Value of views

Value	Views
High	Views from within or looking towards internationally or nationally important landscapes typically recognised by designation, or from a highly popular visitor attraction where the view forms an important part of the experience, or where the view has an important cultural association.
Medium	Views from within or looking towards landscapes of regional or district importance typically recognised by designation, or from a moderately popular visitor attraction where the view forms part of the experience, or where the view has a local cultural association.
Low	Views within landscapes with no designation and where a view is not associated with a visitor attraction and has little or no cultural association.

Susceptibility

14.2.21 The susceptibility of different visual receptors is mainly a function of:

- The occupation or activity of people experiencing the view at particular locations
- The extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.

14.2.22 The criteria in **Table 14-2** (based on GLVIA 3 guidance) has been used, along with professional judgement, to evaluate the susceptibility of different types of receptors.

Table 14-2: Visual receptor susceptibility to change

Susceptibility	Receptor Type
High	Residents People engaged in outdoor recreation, including users of public rights of way, whose attention is likely to be focused on the landscape and on particular views Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience Communities where views contribute to the landscape setting and are enjoyed by residents Travellers on scenic routes where awareness of views is likely to be particularly high
Medium	Travellers on road, rail or other transport routes likely to have an awareness of views of their surroundings. People at their place of work whose focus may be on the setting or surroundings as part of their work.
Low	People engaged in outdoor sport or recreation which does not involve appreciation of views. People at their place of work, whose focus in not normally on the setting or surrounding.

Evaluation of Visual Sensitivity

14.2.23 The sensitivity of visual receptors to changes in their views have been evaluated in accordance with the criteria provided in **Table 14-3**, based on the receptor susceptibility to change and the value of views.

Table 14-3: Visual receptor sensitivity to change

Sensitivity	Criteria
High	Receptors where the changed view is of high value and/ or where the receptor will experience an appreciable change to visual amenity by reason of the nature of activity and their expectations (receptors where the view is important to users will be considered to be of high sensitivity).
Medium	Receptors where the changed view is valued but not critical to amenity and/ or the nature of the view is valued but not a primary consideration of the users (receptors where users are likely to spend time outside of participation in their activity looking at the view and users of workplaces with windows that take advantage of views).
Low	Receptors where the changed view is unimportant and/ or users are not sensitive to change (receptors where users are unlikely to consider the views an important element of their activity will generally be assessed to be of low sensitivity).

Assigning magnitude of effects

14.2.24 The magnitude of visual effect takes into consideration the duration and reversibility of the effect. Short-term, reversible visual effects from temporary construction operations are generally considered to be of lower magnitude than long-term or irreversible effects.

14.2.25 Criteria used to evaluate the magnitude of visual change on receptors are shown in **Table 14-4.**

Table 14-4: Magnitude of visual effects

Magnitude	Criteria
High	Where the Proposed Scheme or elements of the Proposed Scheme will dominate the view and fundamentally change its character and components.
Medium	Where the Proposed Scheme or elements of the Proposed Scheme will be noticeable in the view, affecting its character and altering some of its components and features.
Low	Where the Proposed Scheme or elements of the Proposed Scheme will only be a minor element of the overall view that are likely to be missed by the casual observer and/ or scarcely appreciated.

14.2.26 These criteria represent thresholds on a continuum and, where appropriate, the intermediate categories of low to medium and medium to high magnitude have also been used in the assessment.

14.2.27 In accordance with GLVIA 3, the duration of effects have been judged on the following scale:

- Short-term: under 1 year
- Long-term: up to 15 years
  Note that in this location it will be necessary to consider effects over a longer time frame, up to 25 years, as vegetation establishment in areas with high altitude (and latitude), high rainfall and frequent low temperatures, such as found in the Proposed Scheme, will be slow. This is based on informed professional judgement as discussed through the Landscape Forum.

Assigning significance of effects

14.2.28 The significance of visual effects has been determined using professional judgment through consideration of both the sensitivity of the visual receptors and the predicted magnitude of effect as a result of the Proposed Scheme.

14.2.29 GLVIA 3 advocates that the LVIA process is an evidence-based process combined with professional judgement and that numerical scoring or weighting criteria should be avoided. When GLVIA 3 was released the Landscape Institute noted that:
"*GLVIA 3 places greater emphasis on professional judgement and less emphasis on a formulaic approach"*.

14.2.30 Therefore, a matrix of significance was not utilised and a reasoned justification for the allocated significance of the effect for each receptor is set out.

14.2.31 It should be noted that the significance categories can be either beneficial or adverse. Whilst the majority of effects are anticipated to be adverse, in some circumstances the addition of new features (e.g. such as art work or a distinctive bridge) could provide a beneficial effect.

14.2.32 **Table 14-5** sets out typical descriptors for each value of significance.

Table 14-5: Significance of visual effect

Level of Effect	Criteria
Substantial	The Proposed Scheme would cause major deterioration to a view or loss of a view from a highly sensitive receptor, and would constitute a major discordant element in the view. The Proposed Scheme would lead to a major improvement in a view from a highly sensitive receptor.
Moderate	The Proposed Scheme would cause obvious deterioration to a view from a moderately sensitive receptor, perceptible damage to a view from a more sensitive receptor. The Proposed Scheme would cause obvious improvement to a view from a moderately sensitive receptor, or perceptible improvement to a view from a more sensitive receptor.

Level of Effect	Criteria
Slight	The Proposed Scheme would cause limited deterioration to a view from a receptor of medium sensitivity or cause greater deterioration to a view from a receptor of low sensitivity. The Proposed Scheme would cause limited improvement to a view from a receptor of medium sensitivity, or would cause greater improvement to a view from a receptor of low sensitivity.
Negligible/ None	Little/ no perceptible change in the view.

14.2.33 In most circumstances, any effect that has been identified as Substantial or Moderate is deemed to be significant and require detailed investigation of mitigation, in order to reduce the effect wherever possible.

14.2.34 Professional judgement is required to make a balanced and objective assessment taking all criteria into account. In the event of an effect resulting in a Moderate/ Slight effect, whereby Moderate is considered significant and Slight is considered not significant, professional judgement has been used to consider and explain if that particular effect was considered to be significant or not significant, based upon the context of that individual receptor. This has been explained where this has occurred within the assessment.

Assigning mitigation

14.2.35 Potential mitigation measures to reduce the identified effects have been considered during this assessment and are discussed in **section 14.5.** Embedded mitigation, relevant to this chapter, is detailed in **section 14.4**.

Limitations to assessment

14.2.36 Precise details of construction activities in specific locations are limited. Therefore, an indicative assessment of construction stage effects was made for the representative viewpoints.

14.3 Baseline Conditions

14.3.1 A schedule of potential visual receptors has been established. The schedule has been derived following a desktop assessment of OS maps and existing and proposed tZVI (**Drawings 14.2** and **14.3** in **Volume 3**). Each receptor has been identified as Built (residential, commercial or other) or Outdoor (infrastructure or recreational).

14.3.2 Given that the Proposed Scheme study area is so sparsely populated, every individual dwelling has been identified; this is reflected in **Table 14-6**, which identifies all likely visual receptors within the Proposed Scheme. However, in order to undertake the DMRB Stage 3 EIA, a number of typical (representative) receptors were identified in order to undertake this visual assessment. These representative receptors are shown on **Drawing 14.4** in **Volume 3** and listed in **Table 14-6** below.

14.3.3 The sensitivity of the view from each of these viewpoints was assessed using the combination of value and susceptibility to change, as set out within the methodology in **section 14.2** above.

Visual Receptors

14.3.4 **Table 14-6** comprises a comprehensive list of the likely visual receptors within the study area for the Proposed Scheme.

Table 14-6: Project 8 Visual Receptors

Project 8 Visual Receptors		
Built		
Residential	1-3 Ben Alder Cottages	Truimbank
	5-10 Ben Alder Road	Dalwhinnie Beag
	Heatherlea Cottage	Old Toll House
	Grampian View	The Bungalow
	Allt An't Sluic Lodge	Margaret Villa
	Ben Alder Bunkhouse	Tigh Fhothannan
	Ben Alder Restaurant Flat	By The Way
	1-2 Loch Ericht Cottages	Station House
	Keepers Cottage	1-4 Station Cottages
	Birch View	The Old Toll House, Station Road
	Ben Alder	Monadhliath, Ben Alder Road
	Fern Cottage	4-10 Distillery Cottages
	Bracken Cottage	Brewers House, Distillery
	Aldersyde	Dalwhinnie Lodge
	Glenlochsie	Schoolhouse, Ben Alder Road
	Glenisla	The Sheiling
	Cable Cottage	Tigh Na Sigha
	1 Truim View	Woodside
	1-4 Cuaich	Willett Cottage, Cuaich
	Crubenmore Lodge	House at Crubenmore bridge
	Crubenmore Cottage	
Commercial	Dalwhinnie Distillery	Loch Ericht Hotel/ Snack Shack
	Dalwhinnie Tearoom and Bar	Shop, Old Toll House
	Petrol Filling Station	The Post Office
Community	Dalwhinnie Primary School	Dalwhinnie Railway Station
	Dalwhinnie Village Hall	
Outdoor		
Infrastructure	HML railway	A9 users
	National Cycle Network (NCN) 7	Dalwhinnie to Crubenmore Road
	A889 users	
Recreational	Summit of Leacainn	Scottish and Southern Energy (SSE) Aqueduct track
	Summit of Creag Ruadh	Summit of hill above Crubenmore Lodge (with telecom tower)
	Summit of Meall Odharaich	Summit of Am Binnein
	Summit of Creag Ruadh	Summit of Tom na Cuile Riabhaich
	NCN7	Hill track to A'Bhuidheanach
	Summit of Carn na Caim	Summit of Creagan Mor
	Crest at A'Bhuidheanach	

Representative receptor viewpoints

14.3.5 From the above, key representative viewpoints have been selected to enable a comparison of the potential impacts of the Proposed Scheme from a range of sensitive receptors. These representative visual receptors are identified in **Table 14-7** and the locations of them are shown on **Drawing 14.4** in **Volume 3**. The photography for these viewpoints can be seen on **Drawings 14.5 – 14.19** in **Volume 3**. These represent winter (worst case) and summer views for each receptor (note, summer view photos are not available for viewpoints 13 and B).

14.3.6 These representative viewpoints were agreed with the CNPA in May 2017 for the DMRB Stage 3 visual assessment.

Table 14-7: Project 8 representative viewpoint receptors

Representative Viewpoint Reference	Visual Receptor	Receptor Type	Grid Reference
1	Hill track to A'Bhuidheanach	Outdoor	NN 64379 81995
2	NCN7 where it meets existing Dalwhinnie Junction	Outdoor	NN 63939 82843
3	A889/ NCN7 near new junction location	Outdoor	NN 63727 84069
4	A889 / Ben Alder Cottages	Built and outdoor	NN 63700 84147
5	Dalwhinnie Garage/ Loch Ericht Hotel	Built	NN 63692 84169
6	Western edge of Dalwhinnie residential receptors/ railway crossing/ HML railway users/ NMU routes	Built and outdoor	NN 63369 84650
7	A889/ centre of Dalwhinnie	Built and outdoor	NN 63684 84767
8	Dalwhinnie Distillery	Built	NN 63903 85400
9	Summit of Leacainn	Outdoor	NN 65459 85404
10	General Wade's Military Road (GWMR) lay-by nearest Dalwhinnie	Outdoor	NN 64384 86341
11	Cuaich	Built	NN 65564 87018
12	Lay-by along GWMR to the west of Cuaich	Outdoor	NN 65059 87346
13	Ascent to Creag Ruadh	Outdoor	NN 66561 87061
14	Lay-by along GWMR at grid reference NN 67118 89706	Outdoor	NN 67118 89706
15	GWMR at Crubenmore Lodge	Built and outdoor	NN 67551 91035

14.3.7 Views from (or experienced by) users of the HML railway are also assessed. Views from the HML railway are transient in nature. Photos that represent views from certain locations have been included in this assessment. Viewpoints 2 and 6, **Drawings 14.6** and **14.10** in **Volume 3**, are also representative of views from the HML railway at these points.

Sensitivity of representative viewpoints

14.3.8 The following sub sections assess the value, susceptibility and sensitivity of receptors at representative viewpoints according to **Table 14-2**, **Table 14-3** and **Table 14-4**, selected to enable a comparison of the potential effects of the Proposed Scheme. Where appropriate, the viewpoint descriptions have been augmented by additional non-technical photographs within the text (**Photographs 14.1 – 14.8**).

Viewpoint 1 – Hill track to A'Bhuidheanach

14.3.9 This track leads to the summits of A'Bhuidheanach at 936m AOD and Carn na Caim 941m AOD, which are two Munros that attract hill walkers. The A9 is not visible from the summits of A'Bhuidheanach or Carn na Caim. However, on the descent of this track, where the representative viewpoint is located, the view takes in the A9 corridor, which does detract from the wider dramatic scenery. There is a woodland plantation along the A9, and views towards the A9 are only possible once above this.

14.3.10 The view is of high value. Given that the path is used for outdoor recreation, susceptibility to road widening will be high/ medium as receptors interest is focused on the views of the landscape, which included the existing A9. Due to its location within the Cairngorms National Park (CNP), and its high/ medium susceptibility to the Proposed Scheme, it has been allocated a **High/ Medium** sensitivity.

Viewpoint 2 – NCN7 where it meets the existing Dalwhinnie Junction

14.3.11 This viewpoint is taken from NCN7, where the off-road and on-road sections meet at the existing A9/ A889 Dalwhinnie Junction.

14.3.12 This track is used by cyclists and walkers, with the A9 highly visible from this location. This viewpoint is allocated a high value and, as users are adjacent to the A9, it is also allocated a high susceptibility to change. Therefore, this viewpoint has been allocated a **High** sensitivity.

Viewpoint 3 – A889/ NCN7 within close proximity to Dalwhinnie Junction.

14.3.13 Viewpoint 3 is taken just outside of Dalwhinnie along the A889, looking towards the location of the proposed Dalwhinnie Junction. The view looks across heather moorland to the A9, with the Beauly to Denny Power Line (BDL) visible in front of the rolling hills. As it is within the CNP, this view has been allocated a high value.

14.3.14 There is access to the SSE Aqueduct track from here, which is occasionally used for recreation. As well as walkers, the A889 forms part of the NCN7 route and will be used by cyclists and road users. Given the number of recreation routes this has been allocated a high susceptibility.

14.3.15 Considering the existing infrastructure in this view and that predominantly vehicle users will experience this (although as previously noted NMUs also use this route), the viewpoint has a **High** sensitivity.

Photograph 14-1: Existing SSE Aqueduct track and view of the proposed A889 tie-in location

Viewpoint 4 – A889/ Ben Alder Cottages

14.3.16 Viewpoint 4 is representative of the Ben Alder Cottages looking south-east along the A889. The A9 and BDL can be seen within the high value landscape of the CNP.

14.3.17 As this view is representative of views from nearby residential properties as well as road and NMUs this is allocated a high susceptibility to change, and therefore has a **High** sensitivity.

Photograph 14-2: Looking towards the A9 from Ben Alder Cottages in Dalwhinnie

Viewpoint 5 – Dalwhinnie Garage/ Loch Ericht Hotel

14.3.18 This viewpoint is at the southern edge of Dalwhinnie and is representative of the view from the receptors in this area, which consist of residential, leisure, commercial and places of work. Despite the trees and scrub at the back of the hotel car park there is a clear view east towards the A9 from the hotel itself. This viewpoint is within the CNP so has a high value.

14.3.19 Susceptibility to change is allocated as medium as the car park is predominately used by those travelling in the Highlands and an awareness of the view is likely to be high. Due to the value and susceptibility, the sensitivity of the viewpoint is assessed as **High**.

Viewpoint 6 – Western edge of Dalwhinnie; residential receptors/ railway crossing/ HML railway users/ NMU routes

14.3.20 This viewpoint is representative of recreational users, including walkers and cyclists, and users of the HML railway, looking across Dalwhinnie toward the A9. Associated built form of Dalwhinnie can be viewed, as well as high value views within the CNP.

14.3.21 These views will be experienced by outdoor recreational users and therefore a high susceptibility to change is allocated. Therefore, the sensitivity of this view is assessed as **High**.

Viewpoint 7 – A889/ Centre of Dalwhinnie

14.3.22 This viewpoint is representative of the residential receptors within Dalwhinnie. Views of the surrounding landscape will be valued by residents; it is therefore allocated a high value and susceptibility to change.

14.3.23 Not all properties have views east to the A9 and the hills beyond; however, this viewpoint is allocated a **High** sensitivity.

Viewpoint 8 – Dalwhinnie Distillery

14.3.24 The distillery is a popular tourist destination and a place of work. The views of the distillery are particularly striking. The view from the distillery is less dramatic but is still important.

14.3.25 The distillery car park has open views to the south-east towards the A9. The view from the car park takes in the scenic quality of the mountain ranges to the west and east, as well as the landscape surrounding Dalwhinnie. The A9 is visible to the east and is on an embankment with some planting surrounding the road corridor. The view is assigned high value.

14.3.26 The susceptibility to change is high as most visitors will appreciate the setting of the distillery, and the view of the surrounding hills forms part of this experience. This visual receptor is therefore allocated a **High** sensitivity.

Viewpoint 9 – Summit of Leacainn

14.3.27 This viewpoint is elevated and to the east of the A9. It is 527m high, which is relatively low for the area, and there are no clear pathways up to the summit. It is a natural feature within the CNP with wide views, so it will have high value; however, due to its distance from the A9 and that the A9 forms a small part of this view, it has been allocated a medium susceptibility.

14.3.28 The allocation of a **Medium** sensitivity is appropriate to this viewpoint which is representative of the hillsides to the east of the A9 at approximate chainage (ch.) 21,750 to 24,300.

Photograph 14-3: Summit of Leacainn looking toward Cuaich and the A9

Viewpoint 10 – GWMR lay-by nearest Dalwhinnie

14.3.29 This viewpoint is representative of road users and cyclists along GWMR, looking south-east towards the A9. The BDL is highly visible; however, the surrounding view is still of high value.

14.3.30 This view is allocated a medium susceptibility as most users will experience this view from the road; however, it has a **High** sensitivity due to the high value of the view and that receptors using GWMR will have a high appreciation for the visual amenity of the view.

Viewpoint 11 – Cuaich

14.3.31 As a cluster of residential receptors close to the A9 with views to the east and west, this viewpoint is allocated high value and susceptibility, and a **High** sensitivity.

Photograph 14-4: View from Cuaich looking towards the A9

Viewpoint 12 – GWMR west of Cuaich

14.3.32 This is an unclassified road that follows the line of the GWMR on the west side of the strath. It is a route that visitors to the Dalwhinnie Distillery use to re-join the northbound A9. The view has high value and medium susceptibility, due to receptors here being travellers on GWMR, and therefore views are generally transient. The view will be important to most of the road users so the viewpoint is allocated a **High** sensitivity.

Viewpoint 13 – Ascent to Creag Ruadh

14.3.33 Creag Ruadh is a 'Graham' [a separate hill over 658m]. There are paths leading to the summit and a small cairn which has relatively easy access from the A9. As a Graham, within the CNP, the view is highly valued and will have high susceptibility as the view from the ascent to, and from the summit is a key part of the hill walking experience. It has been allocated a **High** sensitivity.

Photograph 14-5: View toward the A9 on the ascent to Creag Ruadh

Viewpoint 14 – GWMR at grid ref NN 67118 89706

14.3.34 This viewpoint is representative of road users and cyclists along GWMR, looking south-east towards the A9. This view has a high value and a medium susceptibility as it will mostly be experienced by road users. However, this view has a **High** sensitivity.

Viewpoint 15 – GWMR at Crubenmore Lodge

14.3.35 This is holiday accommodation so the view from the property is key to the experience of visitors staying here. It has a high value and susceptibility and is therefore allocated **High** sensitivity.

Proposed Scheme A9 Representative Viewpoints

14.3.36 It is important to review the potential effects on A9 users. The view from the road is a key part of the visual experience as most people will experience this landscape from the road.

14.3.37 As noted above, views from the road in terms of users of the road are assessed within **Chapter 9**; however, DMRB, Volume 11, Section 3 Part 5, '*Landscape Effects'* notes that the visual impact of the Proposed Scheme should be assessed from the centre line of the existing road. Therefore, to best represent this, views from existing A9 lay-bys have been identified to assist the assessment of the Proposed Scheme.

14.3.38 Views from existing lay-bys are listed in **Table 14-8** and are represented on **Drawing 14.3** in **Volume 3** of this report. The photography for these viewpoints can be seen on **Drawings 14.20 – 14.26** in **Volume 3**.

Table 14-8: Representative views from existing A9 lay-bys

Existing lay-by viewpoint receptor reference	Existing lay-by reference	Grid Reference
A	Northbound lay-by 87	NN 63913 81990
B	Southbound lay-by 89	NN 64024 84124
C	Northbound lay-by 91	NN 64655 85777
D	Southbound lay-by 92	NN 64792 85921
E	Southbound lay-by 94	NN 65395 86634
F	Northbound lay-by 97	NN 67369 89181
G	Southbound lay-by 99	NN 67795 90595

14.3.39 Key representative viewpoints presented in **Table 14-8** above, have been selected to enable a comparison of the potential effects of the Proposed Scheme from a range of sensitive receptors. The representative viewpoints that have been assessed as part of this chapter are set out in **Table 14-9** and can be seen on **Drawings 14.21, 14.24 and 14.26 in Volume 3**. These viewpoints, along with those in **Table 14-7**, are shown on **Drawing 14.4** and have been agreed with the CNPA.

Table 14-9: Proposed Scheme on-road representative views (from lay-bys)

Existing lay-by viewpoint receptor reference	Existing lay-by reference	Grid Reference
B	Southbound lay-by 89	NN 64024 84124
E	Southbound lay-by 94	NN 65395 86634
G	Southbound lay-by 99	NN 67795 90595

A9 Users

14.3.40 The study area is highly scenic, with a very strong Highland character. However, along much of the length of the Proposed Scheme, open views of existing pylons, rail and road infrastructure intrude on views of the landscape adjacent to the A9. The gentle curves of the road alignment fit well with the undulating landscape. The road threads its way along the edge of the valley floor on the east side of the glen; views west are unimpeded. The River Truim meanders along its floodplain throughout the study are to the west of the A9 and the heather-clad moorland hills rise up to rounded summits.

Types of Lay-bys

14.3.41 Regarding DMRB lay-by definitions as referred to below, a type A lay-by has a segregation island between the carriageway and the lay-by, and a type B lay-by is a more basic roadside bay with no physical segregation island.

Viewpoint B – Southbound lay-by 89 at grid reference NN 64024 84124

14.3.42 The view from this type B lay-by, to the east, is of mid to long-distance towards Dalwhinnie. The view is over the strath, with topography falling towards Dalwhinnie. Hills and areas of woodland form a backdrop to Dalwhinnie within this view. Further to the north, Dalwhinnie Distillery is visible. To the west landform starts to rise and the BDL is visible. The view is of high value and high susceptibility, with an overall **High** sensitivity.

Viewpoint E – Southbound lay-by 94 at grid reference NN 65395 86634

14.3.43 The view from this type B lay-by is of mid to long-distance, with part of the view obstructed by Lechden Wood. Cuaich is visible to the west. Topography surrounding the immediate A9 corridor is undulating with mountains rising to the east, west and in the distance to the north and south. The view is of high value and medium susceptibility, with an overall **Medium** sensitivity.

Viewpoint G – Southbound lay-by 99 at grid reference NN 67795 90595

14.3.44 The view from this type B lay-by is of short to mid-distance, obstructed by tree planting and rising topography to the east and west; therefore the view is restricted. Rocky outcrops can be seen in the topography to the east of the road. The view is of high value and medium susceptibility, with an overall **Medium** sensitivity.

Views from users of the HML Railway

14.3.45 The HML railway is to the west of the existing A9. Views from users of the HML railway are transient in nature as trains pass through the area at speed. Even though the view is transient, a perception of surrounding landscape is able to be formed. Viewpoint 6, **Drawing 14.10** in **Volume 3**, is located next to the railway crossing in Dalwhinnie and is considered representative of HML railway receptors within Dalwhinnie.

14.3.46 The photographs below are taken from near to the HML railway at various locations within the Proposed Scheme. The only place within the Proposed Scheme that HML railway receptors will be stationary is at Dalwhinnie Station. Views from the stationary train to the A9 will be very limited, if any view at all. This is due to the station building, residential properties and vegetation screening the view.

14.3.47 There are a number of locations where the A9 and the HML railway are located very close to each other. Between the Project 7 tie in and ch. 20,000 to 22,600 the A9 runs close and largely parallel,

with the closest points between ch. 21,000 and 21,600 at approximately 131m distance to the A9. At this location, the River Truim is between the HML railway and the A9.

14.3.48 Between ch. 21,800 and 24,400 the HML railway is located to the west of Dalwhinnie, with most of the houses in the village and the River Truim being located between the HML railway and the A9. While in Dalwhinnie, the HML railway is at its furthest point from the A9, approximately 800m to the west. North of Dalwhinnie the HML railway again converges towards the A9 and between ch. 24,400 and 26,600, then it crosses the River Truim and passes to the west of Cuaich.

14.3.49 Between ch. 26,600 and 27,900 the A9 is very close to the HML railway, approximately 30m distance at its closest point. However, there are embankments to the west of the A9 that screen views from the HML railway in places. Between ch. 27,900 and 30,200 it is still parallel to the A9 with the River Truim now to the west of both the HML railway and A9. At this point the HML railway is between approximately 120m–190m distance from the A9.

14.3.50 From ch. 30,200 to 31, 050 the HML railway is approximately 32m from the A9 at its closest point. This is shown on **Photograph 14.8** below. The HML railway is below the A9 at this location, therefore views from the HML railway are primarily concentrated to the west where the view is more open across the River Truim with hills in the distance. To the east/ towards the A9, views are of the vegetation along the A9 therefore screening some of the A9 within this view.

14.3.51 Viewpoints 10, 12, 14 and 15 on **Drawings 14.14, 14.16, 14.18 and 14.19** in **Volume 3** are along GWMR, which is further to the west of the HML railway and A9; however, these also give an understanding of the view that could be expected from users of the HML railway.

14.3.52 The value of the views from the HML railway within the Proposed Scheme are high. Susceptibility is medium as these users are travelling by rail and will have an awareness of their surroundings but in the majority of places will not have a clear perceivable view of the A9, and when they do it will be a transient view. Overall sensitivity of views from the HML is considered to be **High/ medium**.

Photograph 14-6: View looking north east from bridge over HML railway to north of Dalwhinnie

Photograph 14-7: View looking east from bridge over HML railway to north of Dalwhinnie

Photograph 14-8: View looking south-west over HML railway near Crubenmore

Baseline summary

14.3.53 **Table 14-7** and **Table 14-8** above provide a summary of the viewpoints considered as part of this assessment. The key receptors upon which the impact assessment has been based include:

- The built environment within the study area, which is limited to residences at Dalwhinnie (including Ben Alder Cottages), Cuaich and Crubenmore. Also users of Dalwhinnie Garage, Loch Ericht Hotel and Dalwhinnie Distillery
- Users of infrastructure, including the HML railway and the existing A9
- Recreational resources, including hills and tracks
- A9 on-road views (from lay-bys)

14.4 Potential Impacts

Introduction

14.4.2 This section considers the temporary (construction) and permanent (operational) potential visual effects of the Proposed Scheme on the representative receptors identified in **Table 14-7** and **Table 14-9**.

14.4.3 Through the environmentally led design process, embedded mitigation has been developed and is incorporated in the Proposed Scheme design. Embedded mitigation is further explained in **paragraph 14.4.5.** All effects identified within this section have been assessed with the inclusion of embedded mitigation. Additional mitigation has been identified within **Table 14-10**.

14.4.4 The long term permanent effects, after years 15-25, identified in **Table 14-10**, are assessed to include the embedded and additional mitigation. Additional mitigation is explained in **section 14.5**.

Embedded (Primary) Mitigation

14.4.5 Through the DMRB Stage 3 iterative design process, environmentally led workshops considered each aspect of the developing design and made recommendations for certain features to be included in the next design iteration. These aspects have been defined as 'embedded mitigation' and, where they are included in the Proposed Scheme design, they are considered within the context of the impact assessment as providing mitigation to avoid or reduce environmental impacts, and in some cases, provide environmental benefits. Detail of the embedded mitigation is further explained in **section 14.5**.

14.4.6 Within this EIA, 'embedded' mitigation is what GLVIA3 refers to as 'primary' mitigation. With respect to the landscape considerations in this chapter, the relevant aspects of embedded (primary) mitigation measures include:

- Preliminary form of cutting and embankment slopes (including any areas of rock cut) adjoining the mainline have been designed with the involvement of Landscape Architects to reflect local landform features where possible, within peat, habitat and flood zone constraints. There are several landform sensitive areas as set out within **Chapter 13** and the proposed slopes respond to these areas, to reflect the surrounding landform as much as possible. Through the design process, and as reflected within the Proposed Scheme, the desired gradients of all slopes adjoining the road have been set. Additional mitigation in the form of detailed design for some of these areas will be required to improve aesthetics and the landscape fit. This is set out within **Table 14-12**
- Design of rock cutting between ch. 26,450 and 27,250
- Initial slope design of Dalwhinnie Junction (ch. 22,000 – 23,000) and Cuaich (ch. 25,300 – 26,000)
- Preliminary form of sustainable drainage system (SuDS) basins, have been designed in conjunction with Landscape Architects to reflect local landscape characteristics and to replicate natural features where possible
- Location of A9 lay-bys in areas of visual interest at the following locations; northbound at ch. 23,850 and southbound at ch. 24,400 both from which views across to Dalwhinnie and Dalwhinnie Distillery are possible; northbound at ch. 26,300, from which views across the River Truim and to Dalwhinnie will also be possible; southbound at ch. 27,600 and northbound at ch. 30,200 where scenic views predominantly to the west will be possible

- All lay-bys will have a segregation island, improving user safety
- Designs to improve aesthetics and local integration of structures, cascades and access tracks

14.4.7 Embedded mitigation specific to views from the road has also been developed through the environmentally-led design process, with input from Landscape Architects, including:

- Landform refinement of mainline cuttings, embankment slopes and underbridge access proposals, adjoining the proposed road to the surrounding landscape
- Design of access tracks/ realigned NMU routes
- Design of drainage (SuDS) features
- Design of retaining walls and other structures
- Designs to improve the appearance and integration of structures, cascades and access tracks
- Design of rock work areas

14.4.8 While the impact assessment is undertaken in cognisance of the embedded (primary) mitigation features noted above, in order to ensure that all project mitigation requirements (including embedded (primary), standard and specific mitigation) are captured, they have been included within **section 14.5**, and the Schedule of Environmental Commitments contained in **Chapter 21**. The additional mitigation listed in **section 14.5** is what GLVIA 3 refers to as secondary mitigation. A9 Standard and project-specific mitigation has been identified within **Table 14-12.**

14.4.9 The long term/ permanent effects after years 15-25, identified in **Table 14-11**, have been assessed as including the embedded and additional mitigation. The details of the proposed additional mitigation are further explained in **section 14.5**.

Additional (Secondary) Mitigation

14.4.10 Additional visual mitigation is that which is necessary to reduce or minimise any likely long term residual effects following the implementation of embedded visual mitigation measures. In general, this would comprise introducing planting that screens adverse views from sensitive receptors; replaces element of views that have been removed by the Proposed Scheme; augments existing features; or enhances views by for example, creating a context or frame. Additional mitigation measures are what GLVIA3 refers to as 'secondary' mitigation, and are further explained in **section 14.5**.

14.4.11 Additional mitigation, specific to views from the road (assessed in **Chapter 9)**, has been developed through the environmentally-led design process, aligned to the key objectives for the landscape and visual design for the Proposed Scheme, as set out in **Appendix 13.2** in **Volume 2** including:

- Design of the roadscape environment including seeding and planted features (as shown on **Environmental Mitigation Drawings 6.1 to 6.11** in **Volume 3**)
- Visual/ aesthetic treatment of concrete superstructure of retaining walls and some elements of bridges, subject to detailed design
- New embankments and cuttings to be specified at detail design to feather into the toe and top of the adjacent (existing) gradients, at approved profiles, to form slopes of natural appearance similar to the topography within the Proposed Scheme context
- SuDS are to be further developed at detailed design stage including seeding and planted features (as shown on **Environmental Mitigation Drawings 6.12 to 6.14 in Volume 3**

Temporary Impact Assessment: Construction Phase

14.4.12 The likely construction activities that may affect the visual amenity of the study area will include:

- Site clearance and demolition
- Stock proof fencing
- Pre-earthworks drainage and temporary SuDS
- Earthworks general (cut/ fill)
- Material transfer via haul routes and temporary watercourse crossings
- Rock cuts and rock breaking
- Stockpiling and temporary lay-down
- Watercourse diversions and culverts
- Drainage networks, including SuDS basin and outfall installation
- Earthworks rolling and compaction
- Vehicles moving machinery and materials to and from the site
- Machinery, potentially including heavy excavators, earth moving plant, concrete batching plant and cranes
- Vegetation loss and exposed bare earth over the extent of the proposed works
- Road sub-layer formation
- Central reserve works
- Road pavement laying
- Structures demolition
- Bridge abutment construction
- Bridge structure and deck construction
- Road marking
- Signage installation
- Site restoration (ecological and landscape mitigation works)
- Active traffic management
- Temporary roads, access tracks, haul routes, etc.
- Temporary site compound areas including site accommodation and parking
- Vegetation protection fencing to protect existing vegetation to be retained

14.4.13 Construction activities may result in a high local magnitude, but will be temporary and of relatively limited duration.

14.4.1 Effects of temporary works during the construction phase that will be in common for all the representative viewpoints may include: vehicles and machinery, vegetation loss, exposed earth, structures and earthworks, access roads, material storage, and lighting.

14.4.14 **Table 14-10** below provides a detailed assessment of representative viewpoints at construction phase for the Proposed Scheme. **Drawing 14.27** in **Volume 3** also notes the effects on the representative visual receptors during construction.

Table 14-10: Construction phase effects on representative visual receptors

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
1. Hill track to A' Bhuidheanach	On the northbound side of the Proposed Scheme (around ch. 20,400) there are a number of likely temporary works in the location where permanent SuDS basin 207 is installed, that will be visible. Longer distance views north are possible, with Dalwhinnie Distillery visible. Therefore it is anticipated that construction works associated with the Dalwhinnie Junction are likely to be visible. Views from this receptor towards the Proposed Scheme are primarily short to mid-distance; therefore adverse effects during construction are anticipated.	High/ Medium	High/ Medium	**Moderate**

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
2. NCN7 where it meets existing Dalwhinnie Junction	In this area there will be permanent SuDS basins (213 and 214) therefore there will be some works in this area during the construction phase. Mid-longer distance views towards the Dalwhinnie Junction construction works are possible. This receptor is very close to the Proposed Scheme and therefore has short distance views of any construction work and adverse effects are therefore anticipated over a long section of the route with generally open views towards the Proposed Scheme possible.	High	High/ Medium	**Substantial/ Moderate**
3. A889/ NCN7 near proposed Dalwhinnie Junction	Construction activity related to the Proposed Scheme, comprising of the proposed Dalwhinnie Junction, A889 tie-in works, SuDS basin 225 and associated track will be visible in the short distance from this location. Due to the very close proximity to the proposed Dalwhinnie Junction there will be adverse effects during construction.	High	High/ Medium	**Substantial/ Moderate**
4. A889/ Ben Alder Cottages	As with receptor 3, this location is very close to the proposed Dalwhinnie Junction and construction activity related to the Proposed Scheme will be visible in the short distance. Residential receptors at Ben Alder Cottages have limited views towards the Proposed Scheme from within the properties, due to their north/ south orientation. Views from within the curtilage would be possible; however there is a woodland belt to the south of these properties that would partly screen the works, however, as construction works will remove some of this woodland belt and construction activity will be within close proximity to these residential receptors, they will still experience a degree of visual disruption.	High	High/ Medium	**Substantial/ Moderate**
5. Dalwhinnie Garage/ Loch Ericht Hotel	As with receptors 3 and 4, this location is very close to the proposed Dalwhinnie Junction and construction activity related to the Proposed Scheme will be visible in the short distance. Both these buildings are orientated east/ west, with receptors within these buildings and curtilage having direct views of the Dalwhinnie Junction area, where an extensive amount of construction activity will be visible	High	High/ Medium	**Substantial/ Moderate**
6. Western edge of Dalwhinnie residential receptors/ railway crossing/ HML railway users/ NMU routes	These receptors are set back from the Proposed Scheme, approximately 590m to the Dalwhinnie Junction and 700m to the mainline. The Proposed Scheme is visible and works related to the construction will be partially perceptible within this view and therefore the works would cause limited deterioration to this view.	High	Low	**Slight**
7. A889 / Centre of Dalwhinnie	These receptors are approximately 420m from the Proposed Scheme, with mainly mainline works being visible and limited junction works, therefore works related to the construction will be partially perceptible within this view. However, the works would cause limited deterioration to this view.	High	Low	**Slight**
8. Dalwhinnie Distillery	Views of the proposed construction works would be noticeable within this view and would cause noticeable detraction from the wider views towards the south and east. It is anticipated that some tree planting to the north of the SSE Aqueduct will be removed as part of the construction works, which will provide deterioration in the view towards the Proposed Scheme from this location.	High	Medium/ Low	**Moderate/ Slight not significant**
	Assessed as **Moderate/ slight not significant** due to users from here being classed as a highly sensitive receptor but with changes in the view causing limited deterioration during the temporary construction stage.			
9. Summit of Leacainn	Construction works will likely be perceptible within the view from this location; however they will form a small portion of the view and would not obviously detract from the wider, highly scenic view.	Medium	Low	**Slight**

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
10. GWMR lay-by nearest Dalwhinnie	This receptor is approximately 550m from the Proposed Scheme. Construction works are likely to be perceptible from this location; however they would only slightly detract from the wider view. Users along GWMR are likely to have mostly transient views parallel to the Proposed Scheme, unless stationary within this lay-by.	High	Medium/ Low	**Moderate/ Slight not significant**
	Assessed as **Moderate/ Slight not significant** due to users from here being a highly sensitive receptor but with changes in the view causing limited deterioration during the temporary construction stage.			
11. Cuaich	These properties are very close to the proposed works with construction activity likely to be highly visible from this location. There would be construction work to the south, east and north of these properties. This will include the construction of a new underpass under the A9, widening of the existing road corridor to the east, raising the vertical alignment of the A9 and associated works to slopes. There will also be the removal of a large amount of Lechden Woods will occur to allow for SuDS basin 254 and associated access track to the south. Planting to the west of the A9 will also be removed as part of the construction works. A small bund adjacent to SuDS basin 258 is proposed as a flood protection measure. This will blend into the slope embankment to the mainline and the slopes to SuDS basin 258. Construction works associated with the Proposed Scheme will also cause deterioration to this view.	High	High	**Substantial**
12. Lay-by along GWMR to the west of Cuaich	This receptor is approximately 570m from the Proposed Scheme. Lechden Woods will be partly removed during construction, thus increasing the visibility of the Proposed Scheme and construction works from this location. This will cause deterioration to this view. Users along GWMR are likely to have mostly transient views parallel to the Proposed Scheme, unless stationary within this lay-by.	High	Medium	**Moderate**
13. Ascent to Creag Ruadh	Construction works will likely be perceptible within the view from this location; however they will form a small portion of the view and would not obviously detract from the wider, highly scenic view.	High	Medium/ Low	**Moderate/ Slight not significant**
	Assessed as **Moderate/ Slight not significant** due to distance from the Proposed Scheme and the focus of the view on the wider landscape not on the Proposed Scheme.			
14. GWMR at grid reference NN 67118 89706	This receptor is approximately 308m from the Proposed Scheme. There is some woodland/ vegetation context surrounding the River Truim that partly screens views towards the Proposed Scheme. Construction works are likely to be perceptible but would not obviously deteriorate the view due to the detail that would likely be perceived from this location. Users along GWMR are likely to have mostly transient views parallel to the Proposed Scheme, unless stationary within this lay-by.	High	Medium/ low	**Moderate/ Slight not significant**
	Assessed as **Moderate/ Slight not significant** due to users from here being a highly sensitive receptor but with changes in the view causing limited deterioration during the temporary construction stage.			
15. GWMR at Crubenmore Lodge	This receptor is approximately 70m from the Proposed Scheme. There is some woodland/ vegetation context surrounding the River Truim that partly screens views towards the Proposed Scheme. Within close proximity to these receptors is SuDS basin 306 and compensatory flood storage is proposed, which will bring construction activity closer to these receptors, thus making them more dominating within the view. Some loss of vegetation is likely to occur. Users along GWMR are likely to have mostly transient views parallel to the Proposed Scheme, unless stationary within this lay-by.	High	Medium	**Moderate**

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
Views from users of the HML railway	Views from users of the HML railway are transient in nature. The HML railway is closest at the northern and southern extents of the Proposed Scheme. At the southern extent, the HML railway is approximately 264m from the A9 mainline at ch. 20,000 and to the north, the HML comes within approximately 40m at ch. 30,600. Between ch. 30,600 and ch. 31,000 the construction of the retaining wall is between the mainline and the HML railway and therefore will likely be visible. In some of the views, some of the Proposed Scheme works will be visible, especially at locations where the HML railway is close to the works.	High/ medium	Medium	**Moderate**
B Existing lay-by 89 at Grid Reference NN 64024 84124	This lay-by is currently located in the centre of the proposed new Dalwhinnie Junction. Therefore during construction there will be a lot of changes happening in this location. The lay-by itself, as it is part of the existing A9, will be closed at some point during the construction works, however this view is representative of views from users of the mainline. The construction related to the junction at Dalwhinnie will take place to the east and west of here and will dominate the view for the duration of the construction period.	High	High	**Substantial**
E Existing lay-by 94 at Grid Reference NN 65395 86634	This view is next to Lechden Woods and looks towards Cuaich. During the construction of SuDS basin 254, the south eastern corner of Lechden Woods will be removed to accommodate this feature. This will be highly visible from this location. Some of the vegetation near to Cuaich will be removed as part of the construction. As the Proposed Scheme is online widening of the existing road, during construction parallel widening will take place, therefore construction activity will dominate the views in this location. The lay-by itself, as it is part of the existing A9, will be closed at some point during the construction works, however this view is representative of views from users of the mainline.	Medium	High	**Substantial/ Moderate**
G Existing lay-by 99 at Grid Reference NN 67795 90595	From this view, existing tree cover and vegetation will be removed through the construction period. As the Proposed Scheme is online widening of the existing road, during construction parallel widening will take place, therefore construction activity will dominate the views in this location. The lay-by itself, as it is part of the existing A9, will be closed at some point during the construction works, however this view is representative of views from users of the mainline.	Medium	High	**Substantial/ Moderate**

14.4.15 Visual intrusion from construction activities can impact on views and also reduce enjoyment of the landscape. **Table 14-10** above highlights that, of the 15 representative receptors, it is anticipated that there will be significant construction stage effects on eight. The most significant effects are experienced where receptors are within close proximity to the Proposed Scheme.

14.4.16 The viewpoints that do not have significant effects are generally at a distance from the Proposed Scheme where the view will not be significantly deteriorated by the construction works.

14.4.17 As **Table 14-10** above highlights, it is anticipated that during the construction phase there will be significant effects on views from the HML railway and the three representative viewpoints from the existing A9 carriageway. In general these receptors are within close proximity to major works and therefore there will be a detrimental effect on views during the construction period.

Permanent Impact Assessment: Operational Phase

14.4.18 **Figures 14-1** to **14-5** below are screen shots taken from the 3D rendered model, depicting elements of the Proposed Scheme likely to be visible from some of the representative receptors. Note these images are indicative and that limits are set to this model, and therefore the entire surrounding context is not included, such as mountain ranges. These images are indicative but help provide an impression of the Proposed Scheme from various locations identified below. The model also only shows elements of the Proposed Scheme without additional mitigation, such as planting.

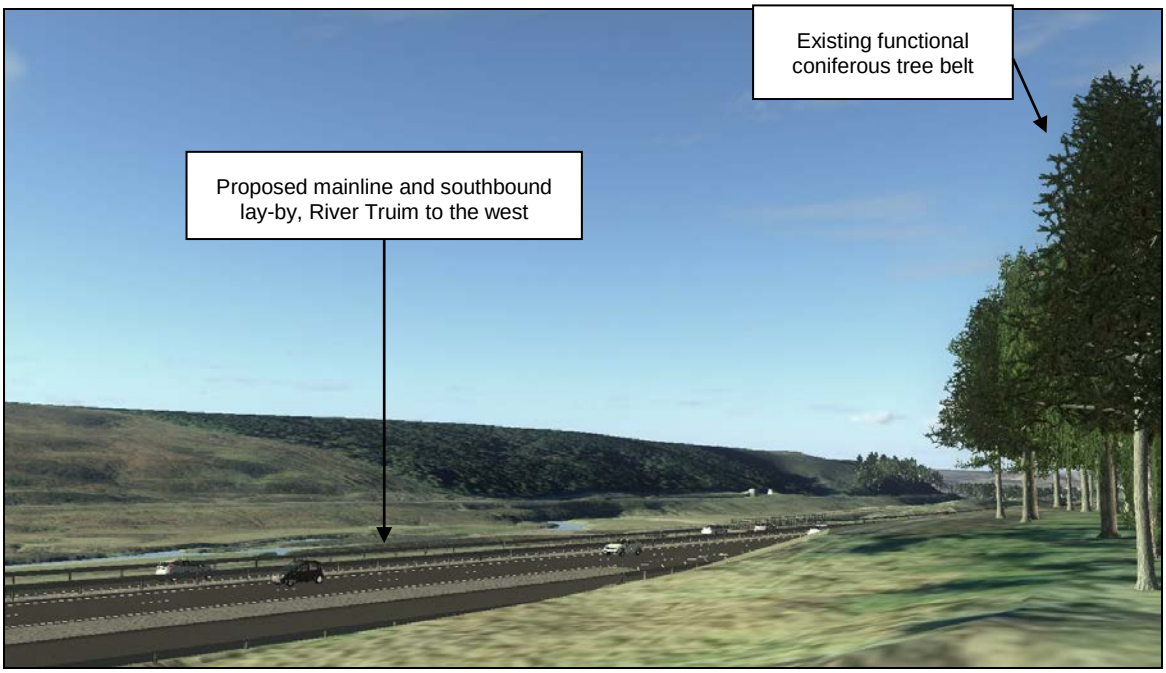

Figure 14.1: Hill track to A'Bhuidheanach where it meets the A9

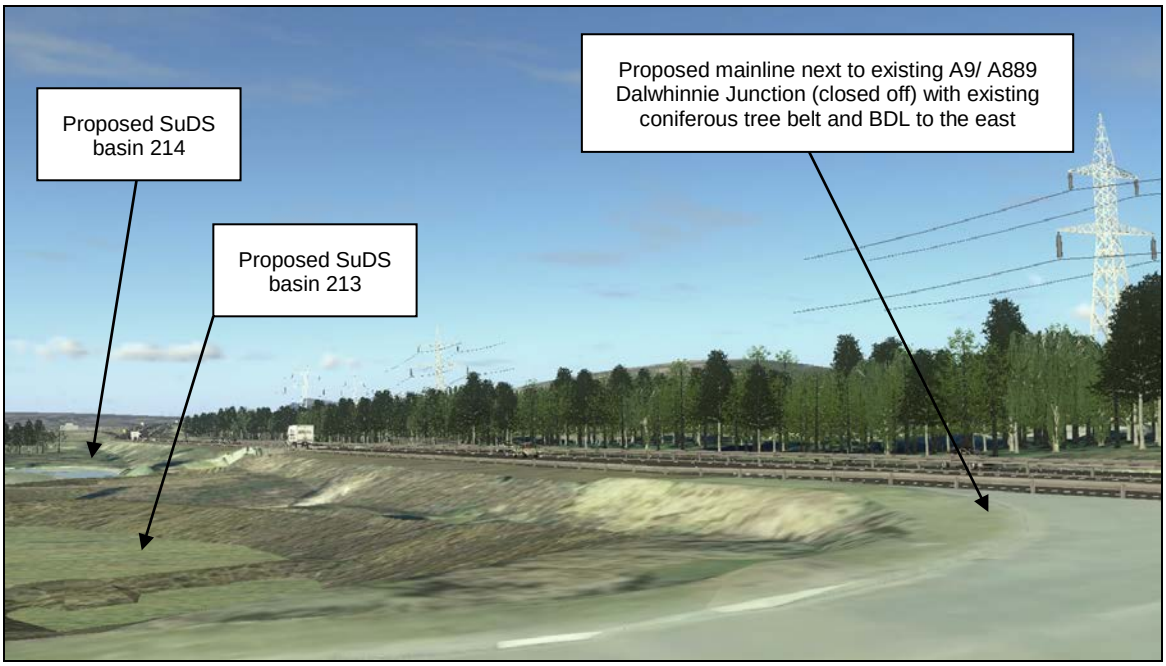

Figure 14.2: View from similar location to viewpoint 2, looking towards the A9 from the NCN7 and existing A889 junction. SuDS basins 213 and 214 visible in foreground

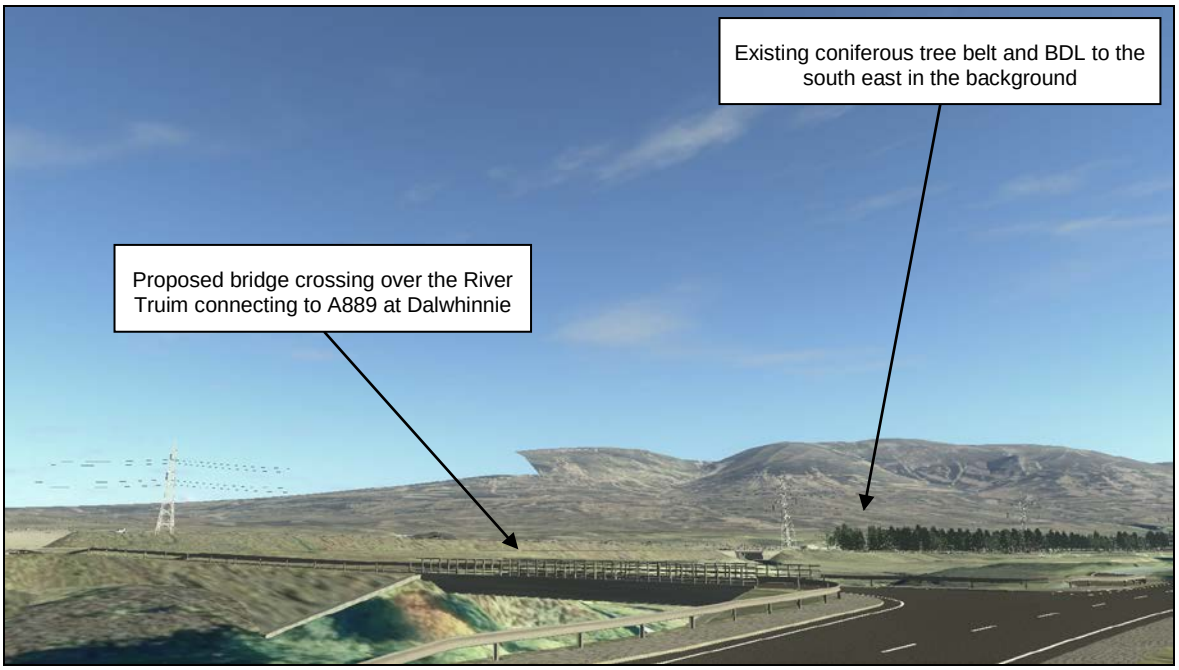

Figure 14.3: View from similar location to viewpoint receptor 4, looking towards the A9 and proposed A889 tie-in structure from the A889 at Dalwhinnie

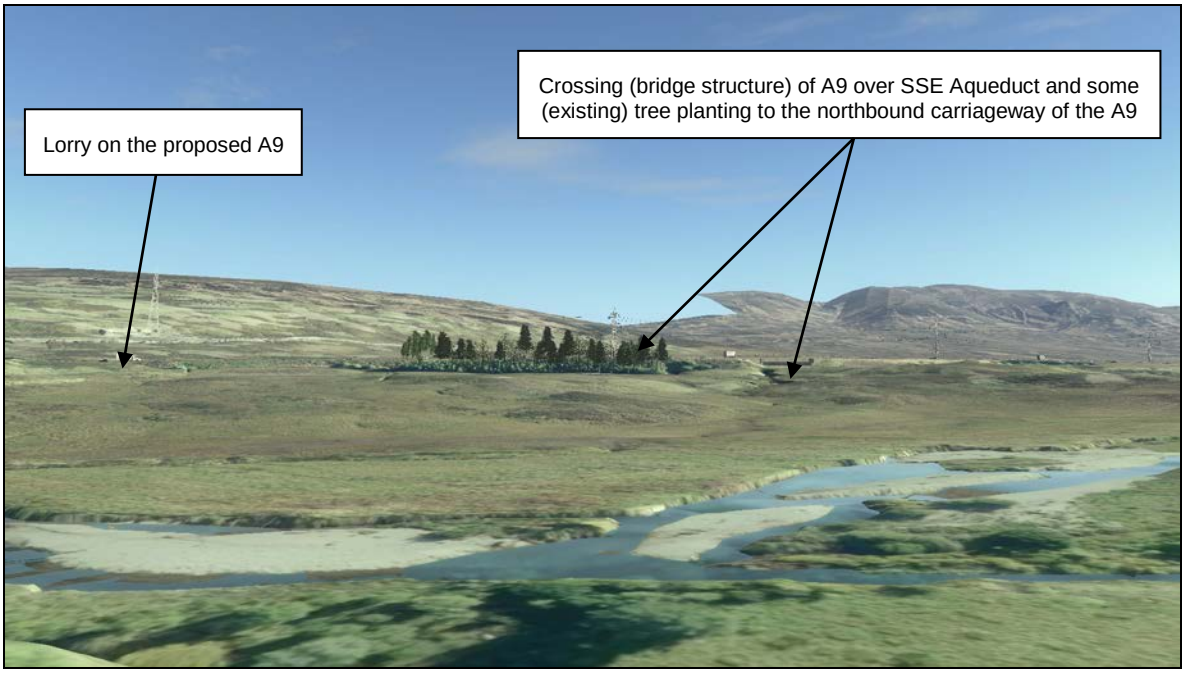

Figure 14.4: View from similar location to viewpoint receptor 8, looking towards the A9 from the Dalwhinnie Distillery

Figure 14.5: View from similar location to viewpoint receptor 15, looking towards the A9 from General Wade's Military Road at Crubenmore Lodge

14.4.19 **Table 14-11** below provides a detailed impact assessment of the representative viewpoints for the Proposed Scheme at operation year 1 (just after scheme opening) and then to operation years 15-25 (considering potential effects after a period of time for landscape, visual and ecological mitigation to develop).

14.4.20 **Drawing 14.28** illustrates the effects as set out in **Table 14-11** below, on the representative visual receptors at operation year 1 and **Drawing 14.29** in **Volume 3** shows the effects on the representative visual receptors during operation years 15-25.

Table 14-11: Visual receptors assessment at Operational Phase

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
1. Hill track to A' Bhuidheanach (Outdoor receptor)	High/ medium	The existing functional coniferous tree belt screens the road from views from the east at a low elevation. It is only as the track climbs up the hill that the A9 becomes visible and even then only partially. SuDS basin 207 will be partly visible from this location. NCN7 will be diverted around this basin, leaving the basin visible between the road and NCN7. The basin fills the majority of this space and could look like an obvious engineered structure. In the longer distance, Dalwhinnie Distillery is visible to the north; therefore the Dalwhinnie Junction and proposed winter resilience tree planting features will form part of the wider view from this location. The winter resilience planting will help to screen sections of the road and junction.	If any of the tree belt/ vegetation is removed this should be replanted and enhanced where possible. Appropriate planting will be introduced in and around SuDS basin 207. Winter resilience areas will be carefully considered as to their planting species and designed to fit into the landscape and not deteriorate views.	Medium	**Moderate/ slight not significant** as elements of the Proposed Scheme will be noticeable but not dominate the view	The functional tree belt screens views from low elevations. Further along the track any changes will be able to be perceived, despite the distance from the A9. By this time the SuDS basin and proposed planting associated with the SuDS basin should be established and the feature will become part of the local landscape. Winter resilience planting at Dalwhinnie Junction should also be established.	Established planting will replace any of the tree belt lost during construction, including the winter resilience tree planting.	Low	**Slight/ negligible**
2. NCN7 where it meets existing Dalwhinnie Junction (Outdoor receptor)	High	At this location the proposed A9 widens to the east, therefore views will remain relatively unchanged. Proposed signage will be visible. SuDS basins 213 and 214 will be clearly visible in the view. Dalwhinnie Junction will be visible in the mid-distance.	There will be limited screening from scrub/ shrub planting, proposed SuDS basins 213 and 214 will blend into the surrounding landscape with seeding and planting to replicate the existing landscape and riparian planting.	Medium	**Moderate**	The Proposed Scheme will be visible along with the SuDS basins. The view will be similar to the existing view.	Established scrub/ shrub planting will blend the SuDS features to become part of the landscape here. The A9 and any associated proposed signage will be clearly visible.	Low	**Slight/ negligible**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
3. A889/ NCN7 near the proposed Dalwhinnie Junction location (Outdoor receptor)	High	The proposed Dalwhinnie Junction and tie-in road are highly visible from this view, with the proposed bridge across the River Truim clearly visible. SuDS feature 225 is a large feature and would likely be visible, especially in the short term. The winter resilience planting areas will also be visible in the mid-distance, and are likely to frame the junction and associated infrastructure within this view to the east, as the woodland planting will form the backdrop to the view, therefore emphasising the junction feature in the foreground.	At year 1, planting will offer no screening towards the junction. Scrub/ shrub planting will provide low level screening of the tie-in road and River Truim crossing. Appropriate seeding/ planting of SuDS feature 225 will be introduced. Planting structure around the junction comprising trees, shrubs and low level heath and grassland to suite landscape.	High/ medium	**Substantial/ Moderate**	The A9 will be visible, with views of the River Truim crossing, tie-in road and SuDS feature 225. The winter resilience planting areas will also be visible in the mid-distance, and are likely to frame the junction and associated infrastructure within this view to the east.	Established planting will increase screening of the embankments and structure of the proposed Dalwhinnie Junction. More established scrub planting will provide additional screening of the River Truim crossing. SuDS feature 225 should have become blended into the landscape by this point. Planting to the junction will be established and this will aid the fit of this area into the surrounding context.	Low	**Slight**
4. A889/ Ben Alder Cottages (Built and outdoor receptor)	High	The proposed Dalwhinnie Junction and associated infrastructure, including the bridge over the River Truim will be partially visible. There is currently limited screening from woodland and scrub planting around the junction. Winter resilience planting will be visible in the mid-distance, likely framing views across the Dalwhinnie Junction.	Proposed planting surrounding the River Truim crossing structure and grass seeding will blend the embankments into the surrounding landscape. Planting structure around the junction comprising trees, shrubs and low level heath and grassland to suit landscape.	High/ medium	**Substantial / Moderate**	Mid-distance views of the A9 are possible, with the River Truim crossing partially screened by mitigation planting. Winter resilience planting will be visible in the mid-distance, likely framing views across the Dalwhinnie Junction, as the winter resilience woodland planting will form a backdrop to the junction. Other pockets of woodland will be planted across the strath to increase woodland connectivity and to reduce the effect of a linear stretch of woodland	Established planting will screen the embankments and structure around the Dalwhinnie Junction. Planting at the junction will be established and the junction planting will aid the fit of this area into the surrounding context.	Low	**Slight**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
5. Dalwhinnie Garage/ Loch Ericht Hotel (Built receptor)	High	Looking south and east the Proposed Scheme is visible, with views of the River Truim bridge possible. There is currently limited screening from woodland and scrub planting around the junction. Winter resilience planting will be visible in the mid-distance, likely framing views across the Dalwhinnie Junction.	Proposed planting surrounding the River Truim structure and grass seeding will blend the embankments into the surrounding landscape. Planting structure around the junction comprising trees, shrubs and low level heath and grassland to suite landscape.	High/ medium	**Substantial / Moderate**	Partial views of the A9 and junction will be possible, partially screened by existing and proposed vegetation. Winter resilience planting will be visible in the mid-distance, likely framing views across the Dalwhinnie Junction.	Established planting will screen the embankments and structure around the Dalwhinnie Junction. Planting at the junction will be established and this will aid the fit of this area into the surrounding context.	Low	**Slight**
6. Western edge of Dalwhinnie residential receptors/ railway crossing/ HML railway users/ NMU routes (Built and outdoor receptor)	High	Long distance views of the Proposed Scheme are possible. These receptors are approximately 725m from the Proposed Scheme. Existing vegetation screens proposed structures which could be visible.	There will be limited screening from woodland and shrub. The landscape here is very open and any planting would look to reflect the existing situation, including the creation of appropriate habitat types through the type of planting proposed. This is a landform sensitive area. Therefore, proposed embankments should be as natural as possible and planted with locally appropriate species. Embankments should blend well into the surrounding, highly sensitive landscape when planted with low level planting.	Low	**Slight**	There will be partial views of the Proposed Scheme with mitigation planting aiding the blending of the scheme into the surrounding landscape.	Planting proposed surrounding the Dalwhinnie Junction will be established, as will seeding to slopes surrounding the road infrastructure.	Low	**Negligible**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
7. A889/ Centre of Dalwhinnie (Built and outdoor receptor)	High	There are open long distance views east to the Proposed Scheme. Views will remain relatively unchanged, though there may be some loss of vegetation until any mitigation planting becomes established.	As for viewpoint 6 above.	Low	**Slight**	There are open long distance views across to the Proposed Scheme. Views will remain relatively unchanged.	Planting on the embankment slopes of the A9 will be established.	Low	**Negligible**
8. Dalwhinnie Distillery (Built receptor)	High	The existing view is relatively open, with some coniferous tree planting to the west of the A9 and to the north of the overbridge required for the SSE Aqueduct. The Proposed Scheme widens to the east and views will remain relatively unchanged with some loss of existing vegetation, including the coniferous tree planting, expected.	Any trees lost from the construction of the Proposed Scheme must be reinstated, with a more mixed woodland type, instead of just coniferous. This is a landform sensitive area. Therefore, proposed embankments should be as natural as possible and planted with locally appropriate species.	Low	**Slight**	Mitigation planting will be visible providing additional screening of the Proposed Scheme.	The majority of planting will be established by this point.	Low	**Negligible**
9. Summit of Leacainn (Outdoor receptor)	Medium	Embankments of the A9 are visible from this location; however the Proposed Scheme is a small part of the expansive view.	This is a landform sensitive area. Therefore, proposed embankments should be as natural as possible and planted with locally appropriate species. Grass seeding will blend the embankments into the wider landscape.	Low	**Slight**	As year 1.	Established proposed planting will blend the embankments into the wider landscape.	Low	**Negligible**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
10. GWMR lay-by nearest Dalwhinnie (Outdoor receptor)	High	Mid to long-distance views are possible of the Proposed Scheme and embankments. Changes within this view will be noticeable considering the distance from the Proposed Scheme. The majority of vegetation between this viewpoint and the Proposed Scheme is grassland with some small to medium size shrub planting. Here the BDL crosses the landscape in a west-east direction and then proceeds south on the east side of the A9. Therefore this is the most dominating feature of this view.	Any vegetation removed due to the construction works should be reinstated and proposed planting on embankments should be locally appropriate. In this location, grass seeding and scrub planting would be most appropriate.	Low	**Slight/ Negligible**	As for year 1.	Reinstated grass and shrub planting will be established. Therefore the view will be similar to the existing view, with the BDL still the most dominating visual feature.	Low	**Negligible**
11. Cuaich (Built receptor)	High	The proposed embankments to the A9, associated access tracks and underpass structure will be visible. Trees and vegetation will be removed through the construction process, altering the view and making the Proposed Scheme more visible in the short term. Properties here are predominantly orientated in an east – west direction. SuDS basin 254 will see some removal of woodland here, although this will be less visible if at all visible from Cuaich due to it being on the southern edge of the woodland. To the west of the mainline SuDS basins 258 and 259 will be constructed; however there should be limited visibility from Cuaich.	Proposed embankments should be as natural as possible and planted with locally appropriate species. Trees that exist either side of the existing A9 will be replaced with tree planting. Removed trees will be replaced and enhanced at Lechden Woods, so as to increase screening towards the Proposed Scheme and enhance biodiversity. Trees associated with winter resilience will be planted to the east of the road.	High/ medium	**Moderate**	The Proposed Scheme will be highly visible; with views of the mainline clearly visible if trees are only replaced on a like for like basis. If additional tree planting takes place less of the mainline will be visible from Cuaich. There will be partial views of the access track to SuDS basin 254 but this should blend as part of the landscape here. There will also be views of the underpass structure, just as there is in the existing view.	Established tree and shrub planting will provide some screening of the A9 mainline. Planting on embankments should also be established. Seeding and scrub planting associated with SuDS basins and watercourses will be established, helping these features blend into the surrounding landscape.	Medium	**Slight**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
12. GWMR west of Cuaich (Outdoor receptor)	High	The A9 mainline will be visible from this view; however, in places it is screened by intervening features at Cuaich (properties and trees) and by Lechden Woods. The A9 is in a position in the landscape that means it does not dominate the view as it sits on a low ridge line, with hills rising to the east. Therefore, it is the surrounding landscape and woodland features that dominate the view rather than the A9. The HML railway is visible in this view also. The embankments of the A9 will be visible. SuDS basin 254 should not be visible due to remaining tree cover at Lechden Woods; however the access track may be visible as it runs along a slightly higher bit of ground, coming from the left in left out access to Cuaich, which will also be visible. Winter resilience planting to the east of the road will be visible.	Vegetation lost at Lechden Woods will be replaced and enhanced, as should any vegetation either side of the mainline. Seeding, shrub and tree planting will blend the A9 embankment into the surrounding landscape. Tree planting will partly screen the road and traffic from this view.	Medium	**Moderate**	There will be partial views of the mainline, left in left out access and access track to SuDS basin 254. Naturalistic landform and tree planting will be the most effective in screening the mainline from this view. Winter resilience planting to the east of the road will be visible and will frame Cuaich in views from the west.	Established tree planting will provide screening of the mainline. Seeding and scrub planting will blend naturalistic landform into the surrounding landscape.	Low	**Slight/ negligible**
13. Ascent to Creag Ruadh (Outdoor receptor)	High	The Proposed Scheme will be visible from this view as the majority of earthworks will be to the east of the proposed A9. However the view will be long distance and obscured due to the angle to the road.	Seeding and shrub planting proposed along the A9 will help to blend the embankments into the surrounding landscape. The increase in woodland around Cuaich will be visible as will the mainline.	Low	**Slight**	There will be views of the Proposed Scheme, partially screened with mitigation planting.	Established tree and shrub planting will help to screen the A9 from this viewpoint.	Low	**Negligible**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
14. GWMR at grid reference NN 67118 89706 (Outdoor receptor)	High	Existing vegetation adjacent to the road provides some screening. There are partial views of the Proposed Scheme and embankments. The proposed access track adjacent to the Proposed Scheme will be visible.	There will be limited screening from mitigation tree and shrub planting towards the mainline, however this an open view therefore lots of vegetation and screening is not appropriate and the embedded mitigation elements. Grass seeding across the embankments will help to blend this into the surrounding landscape.	Medium/ low	**Moderate/ slight not significant** due to partial views being possible from this location and changes not dominating this view	There will be glimpse views of the Proposed Scheme; mitigation will blend the embankments into the surrounding landscape. Scrub planting will provide partial screening of the access track adjacent to the road.	Established shrub and tree planting will partially screen the embankments and access roads.	Low	**Slight**
15. GWMR at Crubenmore Lodge (Built and outdoor receptor)	High	Existing vegetation provides some screening; however some of this vegetation will need to be removed during construction. A retaining wall to the northbound carriageway and other earthworks to the east and west side of the Proposed Scheme are likely to be visible, especially if some tree cover is removed. SuDS basin 306 will be visible, along with an area of compensatory flood storage to the south of the SuDS basin. Grass seeding will blend these features into the surrounding landscape. This will be visible from this location.	There will be limited screening from mitigation tree and shrub planting, the proposed retaining wall will likely be visible. Grass seeding and other appropriate planting to the SuDS basin and compensatory storage area will blend this feature into the surrounding landscape.	Medium	**Moderate**	There will be glimpse views of the Proposed Scheme and embankments through existing and mitigation planting, the proposed retaining wall will likely be visible.	Established tree and shrub planting will replace vegetation lost through construction and screen the embankments. The aesthetics of the retaining wall should be carefully considered.	Medium/ low	**Slight**
Views from users of the HML railway (See **baseline paragraphs 14.3.45 to 14.3.52** and **photographs 14.6-14.8** and Viewpoints 6,	High/ medium	To varying degrees, the proposed A9 and the Dalwhinnie Junction will be visible from the HML railway, as well as the SSE Aqueduct structure. At the Project 7 tie in and ch. 20,000 to 22,600 the HML railway runs close and largely parallel to the Proposed Scheme, with the closest points between ch. 21,000 and 21,600 of	The main additional mitigation to alleviate any adverse effects for users of the HML railway will be appropriate planting, as set out on the **Environmental Mitigation Drawings 6.1 – 6.14** in **Volume 3**. At the locations identified in the previous column,	Medium	**Moderate**	Same as for year 1, although established vegetation near to the proposed retaining wall between approximate ch. 30,100and 31,050 will be established and should screen views towards the wall.	Same as for year 1 but planting should be established by this point.	Low	**Slight/ negligible**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
10, 12, 14 and 15 on **Drawings 14.14, 14.16, 14.18** and **14.19** in **Volume 3**.)		approximately 55m to SuDS basin 213 and 126m to the mainline, with views towards the Proposed Scheme possible. Between ch. 26,600 and 27,900 the HML railway is very close to the Proposed Scheme, with the permanent works boundary adjoining the HML railway boundary. Earthworks/ embankment to the northbound carriageway and SuDS basin 227 and associated access track/ watercourse diversions will be visible. However, views are likely to be predominantly to the west as the River Truim and hills in the distance will be visible. Between ch. 27,900 and 30,200 the HML railway is still parallel to the A9 with the River Truim now to the west of the HML railway and Proposed Scheme. The HML railway is between approximately 120–190m distance from the Proposed Scheme, with embankments to the mainline, SuDS basins 282/ 286/ 293, associated access tracks and watercourse diversions are likely to be visible. From ch. 30,200 to 31,050 the HML railway is adjacent to the proposed works boundary. The proposed retaining wall between approximate ch. 30,100-31,050 will be visible.	embankments to the mainline should be appropriately designed to blend into the surrounding landscape, as well as sensitive design of SuDS features. At Year 1 planting will not be established and therefore this will go little way to mitigate the effects at construction completion.					

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
B Existing lay-by 89 at grid reference NN 64024 84124	High	All of the proposed Dalwhinnie Junction, including embankments, slip roads and SuDS basin 225 will be highly visible from this location. The slip roads will be sunk down in the landscape, which does reduce its prominence within this strath, however the earthworks and slip roads will be clearly visible. Due to the winter resilience requirements, extensive woodland planting is proposed as part of the Proposed Scheme. This will alter the view to the east to a short distance view to woodland.	Due to the openness of this strath, this is a landform sensitive area; therefore the slopes shall be designed to blend into the surrounding landform, which will be a key element to the mitigation in this location. An appropriate planting scheme has been proposed for this location to further mitigate the effect of such a large change in this location. This comprises a mixture of pockets of woodland planting, east/ west across the junction that will connect the existing woodland context to the west of Dalwhinnie, to the proposed winter resilience woodland planting. There will also be pockets of shrub planting to allow a natural edge to woodland planting and allow views through the woodland planting, especially to allow views towards the Dalwhinnie Distillery. There will be wet and or dry heath in appropriate locations as well as grass seeding. Planting is all detailed on the **Environmental Mitigation Drawings 6.1 – 6.14** in **Volume 3**.	High	**Substantial/ Moderate**	Same as for year 1.	Same as for year 1 but planting should be established by this point.	High/ medium (as elements of the Proposed Scheme will dominate the view and fundamentally change the characteristics)	**Moderate**

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of embedded and additional mitigation measures	Magnitude of visual effect	Overall significance of effect
E Existing lay-by 94 at grid reference NN 65395 86634	Medium	Parallel widening will double the width of the road and associated barriers will be visible, Lechden Woods will be altered due to SuDS basin 254, there will be embankments to either side of the road and winter resilience planting will be visible.	This is a landform sensitive area; therefore the slopes shall be designed to blend into the surrounding landform, which will be a key element to the mitigation in this location. These will be planted with appropriate vegetation. Any tree cover removed during construction will be replanted as part of a planting scheme. Planting is all detailed on the **Environmental Mitigation Drawings 6.1 – 6.14** in **Volume 3**.	High/ medium	**Moderate**	Same as for year 1.	Same as for year 1 but planting should be established by this point.	Medium	**Moderate/ slight not significant** due to the Proposed Scheme dominating foreground views, but it being part of the landscape due to established mitigation
G Existing lay-by 99 at grid reference NN 67795 90595	Medium	Parallel widening will double the width of the road in this location, associated barriers will be visible. Some tree cover will be removed in this location during construction.	This is a landform sensitive area; therefore the slopes shall be designed to blend into the surrounding landform, which will be a key element to the mitigation in this location. These will be planted with appropriate vegetation. Any tree cover removed during construction will be replanted as part of a planting scheme. Planting is all detailed on the **Environmental Mitigation Drawings 6.1 – 6.14** in **Volume 3**.	High/ medium	**Moderate**	Same as for year 1.	Same as for year 1 but planting should be established by this point.	Medium	**Moderate/ slight not significant** due to the Proposed Scheme dominating foreground views, but it being part of the landscape due to established mitigation

Summary

14.4.21 **Table 14-11** indicates at operational year one, seven of the 15 representative receptors would likely experience significant effects, with the greatest effect at the receptors to the south of Dalwhinnie, relating to the Dalwhinnie Junction. These seven receptors are generally the closest to the Proposed Scheme and therefore experience open views towards the Proposed Scheme.

14.4.22 As **Table 14-11** highlights, it is anticipated that at operational year one there will be significant effects on views from the HML and the three representative viewpoints from the existing A9 carriageway, again the greatest effects are anticipated near to the Dalwhinnie junction.

14.4.23 Over the long term, up to 25 years into operation, in all cases the potential effects reduce. The majority of long term residual effects are not significant. It is considered that there would only be a significant effect on views from the centre line of the Proposed Scheme at grid reference NN 64024 84124 (existing lay-by B).

14.5 Mitigation

14.5.1 This section discusses the mitigation for during the construction phase and operation of the Proposed Scheme.

Standard, Embedded and Additional Mitigation

14.5.2 There are standard mitigation measures that are common to the A9 Dualling Programme. A number of the measures have been identified as being relevant to reduce the overall impacts of the Proposed Scheme as listed in **Table 14-12**, items **SMC-LV1** to **SMC-LV7**. Standard mitigation applies to both the Landscape and Visual elements affected by the Proposed Scheme. .

14.5.3 Embedded Mitigation measures are project specific and are included in the design of the Proposed Scheme. For clarity, these are also included in **Table14-12**, items **P08-LV1** to **P08-LV2,** where relevant to this chapter. Note that the initial impact assessment has included consideration of these measures.

14.5.4 There is also project specific mitigation which includes additional mitigation measures which have been identified as part of this EIA process and which apply specifically to the Landscape resource affected by the Proposed Scheme. These are also listed in **Table 14-12**.

Monitoring Requirements

14.5.2 Embedded and additional elements implemented as part of the mitigation works shall be monitored during the contract to ensure they are well maintained and that planting becomes established, effectively mitigating landscape as well visual as impacts. Monitoring will inform promotion of best practice to all landscape works, particularly to prevent damage to planting during the establishment period, and will ensure corrective action is taken where necessary.

14.5.3 Monitoring shall be carried out during the agreed contract maintenance period, in tandem with normal maintenance supervision, with specific regard:

- earthwork, rock cutting, and retaining wall mitigation measures
- planting/seeding of acid and wet grassland, dry and wet heath, including
- scrub/shrub, woodland edge and woodland

14.5.4 Monitoring includes assessment of planting environments; species selection; the use of planting techniques to ensure effective establishment; the effectiveness of fencing and vegetation protection against sheep, cattle, wild fauna, pest infestation, and of the effectiveness of horticultural practice during the agreed landscape maintenance period and landscape planting management.

14.5.5 This also includes monitoring of existing woodland health and stability, assessment of the effect of removal of woodland edge on conifer shelterbelts, new understorey planting of trees to the woodland edge to ameliorate the effect of wind exposure (in respect to wind throw).

14.5.6 This is explained further within **Appendix 6.1 and 13.3** in **Volume 2**, in relation to the proposals illustrated on **Environmental Mitigation Drawings 6.1 – 6.11** in **Volume 3** of this report. The effectiveness of such treatment will assist in determining long-term maintenance and planting strategies.

Table 14-12: Standard mitigation commitments for landscape and visual effects and specific mitigation commitments for visual effects

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
Standard A9 Mitigation					
SMC - LV1	Throughout Proposed Scheme	Construction	The construction programme will be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts and areas will be cleared for construction as close as possible to works commencing and topsoiling, reseeding and planting shall be undertaken as soon as practicable after sections of work are complete.	To reduce the duration of any landscape and visual impacts	None required
SMC - LV2	Throughout Proposed Scheme	Pre-Construction & Construction	As far as practicable, construction plant and materials storage areas will be appropriately sited to minimise their landscape and visual impact.	To reduce landscape and visual impact of plant and material storage areas.	None required
SMC - LV3	Throughout Proposed Scheme	Construction	Construction sites will be kept tidy (e.g. free of litter and debris).	To reduce visual impact of construction sites	None required
SMC - LV4	Throughout Proposed Scheme	Construction	Work during hours of darkness will be avoided as far as practicable, and where necessary, directed lighting will be used to minimise light pollution/glare. Lighting levels will be kept to the minimum necessary for security and safety.	To reduce light pollution/glare during night-time working.	None required
SMC - LV5	Throughout Proposed Scheme	Construction	To protect soil quality for the purposes of landscape planting, the following measures will be implemented: • Uncontaminated topsoil for re-use shall be stored in un-compacted mounds no more than 2m in height, and stored separately from subsoil material. Topsoil stripped from areas designated as Ancient Woodland shall be stored separately to all other topsoil and sub-soil material, in un-compacted mounds no more than 2m in height. • Stripped topsoil shall be used in areas of the same proposed vegetation type to utilise the existing natural seed bank. • Subsoil in planting areas shall be replaced after construction and ripped to a minimum of 450 mm prior to topsoiling and planting. Proposed planting areas in existing arable and pasture land, not subject to construction activity, will be ripped to 600 mm to alleviate compaction.	To protect soil quality for the purposes of landscape planting.	None required
SMC - LV6	Throughout Proposed Scheme	Construction	The construction will be managed such that the loss of any existing woodland, scrub, heath, mire, grassland vegetation, marshland, swamps and isolated trees and shrubs not affected by the permanent works is minimised.	To limit vegetation loss as far as practicable.	None required
SMC - LV7	Throughout Proposed Scheme	Pre-Construction	All existing trees and shrubs not affected by the construction of the permanent works shall be fenced off with a suitable type of temporary fencing in accordance with BS5837. Fencing shall extend to the drip line of the tree canopies (unless otherwise agreed by an arboricultural advisor), and shall be erected prior to any construction activities in that area and shall remain for the entire period of construction in that area.	To protect existing trees and shrubs unaffected by the proposed scheme.	None required
n/a (note)	n/a	n/a	*Further to the above, mitigation items SMC-E7 and SMC-E8 (as detailed in **Chapter 12** in **Table 12.21**: Ecology and Nature Conservation) will be implemented to protect vegetation which is identified to be retained.*	*To protect vegetation which is identified to be retained*	*n/a*

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
Embedded Mitigation					
P08-LV1	Throughout Proposed Scheme	Design/ Construction	**Slope and retaining wall treatment** The whole of the Proposed Scheme is landform sensitive to varying degrees of importance, as landform creates the main interface between the surrounding character and the mainline. Landscape Architects have assisted in setting the slope gradients from the A9 verge to the surrounding land. This assessment and initial design work has identified three levels of landform sensitivity as follows: • Level 1: Slopes where it is appropriate to plant trees/ shrubs/ scrub • Level 2: Open landscapes that have relatively minor topographic variation that only require specification to ensure that the earthworks are softened and reflect the surrounding landform to some extent • Level 3/ Priority Areas: specific locations within landform sensitive areas that will require a detailed specification of slope. Level 1 areas are identified between the following chainages, north and southbound: • Tie in with Project 7 and ch. 20,000 – 23,650 • 29,975 – 31,050 Level 2 areas are identified between the following chainages, north and southbound: • 23,650 – 29,975 Level 3/ Priority areas northbound have been identified between the following chainages: • 23,650 – 24,100 • 26,250 – 26,500 • 27,300 – 30,175 Level 3/ Priority areas southbound have been identified between the following chainages: • 23,700 – 25,325 • 26,225 – 26,475 • 27,350 – 27,450 • 27,650 – 27,825 • 27,900 – 28,125 • 29,190 – 29,700 • 29,775 – 29,975 See mitigation item **P08-LV3** for further information.	To mitigate adverse visual effects of the Proposed Scheme from sensitive receptors/ users slopes to have a natural appearance so that they blend into the very open surrounding landscape and contain appropriate planting as shown on the **Environmental Mitigation Drawings** 6.1 to **6.11** in **Volume 3**.	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P08-LV2	Throughout Proposed Scheme	Design/ Construction	**SuDS basins** Landscape Architects have influenced the design of the SuDS that form part of the Proposed Scheme. These have been shaped as best possible to blend into surrounding topography and to look like natural features within this open landscape. See mitigation item **P08-LV13** for further information.	To mitigate adverse visual effects of the SuDS basins from sensitive receptors.	Not Applicable
Project Specific Mitigation					
P08-LV3	Throughout Proposed Scheme	Design/ Construction	**Slope treatment** As noted within embedded mitigation item **P08-LV1**, the whole of Project 8 is landform sensitive to varying degrees of importance. New embankments and cuttings for all level 1, 2 and 3 slopes shall be feathered into the toe/ top of existing gradients at varying profiles to form slopes of natural appearance that integrate into the sensitive landscape context, where indicated on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3** of this report**,** subject to detailed design as additional mitigation. For level 3 priority areas, drawings and specifications for each location shall be produced as part of the contract documents, subject to detailed design. This will detail the desired contours, with cross sections to indicate how these slopes should be constructed. Landscape and visual considerations shall be coordinated with structural engineering and geotechnical advice for design in relation to stability and appearance of retaining walls and rock cuts subject to detailed design. Level 3/ Priority areas northbound have been identified between the following chainages: • 23,650 – 24,100 • 26,250 – 26,500 • 27,300 – 30,175 Level 3/ Priority areas southbound have been identified between the following chainages: • 23,700 – 25,325 • 26,225 – 26,475 • 27,350 – 27,450 • 27,650 – 27,825 • 27,900 – 28,125 • 29,190 – 29,700 • 29,775 – 29,975 Types of planting will be location specific and in line with the developed **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3** of this report.	To mitigate adverse visual effects of the Proposed Scheme from sensitive receptors/ users, slopes shall have a natural appearance so that they blend into the very open surrounding landscape and contain appropriate planting as shown on the **Environmental Mitigation Drawings 6.1 to 6.11** in **Volume 3**.	Transport Scotland

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P08-LV4	Throughout Proposed Scheme	Design/ Construction/ Operational Phase	**Planting (including seeding) to either side of the road** Planting should be as specified on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3** of this report. All planting has been designed to be appropriate to the setting of the scheme and to reduce adverse visual effects from sensitive receptors. Specific elements of this are detailed below.	To ensure the enjoyment of the highly scenic landscape is possible for visual receptors and reduce adverse visual effects of the Proposed Scheme.	Not Applicable
P08-LV5	Throughout Proposed Scheme	Design/ Construction/ Operational Phase	**Road signage/ furniture** Minimisation of roadscape features such as signs and barriers at more open areas, such as to the north of Dalwhinnie Junction between ch. 23,000 and 25,000 and north of Cuaich between ch. 26,200 and 30,000. These items are expected along a road scheme of this nature, however minimising them to the necessary requirements will help with the enjoyment of the high quality landscape surrounding.	To ensure the enjoyment of the highly scenic landscape is possible for visual receptors, primarily road users, NCN7 users and HML railway users.	Not Applicable
P08-LV6	Ch. 20,400 to 22,200	Design/ Construction/ Operational Phase	**Existing functional coniferous tree belt** Between ch. 20,400 and 22,200 any woodland/ vegetation lost during construction and the maintenance period shall be replaced with native mixed woodland species to increase biodiversity and visual amenity. Planting as specified on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3**.	To reduce visual effects of any tree removal for A9 users, HML railway users and hill walkers.	Not Applicable
P08-LV7	Ch. 21,900 to 23,200	Design/ Construction/ Operational Phase	**Dalwhinnie Junction and A889 tie-in** Slopes to the Dalwhinnie Junction require further detailed design mitigation as a landform sensitive area as noted in item P08-LV01. Planting to the Dalwhinnie Junction has been developed through consultation with the CNPA and is to be delivered as specified on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3**. Planting structure around the junction will comprise trees, shrubs and low level heath and grassland to suit landscape, to allow certain aspects of the engineered junction to be screened and to allow certain views to be framed, such as views towards Dalwhinnie Distillery from the mainline.	To reduce adverse visual effects from sensitive visual receptors at Dalwhinnie, road users, HML railway users and NMUs, to reinstate any vegetation removal and to aid some masking of the Proposed Scheme.	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P08-LV8	Ch. 22,300 to 23,400	Design/ Construction/ Operational Phase	**Mitigation to winter resilience tree planting to east of Dalwhinnie Junction** Winter resilience in the form of a tree belt forms part of the Proposed Scheme to the east of the mainline between ch. 22,400 and 23,250. In order to allow this tree planting to look as natural as possible within this open landscape, additional planting to the east of this has been proposed, as specified on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3**. This is to allow a greater variety of planted species to be specified, which will allow this feature to blend into the landscape over time and not be a group of single species planted in a regular manner. A feathered edge will be achieved to the east of this plantation. This approach has been developed in conjunction with CNPA.	To reduce adverse visual effects from A9 road users, receptors within Dalwhinnie and hill walkers.	Not Applicable
P08-LV9	Ch. 23,000 to 24,600	Design/ Construction/ Operational Phase	**Planting to either side of the road and to help screen the SSE Aqueduct structure** Tree planting removed through the construction of the Proposed Scheme shall be replaced, including tree planting to the north of the SSE Aqueduct structure. This is to reduce adverse landscape character effects; planting of varying types (trees, shrubs, low level heath/ grassland) will be implemented as specified on **Environmental Mitigation Drawings 6.1-6.11**, contained within **Volume 3** of this report.	To reduce adverse visual effects from sensitive receptors within Dalwhinnie and at Dalwhinnie Distillery.	Not Applicable
P08-LV10	Ch. 25,300 to 26,000	Design/ Construction/ Operational Phase	**Cuaich and Lechden Woods** Planting to this area has been developed through consultation with the CNPA. Planting should be delivered as specified on **Environmental Mitigation Drawings 6.1-6.11**, contained within **Volume 3** of this report. The replacement planting at Lechden Woods, adjacent to approximate ch. 25,400, with enhancement to the woodland in terms of increasing species of planting. Tree planting to the east of the road between approximately ch. 25,400 and 25,700 relates to areas of winter resilience as identified as part of the Proposed Scheme. Riparian planting is proposed surrounding SuDS basins 258 and 259and along the Allt Cuaich to mitigate adverse landscape effects of the Proposed Scheme and respond to this landscape. Planting should be as specified on **Environmental Mitigation Drawings 6.1-6.11**, contained within **Volume 3** of this report.	To reduce adverse visual effects of residents of Cuaich, GWMR users, A9 users and hill walkers.	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P08-LV11	Ch. 20,000 to 21,900 and ch. 26,200 to 31,050 primarily to the west of the road	Design/ Construction/ Operational Phase	**Planting to slopes, SuDS basins and drainage features to reduce visual effects for HML railway users, GWMR users, users of the A9 and hill walkers** Planting should be as specified on **Environmental Mitigation Drawings 6.1-6.11**, contained within **Volume 3** of this report. In these identified chainages the HML railway is close to the Proposed Scheme (and is very close to the Proposed Scheme between ch. 26,200 and 31,050) and NCN7 is close to the road between ch. 20,000 and 21,900. Therefore, additional planting is required surrounding SuDS basins 207, 213, 214, 277, 282, 282, 286, 293 and 306. Planting to primarily respond to riparian characteristics to the west of the A9 responding to the River Truim.	To mitigate adverse visual effects from HML railway users, NCN7 users, GWMR users, users of the A9 and hill walkers.	Not Applicable
P08-LV12	Ch. 29,600 to 31,050	Design/ Construction/ Operational Phase	**Planting surrounding SuDS basin 306 and treatment of retaining wall** Tree planting to the south of SuDS basin 306 to mitigate adverse visual effects from receptors to the west of the Proposed Scheme and to screen views towards retaining wall. Planting should be as specified on **Environmental Mitigation Drawings 6.1 to 6.11**, contained within **Volume 3**. Appropriate wet grass species to be planted to SuDS basin 306 to blend into landscape to reduce adverse visual effects for receptors to the west.	To mitigate adverse visual effects from sensitive receptors at Crubenmore Lodge and users of the HML railway.	Not Applicable
P08-LV13	Throughout Proposed Scheme	Design/ Construction	**SuDS basins design refinement** Landscape Architects have influenced the design of the SuDS basins that form part of the Proposed Scheme as detailed in embedded mitigation item **P08-LV2**. Further design shall integrate SuDS basins with roadside slopes (including slopes to access tracks) at SuDS basins 233, 258, 259, 277, 282, 286 and 293. SuDS basins are landform sensitive and shall look as natural as possible to blend into surrounding, very open, landscape. Appropriate seeding and planting is required as specified on **Environmental Mitigation Drawings 6.1-6.11**, contained within **Volume 3** of this report.	To mitigate adverse visual effects of the SuDS basins from sensitive receptors.	Transport Scotland
P08-LV14	Throughout Proposed Scheme	Design Construction	**Planting to SuDS basin slopes and drainage features** Planting should be as indicated on **Environmental Mitigation Drawings 6.1-6.11** in **Volume 3** of this report. Locally excavated surface vegetation turves, supplemented with wet grass species shall be planted to SuDS basins, drainage channels and compensatory storage areas to blend with locally adjacent habitats. Seeding and scrub planting shall be used to soften SuDS basin excavations/ earthworks/ slopes and drainage features to integrate landscape mitigation with adjacent habitat features.	To mitigate adverse visual effects of the SuDS basins on the surrounding visual receptors.	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P08-LV15	Throughout Proposed Scheme	Design Construction Post-construction	**Monitoring:** **All mitigation measures** All landscape and visual mitigation items (where indicated on **Environmental Mitigation Drawings 6.1 – 6.11** in **Volume 3** of this report) shall be monitored during the agreed contract maintenance period, and appropriate remedial actions shall be taken where landscape and visual mitigation fails to establish, in specific regard to: o earthworks, rock cutting, and retaining wall mitigation measures o planting/seeding of acid and wet grassland, dry and wet heath o scrub, shrub, woodland edge and woodland planting Monitoring will assess planting selection/techniques and long-term landscape planting management, including fencing and vegetation protection against sheep, cattle, wild fauna, pest infestation, and horticultural practice, particularly to prevent damage to planting during the establishment period. Monitoring will also include assessment of existing woodland health and stability, and removal and replanting of woodland edge to ameliorate wind throw in conifer shelterbelts, as explained further within **Appendix 6.1 and 13.3** in **Volume 2**, and where indicated on **Environmental Mitigation Drawings 6.1 – 6.11** in **Volume 3** of this report, in conjunction with the Outline Peat Management Plan (OPMP, refer to **P08-G6 and P08-G7** in **Chapter 10**) and Outline Habitat Management Plan (OHMP, refer to **Mitigation Item P08-E20** in **Chapter 12**). All monitoring shall be subject to detailed specification.	To ensure the effectiveness of mitigation works in mitigating adverse visual effects of the Proposed Scheme on the wider visual amenity. This approach aligns with **Appendix 13.3 Section 4, Landscape Objectives of Volume 3** (all items).	Transport Scotland CNPA SNH

14.6 Residual Impacts

General

14.6.1 This section considers the temporary (construction) and permanent (operational) potential residual visual effects of the Proposed Scheme on the representative viewpoint receptors identified in **Table 14-7** and on road representative viewpoints in **Table 14-8.** It sets out the residual effects at operation phase years 15-25, as set out in **Table 14-11.** Through the environmentally led design process, embedded mitigation has been developed and is reflected in the Proposed Scheme, as summarised in **Table 14-12.** The proposed standard and specific mitigation measures are set out in **Section 14.5** and **Table 14-12**.

Temporary – Construction Phase

14.6.2 As detailed in **Table 14-10**, the construction of the Proposed Scheme will result in unavoidable temporary Substantial and Moderate significant adverse effects on both Built and Outdoor visual receptors within the study area as a result of changes to the views and characteristics of the area, albeit diminishing with distance. Even though such effects may be significant during the construction phase, as they are also temporary, they are not considered residually significant.

Permanent

14.6.3 **Table 14-13** below illustrates that following the construction phase there is a clear reduction in the level of effects. This is attributable to a reduction in the noise, movement, and nuisance levels but also because earthworks, structures and lay-bys, are in place. Following implementation of operational (additional) mitigation, which includes maintenance and management of vegetation and tree growth, the reduction in adverse effects becomes clear.

14.6.4 Residual effects by Year 15-25 are significant only at Viewpoint B, which is representative of the centre of the mainline road. This is at the area where Dalwhinnie Junction is and the effect is significant due to the amount of change that has taken place at this location. The Dalwhinnie Junction is an obvious engineered structure orientated east/ west in a north/ south strath. There is also a lot of new woodland planting within this location, primarily related to the requirement for winter resilience. This will prevent open views to the east from the road but will help screen views from any hill walkers to the east looking towards the junction.

14.6.5 Due to the combination of embedded mitigation, in the form of sensitively designed earthworks, and road alignment, as well as additional mitigation in the form of various locally appropriate planting, all other visual effects will be reduced below the threshold of significance by the end of Operational Phase Year 25.

14.6.6 **Table 14-13** sets out the summary of residual impacts.

Table 14-13: Summary of residual visual effects

Receptor Description	Receptor Type	Sensitivity	Significance of Effect Construction Phase (Table 14-10)	Significance of Effect Operation Year 1 (Table 14-11)	Mitigation Reference (Table 14-12)	Residual Effect Operation Years 15-25 (Table 14-11)
Viewpoint Receptors						
1. Hill track to A'Bhuidheanach	Outdoor	High/ Medium	Moderate	**Moderate/ Slight not significant**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV6, P08-LV7, P08-LV8, P08-LV13, P08-LV14, P08-LV15	**Slight/ Negligible**
2. NCN7 where it meets existing Dalwhinnie Junction	Outdoor	High	Substantial/ Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7 P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV6, P08-LV7, P08-LV8, P08-LV13, P08-LV14, P08-LV15	**Slight/ Negligible**
3. A889/ NCN7 near proposed Dalwhinnie Junction	Outdoor	High	Substantial/ Moderate	**Substantial/ Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7 P08-LV1, P08-LV2, P08-LV3, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV14, P08-LV15	**Slight**
4. A889/ Ben Alder Cottages	Built and outdoor	High	Substantial/ Moderate	**Substantial/ Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Slight**
5. Dalwhinnie Garage/ Loch Ericht Hotel	Built	High	Substantial/ Moderate	**Substantial/ Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV6, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Slight**
6. Western edge of Dalwhinnie residential receptors/ railway crossing/ HML railway users/ NMU routes	Built and outdoor	High	Slight	**Slight**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Negligible**
7. A889/ Centre of Dalwhinnie	Built and outdoor	High	Slight	**Slight**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Negligible**
8. Dalwhinnie Distillery	Built	High	Moderate/ Slight not significant	**Slight**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Negligible**
9. Summit of Leacainn	Outdoor	Medium	Slight	**Slight**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV7, P08-LV8, P08-LV9, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Negligible**
10. GWMR lay-by nearest Dalwhinnie	Outdoor	High	Moderate/ Slight not significant	**Slight/ Negligible**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV7, P08-LV8, P08-LV9, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Negligible**

Receptor Description	Receptor Type	Sensitivity	Significance of Effect Construction Phase (Table 14-10)	Significance of Effect Operation Year 1 (Table 14-11)	Mitigation Reference (Table 14-12)	Residual Effect Operation Years 15-25 (Table 14-11)
11. Cuaich	Built	High	Substantial	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Slight**
12. Lay-by along GWMR to the west of Cuaich	Outdoor	High	Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Slight/ Negligible**
13. Ascent to Creag Ruadh	Outdoor	High	Moderate/ Slight not significant	**Slight**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Negligible**
14. GWMR at grid reference NN 67118 89706	Outdoor	High	Moderate/ Slight not significant	**Moderate/ Slight not significant**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Slight**
15. GWMR at Crubenmore Lodge	Built and outdoor	High	Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Slight**
Views from users of the HML Railway	Outdoor	High/ medium	Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV12, P08-LV13, P08-LV14, P08-LV15	**Slight/ Negligible**
Viewpoint Receptors – Existing A9 on-road representative views (from existing lay-bys)						
B Existing lay-by 89 at Grid Reference NN 64024 84124	Outdoor	High	Substantial	**Substantial/ Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV7, P08-LV8, P08-LV9, P08-LV13, P08-LV14, P08-LV15	**Moderate**
E Existing lay-by 94 at Grid Reference NN 65395 86634	Outdoor	Medium	Substantial/ Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV1, P08-LV2, P08-LV3, P08-LV4, P08-LV5, P08-LV6, P08-LV7, P08-LV8, P08-LV09, P08-LV10, P08-LV11, P08-LV13, P08-LV14, P08-LV15	**Moderate/ Slight not significant**
G Existing lay-by 99 at Grid Reference NN 67795 90595	Outdoor	Medium	Substantial/ Moderate	**Moderate**	SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P08-LV11, P08-LV12, P08-LV13, P08-LV14, P08-LV15	**Moderate/ Slight not significant**

Summary

14.6.7 At construction, **Table 14-10** highlights that of the 19 representative receptors (including HML railway/ lay-by/ online A9 views), it is anticipated that there will be adverse significant construction stage effects on eight of them. The most significant effects are experienced where receptors are within close proximity to the Proposed Scheme. The viewpoints that do not have significant effects are generally at a distance from the Proposed Scheme where the view will not be significantly deteriorated due to the construction works.

14.6.8 In the short term, at operation year 1, adverse effects are determined upon receptors in locations close to the Proposed Scheme mainline and junction works. Significant adverse effects are identified at 11 out of the 19 visual receptors (including HML railway/ lay-by/ online A9 views) of Substantial or **Moderate**.

14.6.9 In the long term, years 15-25, there is only a significant adverse visual effect associated with the Proposed Scheme from on the A9 road as can be seen through the lay-by assessment. This is at the location of the Dalwhinnie Junction. The effect is significant due to the amount of change that will have taken place at this location. The Dalwhinnie Junction is an obvious engineered structure orientated east/ west in a north/ south strath. There is also a lot of new woodland planting within this location, primarily related to the requirement for winter resilience. This will prevent open views to the east from the road.

14.6.10 For the other receptors there are no significant adverse visual effects associated with the Proposed Scheme when appropriate mitigation is in place and vegetation has established, with long term effects generally being **Slight** or **Negligible** for the majority of receptors.

14.7 References

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