

14 Visual

14.1 Introduction

- 14.1.1 This chapter presents the ‘*Design Manual for Roads and Bridges*’ (DMRB) Stage 3 Environmental Impact Assessment (EIA) of the potential visual effects of the proposed Glen Garry to Dalwhinnie project within the A9 Dualling Programme (the Proposed Scheme). It considers the potential construction and operational impacts on the landscape resource and visual receptors associated with the Proposed Scheme, which is described in **Chapter 5**.
- 14.1.2 The study area for visual amenity extends from Dalnaspidal, and the spectacular view of Loch Garry, to the relatively enclosed Drumochter Lodge and the upper reaches of the River Truim. It travels through an expansive landscape of a dramatic nature. The scenic assets of this area are particularly important. Drumochter Pass is the highest point above ordnance datum (AOD) of the A9 and is one of the most visually impressive sections of the entire route.
- 14.1.3 This chapter presents 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
 - Required 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 that has been used is in accordance with best practice, as set out in the guidance noted below, and refined to enable a bespoke approach that provides 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, including ‘*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 from the various Design Organisations across the A9 Dualling Programme agreed common approaches to the assessment methodology and terminology for assessing Landscape and Visual effects, via a sub-group of the A9 Dualling Landscape Forum.
- 14.2.5 The *A9 Dualling Programme Strategic Environmental Assessment (SEA) Environmental Report* (September 2014) includes a series of ‘Strategic Considerations’ and the accompanying ‘*Strategic*

Landscape Review lists a range of 'Key Design Implications' for each Local Landscape Character Area identified. These have been taken into account within this visual assessment, the design proposals for the Proposed Scheme and associated mitigation requirements.

- 14.2.6 The visual effect of the Proposed Scheme on users of the A9 is important. In accordance with the Highways Agency *et al*, IAN 125/09, 2009, the assessment of potential effect on views from the A9 is reported in **Chapter 9, Effects on All Travellers**.

Study Area

- 14.2.7 The study area for this assessment includes the visual envelope of the existing A9 from Dalnaspidal through the Pass of Drumochter. **Drawing 14.1 in Volume 3** of this report indicates the surrounding local topography, which has been taken into consideration when defining the study area. **Drawing 14.2 (Volume 3)** identifies a theoretical Zone of Visual Influence (tZVI) for the existing A9. The Proposed Scheme extent lies completely within the Cairngorms National Park (CNP); however, the tZVI shows that the visual envelope of the existing A9 (within the scheme extents) can extend beyond the CNP boundary.
- 14.2.8 **Drawing 14.3 (Volume 3)** identifies a second tZVI based upon the Proposed Scheme. This includes the mainline dualling, Dalnaspidal and Drumochter Lodge/ Balsporran junctions and underbridges and SuDS features. tZVIs are based upon bare ground topography and do not account for 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 (Volume 3)**, and given the nature of the upland terrain surrounding the A9, the visual assessment study area has been set at 5km, with the greatest potential effects anticipated within 2km of the Proposed Scheme. These distance buffers are included on **Drawings 14.2 and 14.3 (Volume 3)**. Areas within the A9 viewshed, but beyond 5km, will not be subject to perceived significant effects on the visual resource.
- 14.2.10 The tZVI is used to identify sensitive visual receptors. **Table 14-6** identifies these sensitive receptors, which are also shown on **Drawing 14.4 (Volume 3)** of this report.

Baseline data sources

Site Walkover and Surveys

- 14.2.11 The key data sources included Ordnance Survey (OS) map data at 1:25,000 scale, and detailed site assessments made by three chartered landscape architects over a series of visits in 2014 through to 2017. The assessments considered built and outdoor receptors, as follows:
- Built receptors include residential properties, workplaces and recreational buildings
 - Outdoor receptors include users of minor roads, the Highland Main Line (HML) railway, footpaths, cycleways and equestrian routes. The summits of surrounding Munros and other hills adjoining the road corridor are also included as popular recreational destinations
- 14.2.12 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**.

- 14.2.13 Field surveys were carried out to include both winter and summer scenarios, conducted by at least two landscape architects. Data was collected using a standardised checklist; photographs of the current A9 alignment, from areas where views associated with the construction and operation of the Proposed Scheme may be physically affected, and photographs to/ from representative viewpoints that may have potential visibility of the scheme.
- 14.2.14 Views from all of the receptors were assessed and photographs were taken from those with characteristics representative of similar receptors elsewhere within the Proposed Scheme. Potential receptors where views of the Proposed Scheme are likely to be slight or negligible were filtered out of the assessment.

Desk-based Assessment

- 14.2.15 A desk-based assessment collected baseline information, including a review of the following:
- 1:5,000, 1:10,000, 1:25,000 and 1:50,000 scale OS mapping
 - Google Earth web-based photography
 - Aerial photography
 - Geographical Information System (GIS) datasets (including those obtained through the 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) and the Cairngorms National Park Authority (CNPA) has been undertaken during DMRB Stage 3 via the A9 Dualling Environmental Steering Group and Landscape Forum sub-group. With respect to this chapter, consultation focused on agreement around approach and methodology.

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 construction and operation of the Proposed Scheme.

Sensitivity to Change

- 14.2.18 In accordance with 'Guidelines for Landscape and Visual Impact Assessment Third Edition' (GLVIA3) the assessment of sensitivity for visual effects combines judgements on the value attributed to that receptor and the susceptibility of the receptor to 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 For this assessment, the criteria in **Table 14-1** were used, along with professional judgement, to help determine the value of the views experienced at 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 GLVIA3 guidance) were 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, where awareness of views is likely to be particularly high
Low	People engaged in outdoor sport or recreation, which does not involve appreciation of views People at their place of work, whose attention may be focused on their work and where the setting is not important to the quality of working life

Evaluation of Visual Sensitivity

- 14.2.23 The assessment of visual receptors' sensitivity to changes in views was derived by combining the assessments of value and susceptibility in accordance with the criteria provided in **Table 14-3**.

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 change 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**. These consider the following:
- The extent of the receptor's available view potentially impacted by the route (including separation between the receptor and the Proposed Scheme)
 - The angle of view relative to the main activity of the receptor
 - The level of integration or contrast created by the route and its associated elements within the view

Table 14-4: Magnitude of visual effects

Magnitude	Criteria
High	Where the route or elements of the route will dominate the view and fundamentally change its character and components
Medium	Where the route or elements of the route will be noticeable in the view, affecting its character and altering some of its components and features
Low	Where the route or elements of the route 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 are also used in the assessment.
- 14.2.27 In accordance with GLVIA3, the evaluation of magnitude also considers the duration and reversibility of landscape effects. The duration of effects was judged on the following scale:
- Short-term: under 1 year
 - Long-term: up to 15 years
- 14.2.28 Note that in this location it has been 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 within the Proposed Scheme extents, will be slow.

Assigning significance of effects

- 14.2.29 The significance of visual effects was determined through consideration of both the sensitivity of the visual receptors, and the predicted magnitude of impact, as a result of the Proposed Scheme.
- 14.2.30 GLVIA3 advocates that the LVIA process is an evidence-based process combined with professional judgement. A reasoned justification for the allocated significance of the effect for each receptor is provided. **Table 14-5** sets out typical descriptors for each value of significance.

Table 14-5: *Significance of visual effect*

Significance	Criteria
Substantial	The project 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 project would lead to a major improvement in a view from a highly sensitive receptor
Moderate	The project would cause obvious deterioration to a view from a moderately sensitive receptor, perceptible damage to a view from a more sensitive receptor The proposals would cause obvious improvement to a view from a moderately sensitive receptor, or perceptible improvement to a view from a more sensitive receptor
Slight	The project 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 project 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	No perceptible change in the view

- 14.2.31 It should be noted that the significance categories can be either beneficial or adverse. Whilst the majority of potential effects are anticipated to be negative, in some circumstances the addition of new features may be beneficial. These may include removal of urban or adversely obtrusive features in a rural context. In most circumstances, effects identified as Moderate or Substantial are deemed to be significant, and require detailed investigation of mitigation in order to reduce the potential effect wherever possible.
- 14.2.32 Professional judgement is required to make a balanced and objective assessment taking all relevant 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 is used to consider and explain whether the particular effect is considered to be significant or not significant, based upon the context of that individual receptor. This has been explained where it occurs within this assessment.

Assigning mitigation

- 14.2.33 Mitigation measures required to reduce significant adverse effects have been considered and are discussed in **section 14.5**. Embedded mitigation, relevant to this chapter, is detailed at the start of **section 14.4**.

Limitations to assessment

- 14.2.34 Details of the construction activities are limited at this stage. An indicative assessment of construction stage effects was therefore made for the representative viewpoints.

14.3 Baseline Conditions

- 14.3.1 A comprehensive summary of the likely visual receptors identified within the study area is listed in **Table 14-6**. The schedule was derived following a desktop assessment of OS maps and existing tZVI as well as field verification. Each receptor was identified as Built (residential, commercial or other) or Outdoor (infrastructure or recreational).
- 14.3.2 Given that the study area is so sparsely populated, individual dwellings have been identified. A number of general visual receptors are described. However, in order to undertake this visual assessment, a number of 'representative receptors' were also identified, as shown in **Drawing 14.4 (Volume 3)** and listed in **Table 14-7** and **Table 14-8** below.
- 14.3.3 The sensitivity of the view from each of these receptors 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 list of likely visual receptors within the Proposed Scheme study area.

Table 14-6: Visual receptors within the study area

Visual Receptor	
Built	
Residential	The Old School House, Dalnaspidal
	Dalnaspidal Lodge, Dalnaspidal
	Keepers Cottage, Dalnaspidal
	Garryview, Dalnaspidal
	Station Cottages, Dalnaspidal
	Balsporran Cottages
	Drumochter Lodge
Outdoor	
Infrastructure	A9 users
	National Cycle Network 7 (NCN7)
	Highland Main Line railway (HML)
	General Wade's Military Road
	General Wade's Military Bridge abutment (Dalnaspidal)
	Footpath along Allt Coire Mhic-sith
	Track alongside Loch Garry
	Track along Allt Coire Dhomhain
	Track along Allt Coire Fhar
	Track along Allt Beul an Sporain
Recreational	Sron na h-Eiteich
	Meall an Dobharchain (Sow of Atholl)
	An Torc (Boar of Badenoch)
	Creagan Mor
	Craig Chaorach
	Creag nan Ubhal
	Creagan Doire Dhonaich
	Loch Garry

Representative receptor viewpoints

- 14.3.5 From the above, key representative viewpoints were selected to enable a comparison of the potential impacts of the Proposed Scheme from a range of sensitive receptors. These are set out in **Table 14-7**, with photographs from these viewpoints provided on **Drawings 14.5 to 14.27 (Volume 3)**. These represent winter (worst case) and summer views for each receptor.
- 14.3.6 It is noted that Viewpoints 4 and 18 were requested by a stakeholder in April 2017, hence no winter views have been included for these views. A winter view only has been used for Viewpoint 13 as there will be no discernible difference in seasonal tree leaf cover for this receptor. Summer only views have been included for Viewpoints 17 North and 17 South, as again a discernible difference in seasonal tree leaf cover is unlikely from these viewpoints because the tree cover is coniferous within the views. The viewpoints have been agreed with key stakeholders.

Table 14-7: Representative viewpoint receptors for the Proposed Scheme

Representative Viewpoint Reference	Visual Receptor	Receptor Type	NGR
1	NCN7 at Dalnaspidal	Recreational	NN 64311 73557
2	Level Crossing at Dalnaspidal	Infrastructure	NN 64519 73159
3	Station Cottages	Residential	NN 64671 73421
4	General Wade's Military Bridge	Recreational	NN 64655 73527
5	Track at the foot of Sron na h-Eiteich	Recreational	NN 64380 72379
6	Track to Loch Garry	Recreational	NN 64237 72733
7	Meall an Dobharchain (Sow of Atholl)	Recreational	NN 62630 79170
8	General Wade's Military Road	Infrastructure	NN 64020 74347
9	Track along Allt Coire Dhomhain	Infrastructure	NN 62091 75171
10	Highland Main Line railway (HML)	Infrastructure	NN 63262 75142
11	NCN7 at Drumochter Pass	Infrastructure	NN 62555 77631
12	Track along Allt Coire Fhar	Infrastructure	NN 61267 78393
13	Hill slopes of Creagan Doire Dhonaich	Recreational	NN 63112 78814
14	Balsporran Cottages	Residential	NN 62712 79181
15	Track along Allt Beul an Sporain	Infrastructure	NN 61704 79253
16	Entrance to Drumochter Lodge	Residential	NN 63052 79660
17	Hill slopes of Creagan Mor	Recreational	NN 62132 79543
18	NCN7 North of Drumochter Lodge	Recreational	NN 63059 79985

- 14.3.7 Views from users of the HML railway are also assessed; these are transient in nature, but three representative viewpoints have been included in this assessment to capture likely potential effects for users of the HML railway when travelling through the study area.

Sensitivity of representative viewpoints

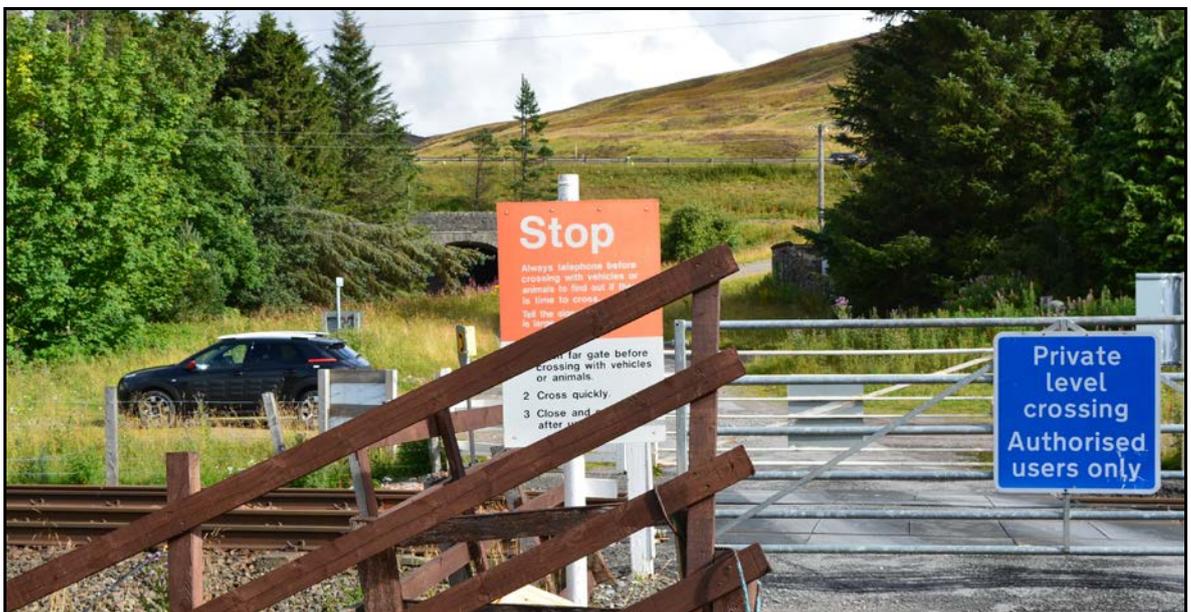
- 14.3.8 The following sub-sections assess the value, susceptibility and sensitivity of receptors at key representative viewpoints, according to **Tables 14-2, 14-3 and 14-4**, selected to enable a comparison of the potential impacts of the Proposed Scheme. Where appropriate, the key view descriptions have been augmented by additional non-technical photographs within the text (**Photographs 14-1 to 14-10**).

Viewpoint 1 - NCN7 at Dalnaspidal

- 14.3.9 The viewpoint and views from Viewpoint 1 fall within the CNP and are therefore of high value. NCN7 at this location is a tarmac footpath running in parallel to the existing A9 road embankment, from where there are views north-west towards Meall an Dobharchain and beyond. This track is used by cyclists and walkers as a recreational route.
- 14.3.10 However, views to the north, east and south are principally of the A9 embankment, roadside safety barriers and the Beauly to Denny Power Line (BDL) pylons and other infrastructure. It will be of medium susceptibility to change with an overall **Medium** sensitivity.

Viewpoint 2 - Level Crossing at Dalnaspidal

- 14.3.11 Viewpoint 2 and views from it fall within the CNP and are therefore of high value. A level crossing is located just west of Dalnaspidal Cottages approximately 120m from the HML railway. The level crossing is for a minor road which crosses the HML railway and leads to Keepers Cottage, Dalnaspidal Lodge and Loch Garry. The track is well used by residents of the properties and is popular with landowners, hillwalkers and fishing parties, and the viewpoint is representative of views seen by users of the HML railway. The view to the north of the A9 is partially screened by coniferous tree coverage. There is a short distance view of General Wade's Military Bridge and looking east there is a view of Craig Chaorach, detracted by the presence of power and communication infrastructure including the BDL and mobile phone masts.
- 14.3.12 The viewpoint is therefore of medium susceptibility with an overall **Medium** sensitivity.



Photograph 14-1: View towards the A9 from HML railway level crossing at Dalnaspidal

Viewpoint 3 - Station Cottages

- 14.3.13 Viewpoint 3 and views from it fall within the CNP and are therefore of high value. There are two single-story properties set into the hillside, west of the A9, just below the existing NCN7 route. The nearest is approximately 70m from the existing A9. The view is taken from the old A9 road adjacent to Station Cottages. The view towards the A9 is blocked by the existing slopes within the grounds of the cottages as well as fencing and a line of trees. Some of the A9 west

embankment is visible along with signs and the BDL pylons and local distribution poles. The most scenic outlooks are filtered views towards Loch Garry through a line of coniferous trees, over the HML railway.

- 14.3.14 The view from residential receptors will have a high susceptibility to any changes, and the viewpoint has an overall **High** sensitivity.

Viewpoint 4 - General Wade's Military Bridge Abutment

- 14.3.15 Viewpoint 4 and views from it fall within the CNP and are therefore of high value. This viewpoint is north-east of Dalnaspidal, elevated above the A9 mainline and approximately 200m from the mainline. It is on a track, formerly part of General Wade's Military Road (GWMR), immediately adjacent to the now demolished General Wade's Military Bridge.
- 14.3.16 The spectacular long distance views to Loch Garry and beyond are framed by the hills of Sron na h-Eiteich and Meall an Dobharchain and are particularly notable. However, infrastructure dominates the near- and middle-distance of the view; a concrete weir and the abutment for Allt Coire Mhic-sith underbridge, a mobile telephone mast, the BDL pylons, and the A9 carriageway, traffic and Dalnaspidal Junction are visible. Some of the buildings of Dalnaspidal are visible, although they are mostly shrouded by coniferous trees or blocked by spurs either side of Allt Coire Mhic-sith. Traffic movement and noise detract from the viewing experience. General Wade's Military Bridge is no longer present, and the track is likely to be rarely used by hillwalkers, although shooting parties are likely to use the area. Susceptibility is therefore likely to be low, and the overall sensitivity is **Medium**.



Photograph 14-2: View of infrastructure opposite Dalnaspidal near General Wade's Military Road

Viewpoint 5 - Track at the foot of Sron na h-Eiteich

- 14.3.17 The Sron na h-Eiteich ridge lies south of Dalnaspidal, outside the CNP. An absence of paths up the hill suggests that it is not particularly frequented by hill walkers but there are clear views towards the CNP including the Allt Dubhaig floodplain in the foreground, the Grampian Mountains to the east beyond the A9, and Drumochter Pass to the north. The view from the receptor is therefore high value.

- 14.3.18 However, there are clear views of the A9, the BDL and the HML railway, channels and weirs linking Loch Garry to the River Garry, and buildings in and around Dalnaspidal. Because of the distance of the viewpoint from the A9, the existing route only forms a minor part of the view. There is a medium susceptibility to change and therefore a **Medium** sensitivity from this viewpoint.

Viewpoint 6 - Track to Loch Garry

- 14.3.19 This viewpoint lies inside the CNP. Loch Garry is a 3km long, 500m wide loch at the base of a narrow glen with an access track running along the northern side. The viewpoint is 1.5km from the nearest part of the A9. It is well used by walkers and for fishing, as well as for accessing maintenance and infrastructure of the reservoir. Views towards the east include the floodplain, Dalnaspidal and the Cairngorm southern hill slopes beyond. This results in a high value.



Photograph 14-3: View from Loch Garry access track towards A9

- 14.3.20 The A9 traverses this area but views of it are at distance and intermittent due to woodland and landform; traffic movement is apparent however, and a telecom mast, weir/ hydro infrastructure and the BDL are visible in front of the rolling Cairngorms southern hills. The viewpoint has a high susceptibility to change with an overall **High** sensitivity.

Viewpoint 7 - Meall an Dobharchain (Sow of Atholl)

- 14.3.21 This viewpoint and views from it fall within the CNP and are therefore of high value. The viewpoint is from an elevated location and is representative of views from the hillsides to the west of the A9. The peak of Meall an Dobharchain forms part of the southern entrance to the core area of the Drumochter Pass; at a height of 803m (2634 feet), it qualifies as a Corbett and is popular with hillwalkers. The peak is an important landmark feature within the CNP.

- 14.3.22 There are clear views towards the A9 within Drumochter Pass, as well as of the BDL and HML railway which traverse the views from north to south. Although the viewpoint is at a minimum distance of approximately 1.2km, the A9 is visible over a wide area. The viewpoint will therefore have a high susceptibility to change on the A9, and an overall **High** sensitivity.

Viewpoint 8 - General Wade's Military Road

- 14.3.23 This viewpoint and views from it fall within the CNP and are therefore of high value. This viewpoint is representative of views experienced by recreational users of GWMR within the CNP, to the east of the A9. GWMR is of historical significance.
- 14.3.24 Views of the A9 directly towards the west are partially obstructed by a coniferous shelter belt and landform. There are clear views beyond the A9 of the strath and hills of Drumochter Forest further to the west, although the latter can be seen stretching into the distance to both the north and south, together with the BDL. Part of the existing shelterbelt will be removed, potentially opening up views of the road; the views are therefore of medium susceptibility. This view is therefore overall of **Medium** sensitivity.



Photograph 14-4: View to north of General Wade's Military Road and the BDL east of Dalnaspidal

Viewpoint 9 - Track along Allt Coire Dhomhain

- 14.3.25 This viewpoint and views from it fall within the CNP and are therefore of high value. This viewpoint represents the shooting estate access tracks (likely to be rarely used by walkers) that follow the watercourses and enclosing, tranquil glens that cut between the hills to the west of the A9. Located within the CNP to the south of the Allt Coire Dhomhain, the route follows the contours of the Boar of Badenoch (An Torc), and is used for access to grouse shoots.
- 14.3.26 Views from the track encompass the eastern slopes of Drumochter Pass and the lower slopes of Meall an Dobharchain; Allt Coire Dhomhain is also prominent. The extents of the view are framed and enclosed by the ridges of An Torc and Meall an Dobharchain, obscuring the A9 and

associated infrastructure, although traffic movement can be seen. Although the viewpoint is with the CNP, it is 1.2km from the A9 and has a low susceptibility to change. The viewpoint has an overall **Medium** sensitivity.

Viewpoint 10 - Highland Main Line railway

- 14.3.27 This viewpoint and views from it fall within the CNP and are therefore of high value. It is representative of the HML railway within the CNP. The HML runs parallel to the west of the A9 for the length of the Proposed Scheme, following a sinuous route along the floor of the strath and generally never straying more than 300m from the A9. For the most part, it lies below the level of the road. The railway has been in place for over a century and is used by tourists as well as commuters and freight.
- 14.3.28 Travellers on the HML railway perceive transient and fleeting views towards the A9. A significant part of the view is to the east; however, there are also attractive views of the floodplain and hillsides to the west, and the hillsides beyond, are open and exposed. The A9 is one of several elements within this view, and therefore views would have a medium susceptibility. The views from the train at this viewpoint have a **Medium** sensitivity.

Viewpoint 11 - NCN7 at Drumochter Pass

- 14.3.29 This viewpoint and views from it fall within the CNP and are therefore of high value. Representative of the views available to Non-Motorised Users (NMUs) using the NCN7 which runs parallel to the west of the A9 for the length of the Proposed Scheme, this viewpoint is located on the path where it lies close to both the carriageway and the HML railway.
- 14.3.30 Although the viewpoint is from a recreational route, it is also adjacent to and representative of views available to travellers on the A9 and HML railway. To the north, east and south of this viewpoint, the A9 is highly visible, as is prominent infrastructure including a telecom mast, and the BDL. There are, however, impressive views due west of glacial moraines and hillsides. The HML railway and the BDL are both prominent features within the view. Users are adjacent to the A9 and thus the route in general has a medium susceptibility to change. Therefore, this viewpoint has been allocated a **Medium** sensitivity.

Viewpoint 12 - Track along Allt Coire Fhar

- 14.3.31 This viewpoint and views from it fall within the CNP and are therefore of high value. It lies approximately 1.2km from the A9, on a relatively narrow rocky track running south-west from the A9. The track lies to the north of Allt Coire Fhar watercourse, between the hills of A'Mharconaich and Geal-charn. There are clear views to the east of the Cairngorm southern hill slopes and the Dail a Chuirn floodplain and further north beyond Drumochter Pass. The foreground and view south is dominated by glacial moraines and Drumochter Pass.
- 14.3.32 Although due to its distance, the A9 is relatively inconspicuous, the view is from a track that may be used by walkers and hence the view has high susceptibility to change. This visual receptor is therefore allocated a **High** sensitivity.

Viewpoint 13 - Hill slopes of Creagan Doire Dhonaich

- 14.3.33 This viewpoint and views from it fall within the CNP and are therefore of high value. The viewpoint is located on a steep but even-faced scree-covered slope which forms a section of the

eastern flank of Drumochter Pass. It has a height of 724m AOD; the precipitous slopes and lack of tracks or footpaths suggest it is not well-used by hillwalkers.

- 14.3.34 Views of the A9 directly to the west are well below the viewpoint location but it is still highly visible. There are clear views beyond the A9 of the strath and hills of Drumochter Forest to the west, and in the far distance to the north. At the bottom of the strath Balsporran Cottages and the meandering River Truim can be seen, but the presence of the HML railway, the BDL and its associated access track are clearly visible in views south, west and north. Despite this, the views are open and have high susceptibility to change. This view has a **High** sensitivity.

Viewpoint 14 - Balsporran Cottages Bed & Breakfast

- 14.3.35 This viewpoint and views from it fall within the CNP and are therefore of high value. Balsporran Cottages is a two-storey property, with a garden and small outbuildings, located within the CNP and managed as a B&B. It is located around 130m from the A9. The viewpoint is also representative of the view from the track at this point, which is used by landowners and is often a start point for hillwalkers, and of the HML railway which runs immediately west of the house.
- 14.3.36 Views from this receptor towards the south-west include the River Truim upper floodplain in the middle distance and Drumochter Pass beyond. Immediately to the east, the A9 traverses the view of the Cairngorm southern hills but is filtered by intervening scrub and shrub vegetation. The HML railway and BDL and its associated access track are much more visible and are a significant intrusion into the landscape. Looking north, the coniferous woodland shelterbelt around Drumochter Lodge is very apparent. As a residential receptor, views from this property are of high susceptibility. This view has a **High** sensitivity.



Photograph 14-5: View looking south from Balsporran Cottages access off the A9 mainline

Viewpoint 15 - Track along Allt Beul an Sporain

- 14.3.37 This viewpoint and views from it fall within the CNP and are therefore of high value. The viewpoint is located on a relatively narrow rocky track, running west from the A9. It follows north of the Allt Beul an Sporain watercourse between the hills of Geal-charn and Creagan Mor and is used for access to grouse shoots. There are clear views beyond the strath floor and glacial moraines towards Drumochter Pass to the south and Cairngorm southern hill slopes to the east. The A9 and other infrastructure routes are central in this view.
- 14.3.38 However, the A9 is some distance away and slightly elevated above the viewpoint. The view is of medium susceptibility. The view has an overall **High** sensitivity.

Viewpoint 16 - Entrance to Drumochter Lodge

- 14.3.39 This viewpoint and views from it fall within the CNP and are therefore of high value. The viewpoint is from the entrance to the grounds of a lodge owned by Drumochter Estate; it sits within an undesignated designed landscape with a dry stone faced Ha-ha feature within the front garden. This property is set back approx. 48m from the existing A9 amongst trees which limit the views out, although from within the grounds, Creagan Mor dominates the view west, with the A9 in the immediate foreground.
- 14.3.40 The viewpoint has high susceptibility to change, and the viewpoint therefore has **High** sensitivity.



Photograph 14-6: View of Drumochter Lodge from adjacent to the A9

Viewpoint 17 – Hill slopes of Creagan Mor

- 14.3.41 Located east of the A9 within the CNP and just north of the core of Drumochter Pass, Creagan Mor reaches 772m AOD and is classified as a “Simm”, a hill over 600m AOD. Tracks traversing the hill suggest it is used by hillwalkers as well as shooting parties. The viewpoint is of high value.
- 14.3.42 Views to the north and south cover almost the whole extent of the Proposed Scheme, including the strath floor, glacial moraines and hills both east and west of the road. Shelter belt woodland

extending from Drumochter Lodge northwards is also very apparent. The wild and natural scenery is detracted by the HML railway and BDL and its associated access track; each conspicuous features in the landscape. The A9 is most visible within the Pass of Drumochter. The view has a high susceptibility to change, and therefore the viewpoint sensitivity is **High**.

Viewpoint 18 - NCN7 North of Drumochter Lodge

- 14.3.43 This viewpoint and views from it fall within the CNP and are therefore of high value. This viewpoint is representative of views available to walkers and cyclists using the NCN7. The track at this point is below the level of the road approximately 40m from the carriageway.
- 14.3.44 Creagan Mor dominates the view to the west, while the hills of Dalnaspidal Forest form the horizon beyond. The A9 and adjacent woodland to both sides of the road dominate the view. While the road itself is not visible, traffic is. To the south, the view of the A9 and Cairngorm southern hill slopes are screened by the coniferous woodland west of the A9. To the east is a 60m wide coniferous shelterbelt. The Boar of Badenoch is visible in the central distance. The HML railway is visible to the east. Because of the woodland adjacent to the A9, this viewpoint has a high susceptibility to change and has a **High** sensitivity.

Proposed Scheme A9 Representative Viewpoints

- 14.3.45 It is important to review the potential impacts on A9 users. The view from the road is a key part of the landscape experience as most people will experience this landscape from the road.
- 14.3.46 As noted above, views from the road are assessed within **Chapter 9, Effects on All Travellers**; 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 lay-bys within the Proposed Scheme have been assessed. Existing A9 lay-bys are listed in **Table 14-8**.

Table 14-8: Existing A9 lay-bys

No.	Existing lay-by reference
1	Lay-by 76 northbound
2	Lay-by 77 northbound
3	Lay-by 78 southbound
4	Lay-by 79 northbound
5	Lay-by 80 southbound
6	Lay-by 81 northbound
7	Lay-by 82 southbound
8	Lay-by 83 northbound
9	Lay-by 84 southbound
10	Lay-by 85 northbound
11	Lay-by 86 southbound
12	Lay-by 87 northbound
13	Lay-by 88 southbound

- 14.3.47 From the lay-bys listed above, eight representative viewpoints were selected to enable a comparison of the potential impacts of the Proposed Scheme from a range of sensitive receptor locations. These have been assigned letters A-H accordingly as set out in **Table 14-9** and can be seen on **Drawings 14.28 to 14.37 (Volume 3)**.

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

Representative Viewpoint Reference	Lay-by reference	Grid Reference
A	Lay-by 76 northbound	NN 64916 73028
B	Lay-by 77 northbound	NN 63771 74281
C	Lay-by 78 southbound	NN 63599 74676
D	Lay-by 79 northbound	NN 63234 75552
E	Lay-by 82 southbound	NN 63011 76458
F	Lay-by 83 northbound	NN62529 78258
G	Lay-by 84 southbound	NN 62673 78704
H	Lay-by 87 northbound	NN 63896 81871

A9 Users

- 14.3.48 The study area is one of the most dramatic sections of the A9, 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 along the valley are unimpeded. Within the southern section of the study area, the River Garry, Loch Garry and the Allt Dubhaig braided channels dominate the valley floor. The River Truim meanders along its floodplain within the northern section of the study area to the west of the A9 and the heather moorland hills rise up to rounded summits.

Types of Lay-bys

- 14.3.49 Note that DMRB defines different types of lay-bys. A 'Type A' lay-by includes a physical 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. Type A lay-bys also include merge and diverge tapers and may include additional user features.

Viewpoint A Lay-by 76 Northbound

- 14.3.50 The view is from a type B lay-by with a footway, and is dominated by the A9. At this location, the existing road is dualled and the northbound and southbound carriageways are split vertically.
- 14.3.51 Although this lay-by is not within the CNP, the views from it look into the CNP. The best views are mid to long-distance from this location, south over the River Garry floodplain towards Loch Garry and north over Dalnaspidal to Meall an Dobharchain. Views east are up the precipitous slopes of Craig Chaorach. The view is of medium/ high value and medium susceptibility, with an overall **Medium** sensitivity.

Viewpoint B Lay-by 77 Northbound

- 14.3.52 The viewpoint is located within the CNP at a Type B lay-by with a footway on single carriageway; the view is dominated by the A9.
- 14.3.53 Views east and west from this location are short distance, limited severely by hillslopes to the east and a raised embankment to the west. The peaks of Meall an Dobharchain and An Torc are visible, but the main view is channelled north along the road. Because the viewpoint is within the CNP, the view is allocated a high value, but as it is a roadside viewpoint, it has a medium susceptibility, with an overall **Medium** sensitivity.

Viewpoint C Lay-by 78 Southbound

- 14.3.54 This viewpoint is located within the CNP at a Type B lay-by with a footway.
- 14.3.55 The views from this location are mid- to long-distance. A break in the raised embankment west of the road allows clearer views of Meall an Dobharchain and An Torc but because the lay-by is southbound, the view west is a roadside viewpoint. The road embankments enclose the view to the west and either side of the lay-by to the north and south. As with all viewpoints that fall within the CNP, the view is allocated a high value, but because it is a roadside viewpoint, it has a medium susceptibility with an overall **Medium** sensitivity.

Viewpoint D Lay-by 79 Northbound

- 14.3.56 The viewpoint is located within the CNP at a type B lay-by with a footway.
- 14.3.57 This view is long distance and expansive. The view south consists of the Allt Dubhaig floodplain and distant views of Sron na-Eiteich. The hills of Meall an Dobharchain, An Torc and the strath between them dominate the view west. Due north the scree slopes of Drumochter Pass are prominent. Looking east, up the hillside, cascades are visible but the BDL and signage are conspicuous features. Because the viewpoint is within the CNP, the view is allocated a high value; because it is a roadside viewpoint, it has a medium susceptibility, with an overall **Medium** sensitivity.

Viewpoint E Lay-by 82 Southbound

- 14.3.58 This is a Type A lay-by and is within the CNP. A wide grass segregation island separates the lay-by and the road.
- 14.3.59 The view is dominated by the A9. A scree covered slope on Creagan Coire Dhonaich is the most dominant feature to the north-east, interrupted by the BDL. The view east of the steep hillslopes is intercepted by the BDL and coniferous shelter belt. The viewpoint is raised above the low-lying floodplain and looks out towards the imposing hill of An Torc. Because the viewpoint is within the CNP, the view is allocated a high value, but it is a roadside viewpoint, it has a medium susceptibility, with an overall **Medium** sensitivity.

Viewpoint F Lay-by 83 Northbound

- 14.3.60 This is a Type A lay-by within the CNP, with a grass segregation island between the lay-by and the road.
- 14.3.61 The view from this lay-by is most impressive to the south, looking back towards the hillslopes of Drumochter Pass, but signage detracts from the south-facing view slightly. The HML railway is

very conspicuous immediately west of the location. The BDL is also visible to the east. The hills east and west are less imposing and hence the strath opens out to the north with views towards the northern Badenoch range. Roadside signage detracts from the north-facing view. The view is of high value and medium susceptibility with an overall **Medium** sensitivity.

Viewpoint G Lay-by 84 Southbound

- 14.3.62 This is a Type B lay-by with footway within the CNP; NCN7 runs adjacent to the lay-by.
- 14.3.63 A mid to long-distance view, the strath is very open here and the view south is particularly remarkable, with the Dail A' Chuirn floodplain in the foreground and several hillslopes and Drumochter Pass beyond. The BDL imposes on this view. The view north is also notable, which includes Balsporran Cottages and a view over to the northern Badenoch range, but it is interrupted by occasional signage. The view is of high value. Due to the dominance of the A9 it is of medium susceptibility and therefore **Medium** sensitivity.

Viewpoint H Lay-by 87 Northbound

- 14.3.64 This viewpoint is to the south from a Type B lay-by within the CNP. The lay-by is outside of the Proposed Scheme extents but views south from it encompass a sweeping panorama, including upper Glen Truim centred on the A9. The strath is shallow and open with views to the west, backclothed by Creagan Mor. The Boar of Badenoch and Sow of Atholl dominate the central horizon which stretches as far as A'Mharconaich. The coniferous roadside shelterbelt dominates the eastern foreground while the Grampian Mountains in the CNP are partially visible to the east and south-east in the distance. The shelterbelt also screens sight of the BDL.
- 14.3.65 The viewpoint represents a 'gateway' to Drumochter Pass to the south and is of high value. Due to the dominance of the A9 it is of medium susceptibility and therefore **Medium** sensitivity.

Views from users of the Highland Main Line railway

- 14.3.66 The HML railway is to the west of the Proposed Scheme. Views for users of the HML railway are transient in nature. Trains will pass through the area at speed. A perception of surrounding context is able to be formed. Viewpoints 2, 10 and 14, **Drawings 14.6, 14.14/ 14.15 and 14.20/ 14.21 (Volume 3)**, are also considered to be representative of views from HML railway users from Dalnaspidal, Drumochter Pass and Balsporran to which these viewpoints are adjacent.
- 14.3.67 From ch. 600 (Dalnaspidal) the HML railway is approximately 95m from the A9 at its closest point. This is shown on **Photograph 14-7** below. The HML railway is below the A9 at this location; therefore, views from the HML railway of the A9 carriageway and traffic on it are restricted, although there are large embankments within sight.



Photograph 14-7: View toward the A9 from the HML railway level crossing at Dalnaspidal

- 14.3.68 From ch. 5,000 and ch. 5,800 (Drumochter Pass) the HML railway is approximately 20m from the A9 at its closest point. This is shown on **Photograph 14-8** below. The HML railway is a few metres below the A9 at this location, but there are clear views of the road and traffic upon it.



Photograph 14-8: View south, parallel to A9 and HML railway, from NCN7 at Drumochter Pass.

- 14.3.69 At ch. 6,800 (Balsporran) the HML railway is approximately 150m from the A9 at its closest point. This is shown on **Photograph 14-9** below. The HML railway is at the same level or slightly higher than the A9 at this location, and there are clear views of the road.



Photograph 14-9: View toward the A9 from the HML railway level crossing at Balsporran

14.3.70 Viewpoints 1, 11 and 18 on **Drawings 14.5, 14.16/ 14.17 and 14.26/ 27 (Volume 3)** are located on the NMU between the HML railway and the A9 and therefore provide an indication of views from users of the HML railway.

14.3.71 The value of views from the HML railway within the Proposed Scheme extents is high. Susceptibility is medium as these users are travelling by rail and will have an awareness of their surroundings and for the majority of the route will have clear perceivable views of the A9, although it will be transient. Overall sensitivity is therefore assessed as **High/ Medium**.

Baseline summary

14.3.72 **Table 14-7** and **Table 14-9** 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 Dalnaspidal, Balsporran and Drumochter
- Users of infrastructure, including the HML railway and the existing A9
- Recreational resources, including hills and tracks
- A9 on-road views (from lay-bys)

14.3.73 Views of the Proposed Scheme from the existing carriageway have similar characteristics; those at Viewpoint A (Lay-by 76 northbound), Viewpoint E (Lay-by 82 southbound), Viewpoint F (Lay-by 83 northbound), and Viewpoint H (Lay-by 87 northbound) are considered to be representative of potential issues found throughout the Proposed Scheme, and only these lay-bys are considered in this assessment.

14.4 Potential Impacts

Introduction

- 14.4.1 This section considers the potential temporary (construction) and permanent (operational) visual effects of the Proposed Scheme on the representative viewpoint receptors identified in **Table 14-7** and **Table 14-9**. **Table 14-8** lists viewpoints from lay-bys, representing typical views from the existing carriageway.
- 14.4.2 Through the design process, embedded mitigation has been developed and is incorporated in the Proposed Scheme design. Embedded mitigation is further explained in **sub-section 14.4.4**. All effects identified within this section have been assessed with the inclusion of embedded mitigation.
- 14.4.3 Construction Phase effects on viewpoints and road users are identified in **Table 14-10** and **Table 14-11**. The long term permanent effects, after years 15-25, identified in **Table 14-12**, are assessed to include the embedded and additional mitigation. Additional mitigation is further explained in **section 14.5**.

Embedded (Primary) Mitigation

- 14.4.4 Throughout the DMRB Stage 3 iterative design process, a number of 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.
- 14.4.5 With respect to GLVIA3 terminology, 'primary' mitigation is what this EIA refers to as 'embedded' mitigation. With respect to the visual considerations in this chapter, the relevant aspects of project specific 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 landform-sensitive areas set out within **Chapter 13, Landscape**, to which proposed slopes have been designed to respond by reflecting adjacent landform as far 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 in **Table 14-13**
 - retaining wall structures (RWS), varying from approx. 1m to 6m in height, located to the east of the southbound carriageway, designed to avoid overt intrusion into the views from either the roads or open landscape. Retaining walls are primarily located on the southbound carriageway, apart from one between NCN7 and the northbound carriageway at Drumochter Pass. Specific chainages (ch.) for each location are provided in **Table 14-13**
 - preliminary form of Sustainable Drainage Systems (SuDS), primarily basins, have been designed by the engineering design team and Landscape Architects to ensure they reflect local landscape characteristics and look to replicate natural features where possible

- three no. Type A¹ lay-bys within the Proposed Scheme include a widened segregation strip and potential links to NMU routes. The locations are:
 - northbound ch. 800 at Dalnaspidal
 - northbound at ch. 3,600 near Drumochter Pass
 - southbound at ch. 4,000 near Drumochter Pass
- 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

14.4.6 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 embankments 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

14.4.7 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 standard, embedded (primary), and project specific mitigation) are captured, they have been included within **section 14.5 Mitigation**, and the **Schedule of Environmental Commitments** contained in **Chapter 21**. The project specific, i.e. additional, mitigation listed in **section 14.5** is what GLVIA 3 refers to as secondary mitigation. Standard, embedded and project specific mitigation has been identified within **Table 14-13**.

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

¹ Type 'A' lay-bys, as defined in DMRB, include merge/ diverge tapers and a segregation island to physically separate the lay-by from the operational carriageway
Type 'B' lay-bys, as defined in DMRB, are roadside bays with no physical separation from the operational carriageway

Additional (Secondary) Mitigation

- 14.4.9 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 scheme; augments existing features; or enhances views by for example, creating a context or frame. Proposed additional mitigation measures are what GLVIA3 refers to as ‘secondary’ mitigation, and are further explained in **section 14.5**.
- 14.4.10 Additional mitigation, specific to views from the road, has also been developed through the environmentally-led design process, with input from Landscape Architects aligned to the key objectives for the landscape and visual design for the Proposed Scheme, as set out in **Appendix 13.2 (Volume 2)** including:
- Design of the roadscape environment including seeding and planted features (as shown on **Environmental Mitigation Drawings 6.1 to 6.7 (Volume 3)**)
 - Visual/ aesthetic treatment of retaining walls and some bridges; retaining wall facades within the Proposed Scheme are to be treated with natural stone effect facing; the façade Allt Coir Mhic-sith watercourse underbridge at Dalnaspidal will reflect the appearance of the current General Wade bridge
 - New embankments and cuttings are to be further developed at detailed design stage 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 6.10 to 6.12 (Volume 3)**)

Additional Lay-by Proposals

- 14.4.11 The design under assessment includes three no. Type A lay-bys, with a segregation island, as discussed above. These are ‘embedded’ into the design. However, at each of these locations, there is potential to refine the lay-bys, within the Land Made Available (LMA) boundary for the Proposed Scheme, with areas designed to facilitate users’ enjoyment of the spectacular surrounding landscape scenery.
- 14.4.12 **Figures 13-1 to 13-3 in Chapter 13, Landscape**, present indicative illustrations of proposals currently under consideration for each area:
- **Figure 13-1**, northbound lay-by, approx. ch. 800 at Dalnaspidal
 - **Figure 13-2**, northbound lay-by, approx. ch. 3,600 at Drumochter Pass
 - **Figure 13-3**, southbound lay-by, approx. ch. 4,000 at Drumochter Pass
- 14.4.13 The landform elements of these proposals, i.e. earthworks required to create terraces and platforms, are included within the 3D earthworks models for the Proposed Scheme.
- 14.4.14 Relevant features, beyond principal earthworks requirements, such as furniture (e.g. benches/ shelters/ picnic tables), fencing or walls, ramps or steps, signage and interpretation information,

with 'Access for All' compliant footpaths and links to the existing NMU network, are 'additional' mitigation requirements.

- 14.4.15 The indicative lay-by proposals are presented in the Landscape chapter to help illustrate the difference between embedded and additional mitigation, and to highlight that additional mitigation detailing will continue to develop through later detailed design stages.

Temporary Impact Assessment: Construction Phase

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

- Site clearance and demolition
- Pre-earthworks drainage and temporary SuDS
- Earthworks general (cut/ fill)
- Rock cuts and rock breaking
- Watercourse diversions
- Drainage networks, including SuDS basins
- Earthworks rolling and compaction
- Vegetation loss and exposed bare earth over the extent of the Proposed Scheme
- Machinery, potentially including heavy excavators, earth moving plant, concrete batching plant and cranes
- Structures demolition
- Bridge abutment, structure and deck construction
- Road pavement laying
- Signage installation
- Active traffic management
- Temporary roads, access tracks, haul routes
- Temporary site compound areas including site accommodation and parking
- Site restoration (ecological and landscape mitigation works)
- Temporary lighting for night working

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

Construction phase effects on representative viewpoints

- 14.4.18 Impacts 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.

- 14.4.19 **Table 14-10** below provides a detailed assessment of landscape representative viewpoints at construction phase for the Proposed Scheme. **Drawing 14.38 (Volume 3)** also notes the effects on the representative visual receptors during construction.

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

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
1 NCN7 at Dalnaspidal	Temporary works during the construction of Dalnaspidal under-bridge access will be highly visible. During the construction phase of SuDS basins 001 and 003, there will also be adverse effects on views from this receptor particularly to the north. Views from this receptor towards the Proposed Scheme are primarily short to mid-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ moderate
2 Level Crossing at Dalnaspidal	For core path walkers/ cyclists, car park and HML railway users at the viewpoint, temporary works will be visible and adverse from all aspects during the construction of Dalnaspidal underbridge access, SuDS basin 003 and access tracks. HML railway users will also have transitory views. This receptor is near 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.	Medium	High	Substantial/ Moderate
3 Station Cottages	Temporary works will be highly visible and adverse to the east and south of the residence during the construction of Dalnaspidal underbridge access and SuDS basin 004. Although views from these residences are screened to the east, views to the Proposed Scheme are short distance and so adverse effects are anticipated.	High	High	Substantial
4 General Wade's Military Bridge Abutment	This receptor is approximately 200m from the Proposed Scheme. It will overlook any temporary works during the construction of Dalnaspidal underbridge access and construction of the new mainline and so adverse effects are anticipated, tempered to a degree by the presence of the BDL and existing communication and power infrastructure.	Medium	High	Substantial/ Moderate
5 Track along Sron na h-Eiteich	During the construction phase, temporary works will be visible from this location, in particular the underbridge access at Dalnaspidal. However, considering the distance from the Proposed Scheme, the effects on this view are likely to be limited.	Medium	Medium	Moderate
6 Track to Loch Garry	This receptor is approximately 800m from the Proposed Scheme. Although it has direct views to the location of works around Dalnaspidal, its distance from the Proposed Scheme suggests that effects on this view will be limited.	High	Medium	Substantial/ Moderate
7 Meall an Dobharchain (Sow of Atholl)	Temporary works will be visible along an extensive stretch of the Proposed Scheme during construction of Dalnaspidal underbridge access, the new mainline and several SuDS basins. However, the receptor is located approximately 1km from the Proposed Scheme, lessening the effect of the temporary works slightly.	High	Medium	Substantial/ Moderate
8 General Wade's Military Road	The effects of the Proposed Scheme will be clearly visible from this receptor due to the removal of much of the existing shelterbelt as well as cutting and earthmoving required on the southbound carriageway, approximately 100m to the west.	Medium	High	Substantial/ Moderate
9 Track along Allt Coire Dhomhain	Any temporary works along the Proposed Scheme which are visible from this viewpoint are likely to be Low due to the distance from the receptor to the Proposed Scheme. Temporary works most likely to be visible include exposed earth, temporary structures and temporary lighting.	Medium	Low	Moderate/ Slight (not significant)

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
10 Highland Main Line railway	The HML railway runs parallel to the A9 for the entire length of the Proposed Scheme, therefore temporary works, in particular around the underbridge access at Dalnaspidal and Drumochter Lodge, will be visible from this receptor over much of the route. The views of the Proposed Scheme are no more than approximately 300m away; therefore, the temporary works during the construction phase will have adverse effects.	Medium	High	Substantial/ Moderate
11 NCN7/ Mobile Phone Mast	Views from this viewpoint are short-distance. Temporary works along the Proposed Scheme will be highly visible. The effect on this view will be adverse. NCN7 is due to be realigned along some of its length; therefore, the views from this receptor are likely to change.	Medium	High	Substantial/ Moderate
12 Track along Allt Coire Fhar	The view from this receptor is mid- to long-distance, with extensive views of the Proposed Scheme to the north. Temporary works during the construction of Drumochter underbridge access will be most visible. Several areas of temporary works visible but the adverse effects on these views will be lessened as a result of the distance from the Proposed Scheme.	High	Low	Moderate
13 Hillslopes of Creagan Doire Dhonaich	This receptor is approximately 50m from the Proposed Scheme, elevated above the road by 200m. Temporary works will be highly visible from this point, although it is not near to any paths and access is challenging.	High	Medium	Substantial/ Moderate
14 Balsporran Cottages	This receptor is approximately 130m from the Proposed Scheme. Temporary works associated with raising the mainline, construction of Drumochter/ Balsporran underbridge access, and during reinstatement of the existing parking area at ch. 6,800 will be highly visible.	High	High	Substantial
15 Track along Allt Beul an Sporain	The view from this receptor is mid- to long-distance, with extensive views of the Proposed Scheme to the south and views to the north. Temporary works along the visible stretch of the Proposed Scheme will be seen but will not dominate the view. The most adverse effect on this view will occur during construction of the underbridge access at Drumochter.	High	Low	Moderate
16 Drumochter Lodge	During the construction phase, temporary works at Drumochter underbridge access will be highly visible and impact upon the view. The proposed access track, north of this location would result in loss of woodland which will alter the view significantly. A large area of compensatory storage west of the carriageway between ch. 7,400 and ch. 7,800 may be visible during excavations; associated land cover and changes will also be visible. This receptor is approximately 35m from the Proposed Scheme and therefore effects of construction will be adverse.	High	High	Substantial
17 Hillslopes of Creagan Mor	Almost the whole extent of the Proposed Scheme can be seen from here, therefore temporary works along this whole extent will be visible. However, due to the receptor viewpoint being no less than approximately 1.5km from the road, and the effect of temporary works on the view will be limited.	High	Medium	Substantial/ Moderate

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
18 NCN7 north of Drumochter Lodge	This receptor is approximately 40m from the Proposed Scheme. During the construction phase, temporary works will be highly visible to the east; while works on Drumochter underbridge access further south may be screened by a patch of coniferous woodland. The effects of construction will be adverse.	High	High	Substantial

14.4.20 **Table 14-10** above highlights that out of the 18 sensitive receptors, it is anticipated that during the construction phase there will be substantial, substantial/ moderate or moderate effects on 16 representative viewpoints. While the most significant effects are experienced where receptors are within close proximity to the Proposed Scheme, many of the viewpoints lie within areas that not only are of high value, principally because of the CNP, but are also exposed to extensive views of the A9 from elevated locations.

14.4.21 The viewpoints that do not have significant effects are generally at a distance from the Proposed Scheme, below the level of the road, or are screened from view by existing shelterbelts. Construction activities within the A9 corridor that can be seen widely would adversely impact on these views and also reduce the enjoyment of visual amenity. The presence of the BDL within a number of the viewpoint panoramas is a detracting element, but other factors tend to balance out this effect, particularly screening vegetation and landform.

Construction phase effects on A9 on-road representative views (from lay-bys)

14.4.22 Temporary works during the construction phase that will be common for all of the Proposed Scheme on-road representative viewpoints may include: vehicles and machinery, vegetation loss, exposed earth, structures and earthworks, access roads, material storage and lighting.

14.4.23 **Table 14-11** below provides a detailed impact assessment of these representative viewpoints for the Proposed Scheme. **Drawing 14.38 (Volume 3)** shows the effects below on the representative visual receptors (from lay-bys) during construction.

Table 14-11: Construction phase effects on A9 on-road representative views (from lay-bys)

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
A Lay-by 76 northbound ch. -100	Temporary works during the construction of Dalnaspidal underbridge access will be highly visible approximately 300m away. There will be views of construction of SuDS basins 001, 003 and 004, together with earthworks associated with Dalnaspidal underbridge and raising of the carriageway. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
B Lay-by 77 northbound ch. 1,700	Construction of Southbound carriageway of extensive earthwork embankments and associated road surfacing will be visible. Temporary works during the construction of Dalnaspidal underbridge access will not be visible. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate

Viewpoint receptor and reference	Proposed Scheme feature and potential effects	Sensitivity	Magnitude of visual effect	Overall effect
C Lay-by 78 southbound ch. 2,100	Earthworks associated with SuDS basin 020 and southbound carriageway earthwork embankments and associated road surfacing will be visible. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
D Lay-by 79 northbound ch. 3,100	Temporary works during the construction of the underpass at ch. 3,000 will be highly visible; earthworks to both the east and west of the carriageway will be visible. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
E Lay-by 82 southbound ch. 4,000	Earthworks associated with SuDS basin 042, earthwork to both north and southbound carriageways, associated road surfacing will be visible. Temporary works during the construction of the Drumochter southbound lay-by will be highly visible, including reduction of the width of the separation strip and fill to the east of the existing lay-by. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
F Lay-by 83 northbound ch. 5,800	The viewpoint will no longer be a lay-by; it is representative of views of Drumochter Pass from the carriageway and adjacent NMU. Construction of retaining walls to both the north and southbound carriageways will be visible. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
G Lay-by 84 southbound ch. 6,400	Earthworks associated with SuDS basin 063, earthwork to both north and southbound carriageways, associated road surfacing will be visible. Temporary works during the construction of the Drumochter southbound lay-by will be highly visible, including reduction of the width of the separation strip and fill to the east of the existing lay-by. Temporary works during major watercourse crossing construction at ch. 6,800 will be visible 400m to the north. Temporary works during construction of Drumochter underbridge access will be visible but more distant at approximately 900m away. Views from this receptor towards the Proposed Scheme are short-distance; therefore, adverse effects during construction are anticipated.	Medium	High	Substantial/ Moderate
H Lay-by 87 northbound NN 63896 81871	Temporary works will include haul road works to the foot of embankment to the east side of the south carriageway. Effects on views of the Proposed Scheme from this lay-by are likely to be no less significant than other lay-bys given the proximity to the work	Medium	High	Substantial/ Moderate

- 14.4.24 As **Table 14-11** above highlights, it is anticipated that during the construction phase there will be moderate/ substantial effects on all 8 representative viewpoints from the existing carriageway, where receptors are within close proximity to major works on the full length of the A9, including carriageway construction, embankments, rock cutting, construction of retaining walls, underbridge access and Type A lay-bys. Many of the viewpoints lie within areas that are of high value, principally because of views of, and from, within the CNP. The key representative locations are located at Dalnaspidal underbridge, the safety parapet/ retaining wall between ch. 5,000 and 5,800 and Drumochter Lodge underbridge. These locations demonstrate impacts that are representative of impacts of the Proposed Scheme from the A9.
- 14.4.25 Construction activities along the A9 corridor would adversely impact on these views and also reduce the enjoyment of the landscape from the road during the construction phase. The effects at construction are similar on all views from A9 on-road representative viewpoints (i.e. significant). However as previously noted, Viewpoint A (Lay-by 76 northbound), Viewpoint E (Lay-by 82 southbound); Viewpoint F (Lay-by 83 southbound), and Viewpoint H (Lay-by 87

northbound) are considered to be typical views of the carriageway construction. These views include underbridges, lay-by and retaining wall/ parapet construction, i.e. illustrating locations where a range of features are representative of potential issues found throughout the Proposed Scheme. Therefore, in terms of operational impacts, only these four locations on the existing carriageway have been considered as part of this assessment.

Permanent Impact Assessment: Operational Phase

- 14.4.26 **Figures 14-1 to 14-6** below are screen shots taken from the 3D rendered model, depicting elements of the Proposed Scheme that are 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 as identified below. This 3D model also only shows elements of the Proposed Scheme without additional mitigation, such as planting.

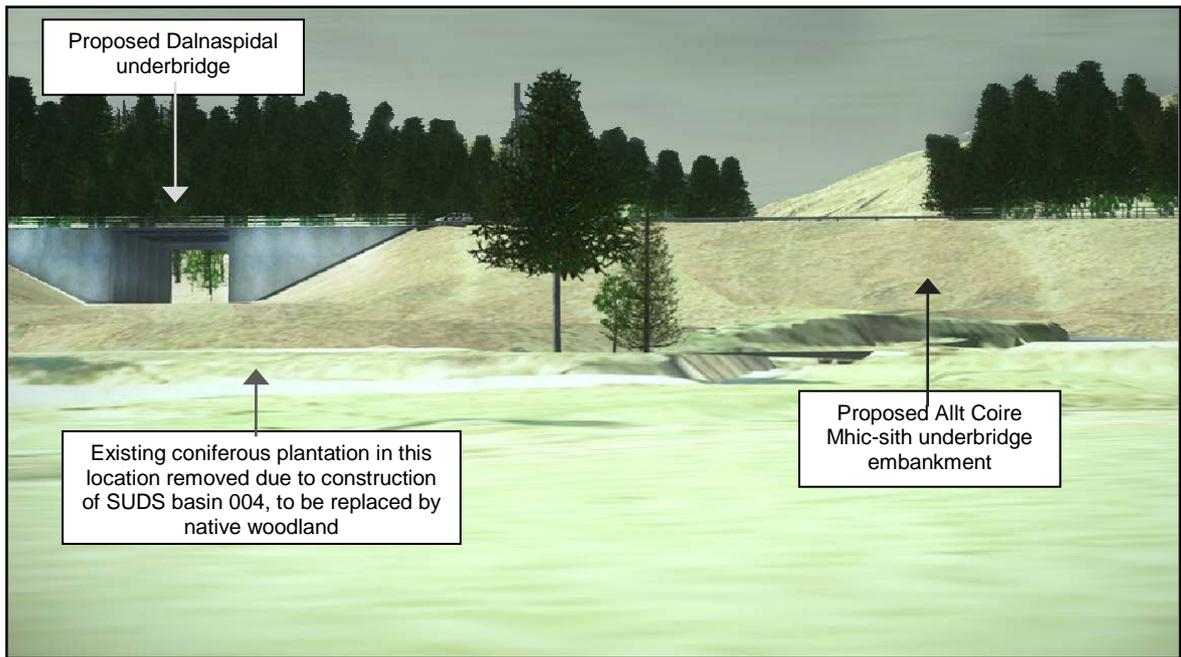


Figure 14-1: Indicative view from near Dalnaspidal HML railway level crossing, to the A9

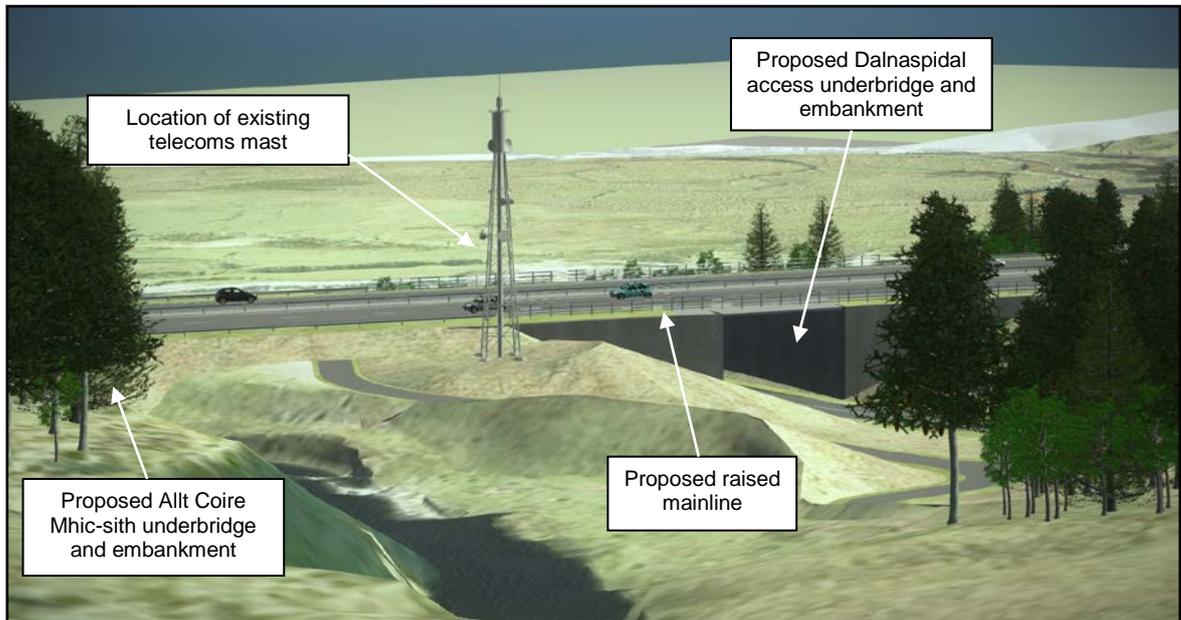


Figure 14-2: Indicative view of A9, infrastructure/ proposed underbridge at Dalnaspidal, GWMR

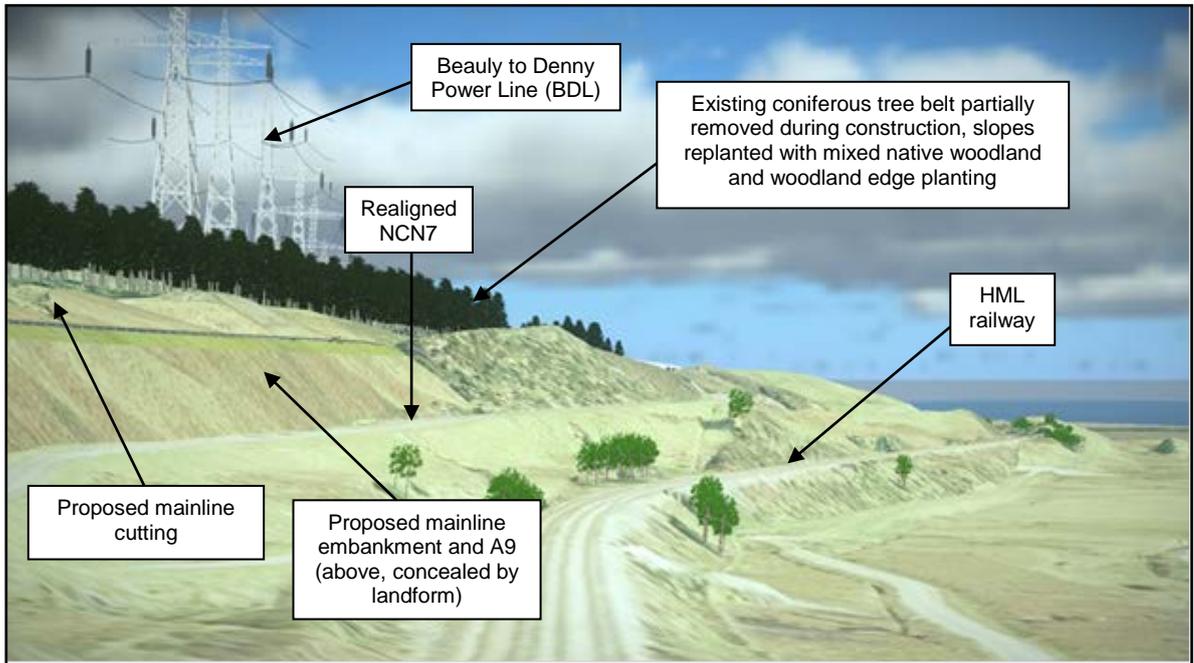


Figure 14-3: Indicative view from near HML railway at approx. NB ch. 2,900 looking south

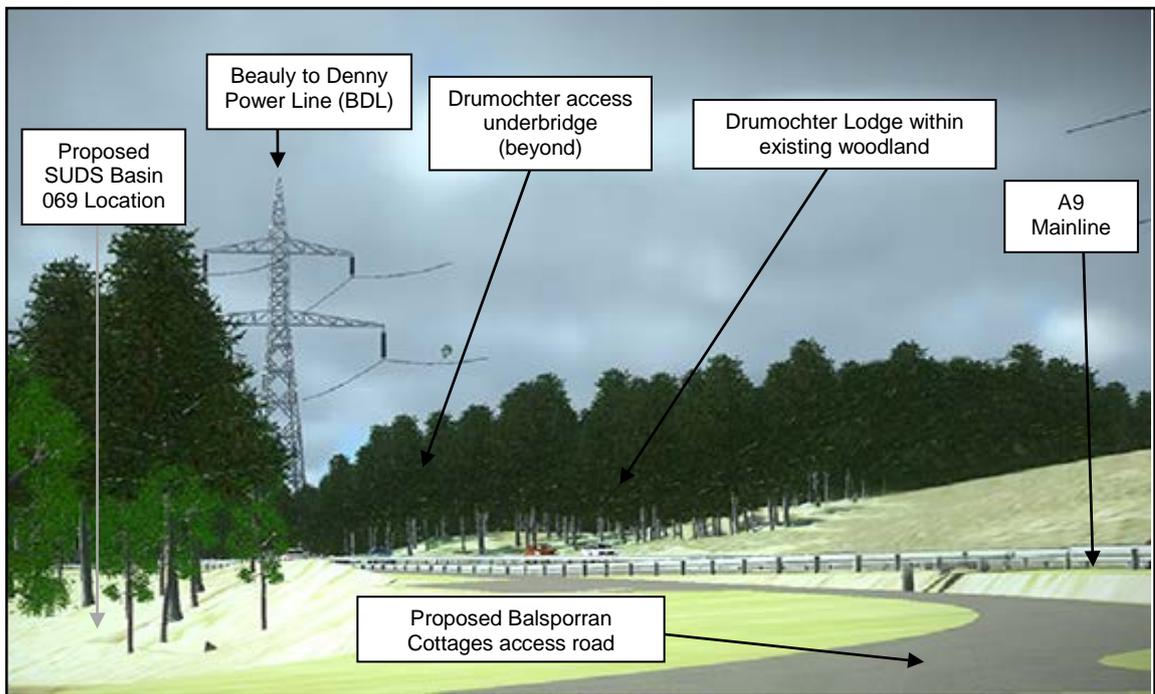


Figure 14-4: Indicative view from Balsporran access road to A9/ towards Drumochter underbridge

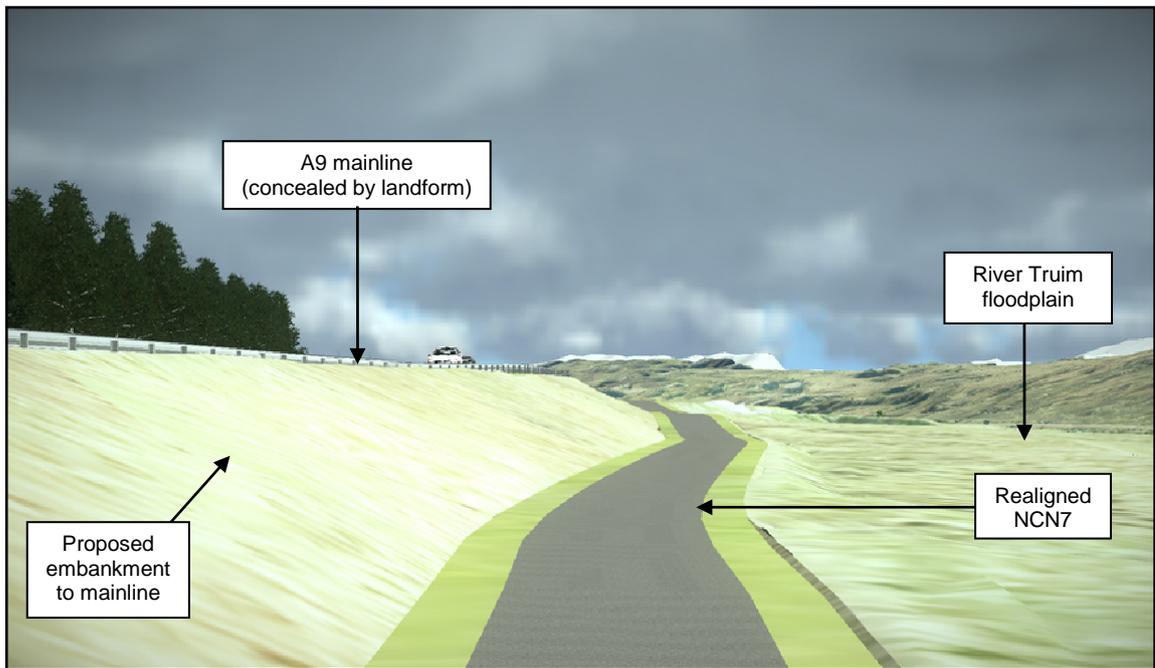


Figure 14-5: Indicative view south from NCN7 at approx. NB ch. 6,900



Figure 14-6: Indicative view from proposed A9 carriageway, south to Drumochter underbridge access

14.4.27

Table 14-12 below provides a detailed impact assessment of the representative viewpoints for the Proposed Scheme at operational year one, and years 15-25. All impacts are adverse unless otherwise shown. The definition of embedded and additional mitigation is stated in **paragraphs 14.2.4 to 14.4.10**.

Table 14-12: 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 & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
1. NCN7 at Dalnaspidal ch.000 NN 64311 73557 (Outdoor receptor) Ref. Drawing 14.5, photo viewpoint 1 in Volume 3	Medium	SuDS basin 001 will be visible to the south-west of this receptor. Earthworks associated with NCN7 realigned to the west of the School House, carriageway and Dalnaspidal northbound access will be visible.	Earthworks to the Proposed Scheme will be designed to be as natural as possible with variable gradients. SuDS basin bunds and embankments will be feathered into the adjacent topography. Appropriate native, predominantly broad leaf, planting to be proposed around the SuDS basin and embankments.	High	Substantial/Moderate	The proposed A9 carriageway and NMU/ access road will be visible from the receptor. The tree belt, screens and earthworks will be visible. Bunds to SuDS basin 001 and 003 will remain partially visible; where existing non-native coniferous trees are removed, they will be replaced by mixed native upland tree species. The western sides of the basins may be slightly visible due to close proximity to the HML railway, meaning these structures may remain unplanted by trees.	Established scrub/ shrub and broad leaf tree planting will have replaced any of the tree belt and woodland lost during construction phase. New planting will reduce the extent of the A9 that might be visible from the receptor.	Medium/ Low	Moderate/Slight (not significant)
2. Level Crossing at Dalnaspidal ch. 350 NN 64519 73159 Ref. Drawing 14.6, photo viewpoint 2 in Volume 3 (Built & Outdoor receptor)	Medium	The associated earthworks and bridge abutment of the northbound underbridge access will be visible, approximately 30m to the northeast. Earthworks for SuDS basins 003 and 004 will be visible to the southeast and northwest of this receptor. The (western) façade of the reconstructed General Wade bridge will be visible. The SuDS basin fills the majority of this space and	Earth embankments designed to imitate adjacent natural land form, including variable gradients, avoidance of uniform embankments, and use of natural rock to form 'outcrops' around bridge abutment and water course outflow, enhancing the views immediately on installation The new underbridge for the Allt Coire Mhic-sith watercourse will be faced with natural stone effect facing, subject to detailed design A mosaic of wet and acid grassland, heather, moss and wetland planting	High	Substantial/Moderate	Earthworks and the tree belt screen views from the Old School House. The façade of the Allt Coir Mhic-sith watercourse underbridge at Dalnaspidal will reflect the appearance of the current General Wade bridge. The watercourse cascade and rocky embankments will appear to be more	Views of the General Wade bridge and water course cascade features will be replaced by earth embankments and bunds that screen views of the A9, and a new watercourse and road access underbridge abutment reflecting the appearance of the existing that creates an impression of visual continuity,	Medium	Moderate

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
		could look like a highly-engineered structure. Earthworks and surfacing of the realigned NCN7 to the west of the School House will also be visible.	mimic natural groundcover. Woodland/ tree belts replace those removed by construction of the SuDS basins. Effective and extensive screening provided by mixed native conifer and broadleaf shrub and tree planting.			natural features. By this time the proposed planting associated with all road embankments, underbridge and SuDS basins will be partially established and the features will merge with the local landscape context.	assisting in reducing the impact as additional mitigation. New native mix tree planting will in part visually replace or compensate for the conifer tree belt lost during construction phase, as well as providing additional beneficial screening.		
3. Station Cottages ch. 550 NN 64671 73421 Ref. Drawing 14.7, photo viewpoint 3 in Volume 3 (Built receptor)	High	Superstructure of underbridge access works (ch. 500-600) will be visible to the south from this receptor at an acute angle from the Station Cottages south and east elevation/ entrance. The southbound underbridge access will cause loss of the shelter belt north of the Proposed Scheme which is partially visible from this location. Earthworks to SuDS basin 004 will be visible around 40m southeast. A new footpath to Type A lay-by will be partially visible to the north. Views to the Proposed Scheme are short distance and so adverse effects are anticipated.	Earthworks will be designed to be as natural as possible with variable gradients. SuDS basin bunds and embankments will be feathered into the adjacent topography. Signs are kept to a minimum. Appropriate native, predominantly broadleaf, planting to be proposed around the SuDS basin and embankments to compensate for loss of existing coniferous woodland and shelter belts during construction phase.	High	Substantial	The new NCN7/ access road will be visible from the receptor (it directly serves the Cottages). Due to sightline clearance, the entrance to the underbridge access will remain visible. The tree belt, screens and earthworks will be visible to the south. Lower scrub-covered bund to SuDS basin 004 will remain partially visible; new tree planting along the western side of the basin will be limited due to close proximity to the HML railway.	Established scrub/ shrub and broad leaf tree planting will replace tree belt and woodland lost during construction phase. New planting in place at operation year 1 will reduce the extent of the A9 and any proposed signage that might be visible from the receptor.	Medium/ Low	Moderate/ Slight (not significant)

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
<p>4. General Wade's Military Bridge Abutment ch. 500 NN 64655 73527 Ref. Drawing 14.8, photo viewpoint 4 in Volume 3 (Outdoor receptor)</p>	Medium	<p>Receptors include potential NCN7 cyclists and core path walkers from this viewpoint.</p> <p>Although the Proposed Scheme carriageway and earthworks traverse the view from north to south and the receptor is approximately 280m from the Proposed Scheme, the viewpoint is in an elevated position and therefore 'removed' from it; the focus of visibility is towards long-distance panoramas to the southwest.</p> <p>The Proposed Scheme carriageway, access track south of it, Dalnaspidal underbridge access and SuDS basins 000, 001, 003 and part of 004 might be partially visible.</p>	<p>Most of the earthwork will be inconspicuous from this receptor.</p> <p>A mosaic of acid grassland, heather, moss and wetland planting mimic natural groundcover.</p> <p>There is existing shelterbelt planting on the east side of the carriageway that will continue to screen the works from the east, together with areas of wet and dry scrub planting that will transition the proposed planting into the existing flora.</p>	High	Substantial/Moderate	<p>Species-appropriate planting integrate the earthwork groundcover of the Proposed Scheme into the existing topography and vegetation both in terms of colour and texture.</p> <p>By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.</p>	<p>Established scrub/shrub and broad leaf tree planting will replace tree belt and woodland lost during construction phase.</p> <p>New planting will reduce the extent of the A9 that might be visible from the receptor.</p> <p>Where removed due to construction, existing non-native conifers that will have been replaced with native mixed species will now be semi-mature, softening the utilitarian appearance of plantation woodland to the east.</p>	Low	Slight
<p>5. Track at the foot of Sron na h-Eiteich ch. 50 approx. NN 64380 72379 Ref. Drawing 14.8, photo viewpoint 5 in Volume 3 (Outdoor receptor)</p>	Medium	<p>There will be open visibility of the A9 embankments traversing to the north from Dalnaspidal Junction to south from this location.</p> <p>Dalnaspidal underbridge access earthworks and existing coniferous woodland/shelter belt canopies exposed by partial removal to the east of the southbound carriageway and associated earthworks will be visible.</p> <p>The slightly nearer northbound earthworks and access will also be visible but partially screened by existing coniferous woodland.</p>	<p>Cessation of construction traffic will result in reduced effects on completion. Embankments designed to reflect the topography of adjacent natural land form, including variable gradients, and use of rock.</p> <p>As item 2 above, reclaimed stone from the existing (demolished) Old Bridge recycled within the elevation/façade of the new underbridge superstructure, supplemented by additional stone as necessary subject to detailed design.</p> <p>A mosaic of wet and acid grassland, heather, moss and wetland planting mimic natural groundcover.</p>	Medium/Low	Moderate/Slight (not significant)	<p>Earthworks and the tree belt screen views and integrate the Proposed Scheme into the existing topography and vegetation.</p> <p>Stone from the General Wade's bridge reused within the façade of new underbridge superstructure will resonate with the appearance of the existing structure.</p> <p>By this time the proposed planting associated with all road embankments, underbridge and SuDS basins will be</p>	<p>Established scrub/shrub and broad leaf tree planting will replace tree belt and woodland lost during construction phase.</p> <p>New planting will reduce the extent of the A9 that might be visible from the receptor.</p>	Low	Slight

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
						established and the features will merge with the local landscape context.			
6. Track to Loch Garry ch. 200 approx. NN 64237 72733 Ref. Drawing 14.1, photo viewpoint 6 in Volume 3 (Outdoor receptor)	High	Although the A9 earthworks will traverse the view from north to south from this location, the receptor is just less than 1km from the Proposed Scheme which, with areas of intervening existing woodland, will result in limited effects on visibility of the Proposed Scheme.	Cessation of construction traffic will result in reduced effects on completion. Most of the A9 earthworks will be inconspicuous from this receptor. A mosaic of wet and acid grassland, heather, moss and wetland planting mimic natural groundcover. Woodland/ tree belts replace those removed by construction of the SuDS basins.	Medium/ Low	Moderate/ Slight (not significant)	Species-appropriate planting integrate the earthwork groundcover of the Proposed Scheme into the existing topography and vegetation both in terms of colour and texture. By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.	Established scrub/ shrub and broad leaf tree planting will replace tree belt and woodland lost during construction phase. New planting will reduce the extent of the A9 that might be visible from the receptor.	Low	Slight
7. Meall an Dobharchain (Sow of Atholl) ch. 1100 approx. NN 62630 79170 Ref. Drawing 14.11, photo viewpoint 7 in Volume 3 (Outdoor receptor)	High	The views from this receptor towards the Proposed Scheme are middle distance, but a large portion of the A9 traverses the view from north to south from this location. Extensive earthworks of the A9 southbound cuttings and northbound embankments are visible to the south of the view as are Dalnaspidal underbridge access and slip roads and associated earthworks (at between approx. ch.-500 and ch. 6,000) which will be visible; however, the Proposed Scheme only forms a small portion of the view.	Earthworks will not be conspicuous from this receptor. A mosaic of wet and acid grassland, heather, moss and wetland planting mimicking natural groundcover will integrate the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years. Woodland/ tree belts replace those removed by construction of the SuDS basins	Medium	Substantial/ Moderate	Species-appropriate planting integrate the earthwork groundcover of the Proposed Scheme into the existing topography and vegetation both in terms of colour and texture. By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.	Established species-appropriate scrub/ shrub planting will replace that lost during construction phase. New planting will reduce the extent of the A9 that might be visible from the receptor.	Medium/ Low	Moderate/ Slight (not significant)

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
8. General Wade's Military Road ch. 1,550 NN 64020 74347 Ref. Drawing 14.12, photo viewpoint 8 in Volume 3 (Outdoor receptor)	Medium	Views of the Proposed Scheme from this eastern receptor (from ch. 500 to ch. 2700) are short-distance. The Proposed Scheme carriageway and earthworks will traverse the view from GWMR; however, views of the Proposed Scheme are screened by landform or filtered by existing shelter belts from ch. 500 to ch. 2500.	Visual screening provided by mixed native conifer and broadleaf shrub and tree planting. There is existing shelterbelt planting on the east side of the carriageway that will continue to screen the works from the east; Where removed by construction of the embankments and SuDS basins shall be replaced by compensatory planting of native mixed species trees as a part of the Landscape and Ecology Mitigation proposals.	High	Substantial/ Moderate	Earthworks, together with the tree belt, screen views and integrate the Proposed Scheme into the existing topography and vegetation. By this time the proposed planting associated with all road embankments, underbridge and SuDS basins will be established and the features will merge with the local landscape context.	Where removed due to construction, existing non-native conifers that will have been replaced with native mixed species will now be semi-mature, softening the utilitarian appearance of plantation woodland to the east. Woodland/ tree belts also replace those removed by construction of the SuDS basins. Effective and extensive screening provided by mixed native conifer and broadleaf shrub and tree planting.	Medium/ Low	Moderate/ Slight (not significant)
9. Track along Allt Coire Dhomhain ch. 2900 approx. NN 62091 75171 Ref. Drawing 14.13, photo viewpoint 9 in Volume 3 (Outdoor receptor)	Medium	This receptor has mid to long-distance views to the Proposed Scheme. A9 carriageway and embankment earthworks between ch. 2,500 and ch. 3,200 will be visible to the west of the northbound carriageway. There will be cutting visible on the eastern side of the southbound carriageway resulting from the construction of the pedestrian underpass at ch. 3,000. This constitutes a small portion of the view.	Earthworks will not be conspicuous from this receptor. A mosaic of wet and acid grassland, heather moss and wetland planting mimicking natural groundcover will blend the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years.	Low	Moderate/ Slight (not significant)	From this location, there are clear views of the Proposed Scheme although distance and topography help to obscure views. By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.	Established native mixed species tree planting will replace non-native coniferous shelter belt lost through construction.	Low	Slight

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
10. Highland Main Line railway ch. 2,900 NN 63262 75142 Ref. Drawing 14.14, photo viewpoint 10 (north) and Drawing 14.15, photo viewpoint 10 (south) in Volume 3 (Outdoor receptor)	Medium	The railway follows the Proposed Scheme for the whole of the study area, and therefore cutting and embankment earthworks and some SuDS basins will be visible from this receptor. The views of the Proposed Scheme lie within approximately 300m of the railway. The view of the A9 from the train is continuous but fleeting.	There will be limited screening from woodland and shrub. The non-uniform embankments of the Proposed Scheme would be as natural as possible and integrate with the highly sensitive landscape	High	Substantial/Moderate	There will be partial views of the Proposed Scheme. Naturally graded earthwork will mitigate views from the railway, integrating the Proposed Scheme with the surrounding landform.	The landscape here is very open and any planting would look to mimic the existing situation with low level planting By Year 15 native mixed species, scrub and grasses will be established, blending with the adjacent planting patterns	Medium/Low	Moderate/Slight (not significant)
11. NCN7 at Drumochter Pass ch 5,100 NN 62555 77631 Ref. Drawing 14.16, photo viewpoint 11 (north) and Drawing 14.17, photo viewpoint 11 (south) in Volume 3 (Outdoor receptor)	Medium	The views from this receptor are short-distance, running adjacent to the road. A parapet and safety barrier will be constructed on a retaining wall of up to 1.8m height (varies). An extensive cutting will be visible opposite the viewpoint location. Some rock cutting may be visible.	The use of natural stone effect on retaining walls will diffuse the homogenous appearance, reducing their impact, making them less conspicuous within the wider landscape. This will allow the vertical alignment of the Proposed Scheme to be raised to reduce cross section gradients and rock cutting to the east of the carriageway at this pinch point between the BDL, the widened A9, NCN7 and the HML railway approximately between ch. 5,000 and ch. 5,700. Naturalistic rock cutting may be possible, the extent of which will be determined during construction. A mosaic of acid grassland, wet and dry heath, and native woodland, would also assist the new structure to merge with the existing landform and flora.	High	Substantial/Moderate	As year 1, although the planting in front of the retaining wall will be fully mature. Lengths of the wall will still be visible. Retaining walls to the east of the southbound carriageway will be visible, although the suitable use of combined materials in the structure of the retaining walls will help to blend their appearance into the native rock. The mosaic of vegetation, both self-seeded and planted within and between rock cuts, will soften appearance of new cuts.	Established proposed planting will integrate the parapet/ retaining wall and embankments of the Proposed Scheme into the wider landscape. Vegetation planted within and between rock cuts will have become naturalised and soften their appearance; bare rock will have become weathered, resembling adjacent areas of natural rock	Medium	Moderate

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
12. Track along Allt Coire Fhar ch. 6000 approx. NN 61267 78393 Ref. Drawing 14.18, photo viewpoint 12 (Outdoor receptor)	High	The view from this receptor is mid to long-distance (approximately 1.5km), with extensive views of the Proposed Scheme to the north and south. The new carriageway and associated earthworks, the underbridge access between ch. 7300 and ch. 7800 and SuDS basins 063, 065, 069, 076 and 078 will be visible but will not dominate the view from this receptor. Nevertheless, the effects on the view will be adverse.	Earthworks will not be conspicuous from this receptor. A mosaic of wet and acid grassland, heather moss and wetland planting mimicking natural groundcover will blend the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years.	Low	Moderate	From this location, the distance obscures clear views of the Proposed Scheme and topography screens views. By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.	Established native mixed species trees, scrub and grasses will replace non-native coniferous shelter belt lost through construction.	Low	Slight
13. Hillslopes of Creagan Doire Dhonaich ch. 6,400 NN 63112 78814 Ref. Drawing 14.19, photo viewpoint 13 in Volume 3 (Outdoor receptor)	High	The views from this location are mid-distance. The Proposed Scheme carriageway and earthworks will traverse the view; however, visibility of the Proposed Scheme is partially screened by landform, although there is no existing or proposed tree cover along this extensive section of carriageway. SuDS basin 042 will be visible to the relatively distant southwest. Earthworks are of lower profile along the section directly closest to the viewpoint, however.	Earthworks will not be conspicuous from this receptor. A mosaic of wet and acid grassland, heather and wetland planting mimicking natural groundcover will integrate the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years.	Medium	Substantial/ Moderate	As year 1.	Established proposed planting will integrate embankments of the Proposed Scheme into the wider landscape.	Medium/ Low	Moderate/ Slight (not significant)

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
<p>14. Balsporran Cottages ch. 6,800 NN 62712 79181 Ref. Drawing 14.20, photo viewpoint 14 (North) and Drawing 14.21, photo viewpoint 14 (South) in Volume 3 (Built & Outdoor receptor)</p>	High	<p>This receptor is approximately 80m from the Proposed Scheme. Construction of a car park at ch. 6,800 and SuDS basin 069 would be highly visible from here, as will the access road for Balsporran Cottages from the underbridge north of Drumochter Lodge (which will double as a section of NCN7) and a relatively minor cutting on the east side of the southbound carriageway opposite.</p>	<p>The SuDS basin bunds and embankments will be feathered into the adjacent topography. The reinstated car parking facilities at this location will be designed to minimise visual change while offering an improved visitor experience. The new NCN7/ local access will be designed to integrate with the adjacent topography and signs are kept to an optimal minimum. Appropriate native, predominantly broad leaf, planting to be proposed around the SuDS basin and embankments and to improve river side habitat while screening the car park. To the northeast of the carriageway here is some shelterbelt planting that will continue to screen the works from the east.</p>	High	Substantial	<p>The new NMU/ access road will be visible from the receptor (it directly serves the cottages). Due to sightline clearance, the entrance to the underbridge access will remain visible. The tree belt, screens and earthworks will be visible to the south. Lower scrub-covered bund to SuDS basin 004 will remain partially visible; new tree planting along the western side of the basin will be limited due to close proximity to the HML railway.</p>	<p>Established scrub/ shrub and broad leaf tree planting will replace tree belt and woodland lost during construction phase. New planting will reduce the extent of the A9 and any proposed signage that might be visible from the receptor. Where removed due to construction, existing non-native conifers that will have been replaced with native mixed species will now be semi-mature, softening the utilitarian appearance of plantation woodland to the east.</p>	Medium/ Low	Moderate/ Slight (not significant)
<p>15. Track along Allt Beul an Sporain ch. 6700 approx. NN 61704 79253 Ref. Drawing 14.22, photo viewpoint 15 in Volume 3 (Outdoor receptor)</p>	High	<p>The view from this receptor is long-distance, with extensive views of the Proposed Scheme to the south and limited views to the north. The proposed A9 carriageway and associated earthworks, the underbridge access between ch. 7,300 and ch. 7,800 and several SuDS basins will be visible but will not dominate the view from this receptor. Nevertheless, the effects on the view will be adverse.</p>	<p>Earthworks will not be conspicuous from this receptor. A mosaic of wet and acid grassland, heather, moss and wetland planting mimicking natural groundcover will integrate the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years.</p>	Medium	Moderate	<p>From this location, there are clear views of the Proposed Scheme but by this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.</p>	<p>Established native mixed species trees, scrub and grasses.</p>	Medium/ Low	Moderate/ Slight (not significant)

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
16. Drumochter Lodge ch. 7,400 NN 63052 79660 Ref. Drawing 14.23, photo viewpoint 16 in Volume 3 (Built receptor)	High	<p>Earthworks and carriageway at Drumochter underbridge access between ch. 7,000 and ch. 7,800, although oriented east-west (i.e., obliquely) to the receptor, will be highly visible.</p> <p>The proposed Balsporran Cottages/ Drumochter Lodge underbridge and access roads north of this location would result in loss of shelter belt woodland which will alter the view significantly.</p> <p>The Lodge entrance and principle rooms face towards the A9, and therefore main views will be fully exposed to the effects of the Proposed Scheme – at this point the carriageways will be on a raised embankment over 1m above the existing.</p> <p>This receptor is approximately 35m from the Proposed Scheme.</p>	<p>A proposed earthwork berm, profiled and feathered to marry into the existing ground (while avoiding the flood plain) will provide a visual screen of the Proposed Scheme from this receptor viewpoint.</p> <p>A mosaic of wet and acid grassland and heather mimicking natural groundcover will blend the embankments into the adjacent terrain and woodland, although the new groundcover will appear greener and texturally different for some years.</p>	High	Substantial	<p>A bund screening the A9 from Drumochter Lodge will remain highly visible, as will the access road and underbridge structure to the north but by this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.</p>	<p>Established native mixed species trees, scrub and grasses will reduce the extent of the A9 visible to the Drumochter Lodge occupants, but the view will remain permanently altered</p>	Medium	Moderate
17. Hillslopes of Creagan Mor ch. 6900 approx. NN 62132 79543 Ref. Drawing 14.24, photo viewpoint 17 (North) and Drawing 14.25, photo viewpoint 17 (South) in Volume 3 (Outdoor receptor)	High	<p>Views from this location are long-distance.</p> <p>Almost the whole extent of the study area can be seen from here.</p> <p>Earthwork and carriageway to the Drumochter underbridge access will be visible; there will be loss of existing coniferous woodland and shelter belt to both the southern and north carriageway (east and west of the A9), but due to the distance from the Proposed Scheme, the effect on the</p>	<p>Earthworks will not be conspicuous from this receptor.</p> <p>A mosaic of wet and acid grassland, heather, moss and wetland planting mimicking natural groundcover will integrate the embankments and cuttings into the adjacent terrain, although the new groundcover will appear greener and texturally different for some years.</p> <p>New tree planting will be immature, bare trunks of trees currently within the middle of the shelter belt will be exposed in stretches.</p> <p>The woodland edge will have been removed to construct earth</p>	Medium	Substantial/ Moderate	<p>From this location, the shelter belts, topography and distance obscure clear views of the Proposed Scheme.</p> <p>By this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.</p>	<p>The existing shelter belt will remain largely intact at year 1; adjacent planting will be laid out in a natural configuration and will be allowed to self-seed to feather shelterbelts into the adjacent landscape.</p>	Medium/ Low	Moderate/ Slight (not significant)

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
		view will be slight.	embankments to the east of the carriageway. Access track margins will have been reinstated to native species by use of peat restoration and seeding with native species grasses and heathland.						
18. NCN7 North of Drumochter Lodge ch. 6,900 NN 63059 79985 Ref. Drawing 14.26, photo viewpoint 18 (North) and Drawing 14.27, photo viewpoint 18 (South) in Volume 3 (Outdoor receptor)	High	Views from this location are mid-distance. Earthworks and construction of the carriageway to the Drumochter underbridge access will be highly visible and there will be loss of existing coniferous woodland and shelter belt to both the southern and north carriageway (east and west of the A9).	Earthworks will be graded to form natural slopes, feathering into the surrounding landscape as far as possible while avoiding deep peat. Loss of woodland will be minimised, but the substantial areas of the woodland to the west of the carriageway will be removed. New native and wet woodland and dry earth will be planted in adjacent areas to partially compensate for the loss A mosaic of wet and acid grassland, heather to facilitate natural regeneration of wetland planting mimicking natural groundcover which will integrate the embankments and cuttings.	High	Substantial	Bunds and embankments of the underbridge construction; the new carriageway; tree planting screening the A9 from Drumochter Lodge will remain highly visible, as will the access road and underbridge structure to the south but by this time the proposed planting associated with all road embankments and SuDS basins will be established and the features will merge with the local landscape context.	Established scrub/ shrub and broad leaf tree planting will have replaced tree belt and woodland lost during construction phase. New planting will reduce the extent of the A9 that might be visible from the receptor. Where removed due to construction, existing non-native conifers that will have been replaced with native mixed species will now be semi-mature, softening the utilitarian appearance of plantation woodland; edge habitat will have become 'feathered' to create the appearance of naturally occurring/ self-seeded regenerating Caledonian habitat woodland.	Medium	Moderate

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
<p>A. Lay-by 76 northbound ch.-100 NN 65119 72861 Ref. Drawing 14.28, lay-by viewpoint A in Volume 3</p>	Medium	<p>All of the proposed Dalnaspidal underbridge construction works, including embankments, slip roads and SuDS basin 004 will be highly visible from this location.</p> <p>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 still be clearly visible.</p>	<p>This location is open to views from the west as well as in close proximity to dwellings within Dalnaspidal, the NMU and the HML railway.</p> <p>This is a landform sensitive area; therefore, the slip roads and embankments are designed to blend into the surrounding landform, a key element of the mitigation in this location embedded during iterative design of the underbridge.</p> <p>An appropriate planting (native grasses, heathland species) scheme will be proposed for this location to further mitigate the effect of such a large change in this location.</p>	High	Substantial/moderate	Same as for year 1.	Same as for year 1 but planting should be established by this point; the embankments will be similar to the current appearance.	Low	Slight
<p>E. Lay-by 82 southbound ch. 4,000 NN 63011 76458 Ref. Drawing 14.33, lay-by viewpoint E (North) and 14.34, lay-by viewpoint E (South) in Volume 3</p>	Medium	<p>This lay-by is on the existing A9 carriageway.</p> <p>The new lay-by will be in place.</p> <p>Relocated peat will be in place to the east of the lay-by, replicating the gradient of the existing ground and young contract grown mixed native planting, including Scots pine and birch.</p> <p>The SuDS basin 042 lies to the north on the west side of the carriageway will be visible but distant, to the north.</p>	<p>Although changed, the work will be to an existing lay-by.</p> <p>Natural (rock) lined cascades will be flowing; heathland planting and trees will be set back by 5m to avoid obstruction of watercourses.</p> <p>Deer fencing will be in place.</p> <p>Existing plantation will be part of the Proposed Scheme but will appear similar to existing.</p>	High	Substantial/moderate	Same as for year 1.	Same as for year 1 but mixed broadleaf and coniferous tree planting, as well as native heathland shrub and groundcover species, should be established by this point and any exposed stone cladding or rock face weathered with a natural patina.	Medium/Low	Moderate/Slight - not significant

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
F. Lay-by 83 northbound ch. 5,800 NN 62520 78254 Ref. Drawing 14.35, lay-by viewpoint F in Volume 3	Medium	This viewpoint will be adjacent to the existing A9 carriageway. SuDS basin 082 lies to the north on the west side of the carriageway and will be visible but distant, to the north. The parapet and retaining wall will be visible; the northbound carriageway will be visible, but the southbound will be grade-separated; rock face/ retaining wall or steeply graded earth embankments will be clearly visible; cut rock face work might possibly have been undertaken; steep gradients and possibly retaining walls will be in place on the south side of the carriageway.	On the east side, the realigned NMU and retaining wall will be partially clad with stone or rockwork; some sections will be planted or concealed by low trees and tall shrub. The east side will be hydro- seeded and covered with temporary bio-degradable coir matting which will assist plant establishment.	High	Substantial/moderate	Same as for year 1.	Same as for year 1 but planting will be established by this point and any stone facing or rock face weathered with a natural patina similar to the existing. Pockets of planting in terraces will be established within the vertical face of the cut	Medium	Moderate
H. Lay-by 87 northbound Ch. 9740 approx. NN 63896 81871 Ref. Drawing 14.7 lay-by viewpoint H in Volume 3	Medium	This lay-by will be adjacent to the existing A9 carriageway. The view will be of the new carriage and earth embankments to both sides of the road, and in the distance earthworks to SuDS pond 092 at ch. 9,300. Effects on views of the Proposed Scheme from this lay-by are likely to be less significant but views towards Project 8 to the north may be subject to larger effect.	Tree cover removed during construction phase will be replanted as part of a planting scheme. Visual screening provided by mixed native conifer and broadleaf shrub and tree planting. There is existing shelterbelt planting on the east side of the carriageway that will continue to screen the works from the east. Existing non-native conifers, where removed by construction of the embankments and SuDS basins, shall be replaced by compensatory planting of native mixed species trees as a part of the Landscape and Ecology Mitigation proposals From the west, the Proposed Scheme will be exposed with little or no existing planting and the intent is to keep the views over the River	High	Substantial/moderate	Main carriageway; SuDS basin 042; distant view of Drumochter Lodge underbridge ramps and earthworks.	Same as for year 1 but mixed broadleaf and coniferous tree planting, as well as native heathland shrub and groundcover species should be established by this point.	Low	Sight/negligible

Viewpoint receptor	Sensitivity of receptor	Operation year 1				Operation years 15-25			
		Elements of Proposed Scheme visible	Description of embedded & additional mitigation measures	Magnitude of visual effect	Overall significance of effect	Elements of Proposed Scheme visible	Description of mitigation embedded & additional measures	Magnitude of visual effect	Overall significance of effect
			Truim and strath open.						
Views from users of the HML railway (See baseline paragraphs 14.3.66 to 14.3.71 and Photograph 14-7 - 14.9 and Viewpoints 6, 2, 10 and 14 on Drawings 14.6, 14.14/14.15 and 14.20/14.21 in Volume 3)	Medium	The majority of the mainline will be visible from the HML railway (ch. -100 to ch. 9,741) as it runs close and largely parallel to the Proposed Scheme, with the closest points being between ch. 5,000 to 5,800 at approximately 12m away, where the permanent works boundary is adjoining the HML railway boundary. The maximum distance of HML railway from the mainline is approximately 120m, with views towards the Proposed Scheme possible. Earthworks/ embankment to the northbound carriageway, underbridge structures at Dalnaspidal and Drumochter Lodge, the retaining wall/ parapet between ch. 5,000 and 5,800 and SuDS basins 000, 001, 004, 020, 042, 060, 063, 065, 069, 077, and 083 and associated access track/ watercourse diversions will be visible.	The main additional mitigation to alleviate any adverse effects from users of the HML railway will be appropriate planting in the locations, as set out on the Environmental Mitigation Drawings 6.1 to 6.5 in Volume 3 . At the ch. identified in the previous column, 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.	High	Substantial/ Moderate	Same as for year 1, although vegetation near to the proposed retaining wall between approximate ch. 5,000 and 5,800 will be established and should screen views towards the wall.	Same as for year 1 but planting should be established by this point.	Medium/ low	Moderate/ Slight (not significant)

Summary

- 14.4.28 In **Table 14-12** above, at operational year one, 15 of the 18 representative receptors (not including the views from the lay-bys) would likely experience Moderate to Substantial significant effects, with the greatest effect at the residential receptors at Dalnaspidal and Drumochter Lodge. These 15 receptors are generally the closest to the Proposed Scheme. In all cases the potential effects reduce in the long term.
- 14.4.29 **Table 14-12** also indicates that at operational year one, the representative views from the lay-bys will all experience Moderate to Substantial effects, all significant, as are views from the HML railway.
- 14.4.30 In all cases the potential effects reduce in the long term with the mitigation identified in **Table 14-12**, which is discussed in more detail in **section 14.5**. In summary, **Table 14-12** above indicates that in the long term, 25 years into operation, it is considered that there are **Moderate** effects on 4 of the selected viewpoints, which represent the most sensitive receptors within the Proposed Scheme study area. These are:
- Viewpoint 2 - Dalnaspidal Level Crossing at ch. 350/NN 64519 73159, Ref. **Drawing 14.6**, photo viewpoint 2 (**Volume 3**), representing both Built and Outdoor receptors
 - Viewpoint 11 - NCN7 at Drumochter Pass at Ch 5,100/NN 62555 77631, Ref. **Drawing 14.16**, photo viewpoint 10 (north) and **Drawing 14.17**, photo viewpoint 10 (south) (**Volume 3**) representing Outdoor receptors
 - Viewpoint 16 - Drumochter Lodge ch. 7400 NN 63052 79660 Ref. **Drawing 14.23**, photo viewpoint 16 (**Volume 3**) representing a built receptor
 - Viewpoint 18 - NCN7 North of Drumochter Lodge at ch. 6,900/NN 63059 79985 ch. 6,900 NN 63059 79985 Ref. **Drawing 14.26**, photo viewpoint 18 (North) and **Drawing 14.27**, photo viewpoint 18 (South) (**Volume 3**) representing Outdoor receptors

14.5 Mitigation

- 14.5.1 This section discusses the mitigation in relation to during the construction phase and operation of the Proposed Scheme.

Standard, Embedded and Additional Mitigation

- 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. 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 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 14-13**, items SMC-LV1 to SMCLV7. Standard mitigation applies to both the Landscape and Visual elements affected by the Proposed Scheme.
- 14.5.4 Embedded Mitigation measures are project specific and are included in the design of the Proposed Scheme. For clarity, these are also included in **Table 14-13**, items P07-LV1 to P07-LV3,

where relevant to this chapter. Note that the impact assessment has included consideration of these measures.

- 14.5.5 There is also Project Specific Mitigation which includes additional mitigation measures that have been identified as part of this EIA process and which apply specifically to the Visual resource affected by the Proposed Scheme. These are also listed in **Table 14-13**.

Monitoring Requirements

- 14.5.6 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.
- 14.5.7 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
- 14.5.8 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.
- 14.5.9 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).
- 14.5.10 This is explained further within **Appendix 6.1 and 13.3 (Volume 2)**, in relation to the proposals illustrated on **Environmental Mitigation Drawings 6.1 – 6.7** in **Volume 3** of this report. The effectiveness of such treatment will assist in determining long-term maintenance and planting strategies.

Table 14-13: 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 top soiling, 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, plant and material 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 shall 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: <ul style="list-style-type: none"> • 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 2 m 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 top soiling and planting. • Proposed planting areas in existing arable and pasture land, not subject to construction activity, shall 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 shall 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 limited as far as practicable.	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)	Throughout Proposed Scheme	n/a	Further to the above, Mitigation Items SMC-E7 and SMC-E8 (as detailed in Chapter 12 in Table 12) 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					
P07-LV1	<p>Level 1 chainages: Southbound:</p> <ul style="list-style-type: none"> • ch. 500 to ch. 1,500 • ch. 2,075 to ch. 2,200 • ch. 3,325 to ch. 2,600 • ch. 2,700 to ch. 2,750 • ch. 2,975 to ch. 3,000 • ch. 3,125 to ch. 3,275 • ch. 3,450 to ch. 3,600 • ch. 3,725 to ch. 3,825 • ch. 4,000 to ch. 4,400 • ch. 6,600 to ch. 6,950 • ch. 7,075 to ch. 8,000 • ch. 8,050 to ch. 9,700 <p>Northbound</p> <ul style="list-style-type: none"> • ch 200 to ch. 750 • ch 7,050 to ch. 7,200 • ch 7,250 to ch. 7,450 • ch 7,500 to ch. 7,625 <p>Level 2 chainages: Southbound:</p> <ul style="list-style-type: none"> • ch. 000 to ch. 100 • ch. 3,600 to ch. 3,625 • ch. 4,400 to ch. 4,700 <p>Northbound:</p> <ul style="list-style-type: none"> • ch. 8,400 to ch. 8,500 • ch. 8,925 to ch. 9,450 <p>Level 3/ Priority chainages, including new embankments above retaining walls:</p> <p>Southbound</p> <ul style="list-style-type: none"> • ch. 100 to ch. 400 • ch. 1,500 to ch. 1,850 • ch. 3,250 to ch. 3,400 	Design Construction	<p>Slope and retaining wall treatment</p> <p>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.</p> <p>Landscape Architects have assisted in setting the slope gradients from the A9 verge to the surrounding land.</p> <p>This assessment and initial design work has identified three levels of landform sensitivity as follows:</p> <ul style="list-style-type: none"> • 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: <p>See mitigation items P07-LV7, P07- LV8, P07-LV9, P07-LV10, P07- LV11, P07-LV12, P07-LV13, P07-LV16, and P07-LV18 for further information.</p>	<p>To mitigate adverse visual effects of the Proposed Scheme on sensitive receptors/users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, and residents, with excavations/ earthworks/ slopes of natural appearance that blend into the very open surrounding landscape and slopes stabilised with planting, as shown on the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p> <p>Retaining walls will allow the vertical alignment of the Proposed Scheme to be raised to reduce cross section gradients and rock cutting to the east of the carriageway at the pinch point between the BDL, the widened A9, NCN7 and the HML railway, reducing visual impact, as shown on the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise/ mitigate visual impacts).</p>	Transport Scotland

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
	<ul style="list-style-type: none"> • ch. 4,700 to ch. 5,350 • ch. 5425 to ch. 5,750 • ch. 5,990 to ch. 6,575 Northbound <ul style="list-style-type: none"> • ch. 100 to ch. 400 • ch. 200 to ch. 1,250 • ch. 1,550 to ch. 2,100 • ch. 2,100 to ch. 2,450 • ch. 2,450 to ch. 3,000 • ch. 3,25 to ch. 3,125 • ch. 3,175 to ch. 3,450 • ch. 3,800 to ch. 4,100 • ch. 4,200 to ch. 4,950 • ch. 7,425 to ch. 7,550 • ch. 7,650 to ch. 8,400 • ch. 8750 to ch. 8950 				
P07-LV2	Northbound ch.000; <ul style="list-style-type: none"> • ch. 100; • ch. 300, • ch. 400; • ch. 2,000; • ch. 4,200; • ch. 6,000; • ch. 6,300; • ch. 6,500; • ch. 6,900; • ch. 7,700; • ch. 8,300; • ch. 9,200 	Design Construction	<p>SuDS basins</p> <p>Landscape Architects have influenced the design of the SuDS that form part of the Proposed Scheme – ref. SuDS basins 000, 001, 003, 004, 020, 042, 060, 063, 065, 069, 077, 083 and 092</p> <p>These have been shaped as best possible to blend into surrounding topography and to look like natural features within this open landscape.</p> <p>See mitigation item P07-LV26 for further information.</p>	To mitigate adverse visual impacts of the SuDS basins from sensitive receptors. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise/ mitigate visual impacts).	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV3	Northbound <ul style="list-style-type: none"> ch. 725 to 950; ch. 3,450 to 3,750 Southbound <ul style="list-style-type: none"> ch. 3,875 to 4,050 		<p>Type A Lay-bys</p> <p>3 no. Type A Lay-bys within the Proposed Scheme with a wide segregation strip and potential links to NMU routes. The locations are:</p> <ul style="list-style-type: none"> northbound ch. 800 at Dalnaspidal northbound at ch. 3,600 near Drumochter Pass southbound at ch. 4,000 near Drumochter Pass <p>See mitigation items P07-LV4, P07-LV5 and P7-LV6 for further information regarding refinement of Type A Lay-by earthworks.</p>	<p>To mitigate adverse visual impacts on the landscape experience, by provision of rest and stopping area with views over adjacent landscape, to optimise traveller experience, while fitting into the very open surrounding landscape and mitigating adverse impact from sensitive receptors/ users.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (enjoyment of views, facilitate access).</p>	Not Applicable
Project Specific Mitigation (Additional)					
P07-LV4	Between ch. 800 - 1,100 northbound	Design Construction	<p>Earthwork / facility refinement: Dalnaspidal Northbound Type A Lay-by- extended</p> <p>Preliminary grading of embankments and path linking to NMU shall be undertaken in accordance with the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3. Further work to retaining walls, viewing platforms, steps and ramps shall be subject to detailed design.</p>	<p>To provide a rest and stopping area with views over the Allt Dubhaig braided channels geological SSSI and glimpsed view of Loch Garry to south west to optimise traveller experience, while fitting into the very open surrounding landscape and mitigating adverse visual impact.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (enjoyment of views, facilitate access)</p>	TS/ CNPA/ SNH
P07-LV5	Between ch. 3,400 - 3,700 northbound	Design Construction	<p>Earthwork / facility refinement: Drumochter Northbound Type A Lay-by – extended</p> <p>Preliminary grading of embankments and path linking to NMU shall be undertaken in accordance with the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3. Further work to retaining walls, viewing platforms, steps and ramps shall be subject to detailed design.</p>	<p>To provide rest and stopping area with views over Drumochter Pass to the Boar of Badenoch to west to optimise traveller experience, while fitting into the very open surrounding mitigating adverse visual impact.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (enjoyment of views, facilitate access).</p>	TS/ CNPA/ SNH

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV6	Between ch. 3,800 to 4,100 southbound	Design Construction	<p>Earthwork / facility refinement: Drumochter Southbound Type A Lay-by – extended</p> <p>Preliminary grading of embankments shall be undertaken in accordance with the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p> <p>Further work to paths linking to the NMU, retaining walls, viewing platforms, steps and ramps shall be subject to detailed design.</p>	<p>To provide rest and stopping area with views over the A9 to Drumochter Pass to the Boar of Badenoch to west to optimise traveller experience while fitting into the very open surrounding landscape and mitigating adverse visual impact.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (enjoyment of views, facilitate access).</p>	TS/ CNPA/ SNH
P07-LV7	<p>Level 1 chainages:</p> <p>Southbound</p> <ul style="list-style-type: none"> • ch. 500 to ch. 1,500 • ch. 2,075 to ch. 2,200 • ch. 3,325 to ch. 2,600 • ch. 2,700 to ch. 2,750 • ch. 2,975 to ch. 3,000 • ch. 3,125 to ch. 3,275 • ch. 3,450 to ch. 3,600 • ch. 3,725 to ch. 3,825 • ch. 4,000 to ch. 4,400 • ch. 6,600 to ch. 6,950 • ch. 7,075 to ch. 8,000 • ch. 8,050 to ch. 9,700 <p>Northbound</p> <ul style="list-style-type: none"> • ch 200 to ch. 750 • ch 7,050 to ch. 7,200 • ch 7,250 to ch. 7,450 • ch 7,500 to ch. 7,625 <p>Level 2 chainages:</p> <p>Southbound:</p> <ul style="list-style-type: none"> • ch. 000 to ch. 100 • ch. 3,600 to ch. 3,625 • ch. 4,400 to ch. 4,700 	Design Construction	<p>Slope treatment</p> <p>As noted within embedded Mitigation Item P07-LV1, the whole of Project 7 is landform sensitive to varying degrees of importance.</p> <p>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 6.7, contained within Volume 3 of this report, subject to detailed design as additional mitigation.</p> <p>For level 3 priority areas, drawings and specifications for each location shall be produced as part of the contract documents, subject to detailed design.</p> <p>This will detail the desired contours, with cross sections to indicate how these slopes should be constructed.</p> <p>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.</p>	<p>To mitigate adverse visual impacts and break up the linearity of the retaining wall and reducing its impact from views from the west.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise infrastructure, minimise/ mitigate visual impacts).</p>	Transport Scotland

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
	<p>Northbound:</p> <ul style="list-style-type: none"> • ch. 8,400 to ch. 8,500 • ch. 8,925 to ch. 9,450 <p>Level 3/ Priority chainages:</p> <p>Southbound</p> <ul style="list-style-type: none"> • ch. 100 to ch. 400 • ch. 1,500 to ch. 1,850 • ch. 3,250 to ch. 3,400 • ch. 4,700 to ch. 5,350 • ch. 5425 to ch. 5,750 • ch. 5,990 to ch. 6,575 <p>Northbound</p> <ul style="list-style-type: none"> • ch. 100 to ch. 400 • ch. 200 to ch. 1,250 • ch. 1,550 to ch. 2,100 • ch. 2,100 to ch. 2,450 • ch. 2,450 to ch. 3,000 • ch. 3,25 to ch. 3,125 • ch. 3,175 to ch. 3,450 • ch. 3,800 to ch. 4,100 • ch. 4,200 to ch. 4,950 • ch. 7,425 to ch. 7,550 • ch. 7,650 to ch. 8,400 ch. 8750 to ch. 8950 				
P07-LV8	<p>Southbound:</p> <ul style="list-style-type: none"> • RW1: ch. 1,000 to 1,120 • RW2: ch. 1,550 to 1,620 • RW3: ch. 1,660 to – 1,730 • RW4: ch. 2,790 to 2,850 • RW5: ch. 2,850 to 2,940 • RW6: ch. 4,880 to 4,930 • RW7: ch. 4,950 to 5,150 • RW8: ch. 5,350 to 5,440 • RW10: ch. 5,750 to 	Design Construction	<p>Retaining wall treatment</p> <p>Retaining wall facades shall be faced with a natural stone effect finish.</p> <p>To break up the appearance of the retaining walls, large locally won boulders or blocks of rock will be used at random intervals at the base of the walls reflecting the appearance of natural outcrops.</p> <p>Detailed design drawings and specifications for each location shall be produced as part of the contract documents, and as indicated on the indicated on Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3 or in P07-LV1, subject to detailed design as additional mitigation.</p>	<p>To mitigate adverse visual impacts by integrating structures and embankments into the adjacent existing landscape to create natural faces indistinguishable from natural rock outcrop and/or textured structural concrete retaining walls mitigating adverse visual impact.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise</p>	Transport Scotland

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
	5,950 Northbound: • RW9: ch. 4,950 to 5,820			infrastructure, minimise/ mitigate visual impacts).	
P07-LV9	Parapet / retaining wall between ch. 4,970 to ch. 5,820 northbound	Design Construction	Planting: Retaining wall Low level shrub planting and seeding shall be planted adjacent to the retaining wall where space allows, subject to detailed design.	To mitigate adverse visual impacts by integrating structures and embankments into the adjacent existing landscape to create natural facing indistinguishable from natural rock outcrop to structural concrete retaining walls while mitigating adverse visual impact. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise infrastructure, minimise/ mitigate visual impacts).	Not Applicable
P07-LV10	Between approximate ch. 7,400 and 7,600 northbound and southbound	Design Construction	Earthworks refinement: Drumochter Lodge and Balsporran access underbridge New embankments and cuttings shall be feathered into the toe/ top of existing gradients at approved profiles to form slopes of natural appearance where indicated on the Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3 .	To mitigate adverse visual impacts of the new underbridge from sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents of Balsporran Cottages and Drumochter Lodge, with excavations/ earthworks/ slopes that blend into the very open surrounding landscape and slopes are stabilised with planting. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit; minimise infrastructure, minimise/ mitigate visual impacts)	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV11	Between approximate ch. 7,400 and 7,600 northbound and southbound	Design Construction	Planting: Drumochter Lodge and Balsporran access underbridge Replacement of native woodland/ scrub/shrub planting lost through construction of the Proposed Scheme shall be as specified on Environmental Mitigation Drawings 6.6 in Volume 3.	To mitigate adverse visual impacts of the new underbridges from sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents of Drumochter Lodge and Balsporran Cottages with vegetation that blend into the surrounding landscape and slopes are stabilised with planting. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise infrastructure, screen planting to minimise/ mitigate visual impacts).	Not Applicable
P07-LV12	Between approximate ch. 7,300 and 7,400 southbound	Design Construction	Earthworks refinement: Drumochter Lodge Berm Berm construction shall be integrated with excavations/ earthworks/ slopes that blend into the very open surrounding landscape, and slopes are integrated with existing landform, where indicated on Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.	To mitigate adverse visual impacts of the Proposed Scheme from Drumochter Lodge and to minimise visual impact. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise/ mitigate visual impacts).	Not Applicable
P07-LV13	Between approximate ch. 7,300 and 7,400 southbound	Design Construction	Planting: Drumochter Lodge Berm The berm shall be planted with native conifers and shrubs, profiled to integrate with adjacent landform and Ha-ha feature, subject to detailed design. Woodland/ scrub/shrub planting lost during construction phase shall be replaced; native woodland species of local provenance to improve biodiversity, landscape fit and visual amenity shall be introduced, where indicated on Environmental Mitigation Drawing 6.6 in Volume 3.	To mitigate visual impacts of the Proposed Scheme on Drumochter Lodge. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, screen planting to minimise/ mitigate visual impacts).	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV14	Between ch. 800 to 1,100 northbound	Design Construction	Planting: Dalnaspidal Type A Lay-by A wide range of different native heath, scrub and small tree species of local provenance to improve biodiversity, landscape fit and visual amenity shall be planted subject to detailed design.	To mitigate visual impacts of the Proposed Scheme while providing a rest and stopping area with views over the Allt Dubhaig braided channels geological SSSI and glimpsed view of Loch Garry to south west to optimise traveller experience, and fitting into the very open surrounding landscape and mitigating adverse visual impact This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).	Transport Scotland
P07-LV15	Between ch. 3,400 to 3,700 northbound	Design Construction	Planting: Drumochter Northbound Type A Lay-by A wide range of native heath, scrub and small tree species of local provenance shall be planted to improve biodiversity landscape fit and visual amenity around Drumochter Northbound Type A Lay-by subject to detailed design.	To mitigate adverse visual impacts of the Proposed Scheme on sensitive receptors at Drumochter Lodge, blending the berm into the surrounding designed garden. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).	Transport Scotland
P07-LV16	Between ch. 6,750 to 7,000 northbound	Design Construction	Earthworks refinement: Balsporran access and car park Embankments around Balsporran access and car park shall be graded to integrate adjacent landscape slopes with excavations/ earthworks/ slopes that blend into the very open surrounding landscape and slopes are stabilised with planting; parking surface shall be granular permeable material on geo-grid, where indicated on Environmental Mitigation Drawings 6.5 in Volume 3.	To mitigate adverse visual impacts of the reinstated car park and access roads on sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents of Balsporran Cottages and Drumochter Lodge, with excavations/ earthworks/ slopes that blend into the very open surrounding landscape. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (minimise/ mitigate visual impacts, enjoyment of views, facilitate access).	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV17	Between ch. 6,750 to 7,000 northbound	Design Construction	Planting: Balsporran access and car park A wide range of native grass seeding, heath, scrub and small tree species of local provenance to improve biodiversity, landscape fit and visual amenity shall be planted around Balsporran access and car park to soften and integrate landscape mitigation with wildlife habitat and to restore landscape character. Planting specification shall be subject to detailed design.	To mitigate the adverse visual impact of the Proposed Scheme on sensitive receptors/ users of the NMU, HML railway, Balsporran Cottages and hillwalkers. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise visual impacts, enjoyment of views).	Not Applicable
P07-LV18	Between ch. 200 - 500 northbound and ch. 400 - 600 southbound	Design Construction	Earthworks refinement: Dalnaspidal and Allt Coire Mhic-sith underbridges New embankments and cuttings shall be feathered into the toe/ top of existing gradients at approved profiles to form slopes of natural appearance where indicated on the Environmental Mitigation Drawings 6.1 to 6.2 in Volume 3 .	To mitigate adverse visual impacts of the underbridges from sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents, with excavations/ earthworks/ slopes of natural appearance that blend into the very open surrounding landscape. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise/ mitigate visual impacts).	Not Applicable
P07-LV19	Between ch. 200 - 500 northbound and ch. 400 - 600 southbound	Design Construction	Planting: Dalnaspidal and Allt Coire Mhic-sith underbridges Planting shall be commenced as early as possible to allow establishment of trees and shrubs in key locations around Dalnaspidal and Allt Coire Mhic-sith underbridges to restore landscape character. Woodland/ scrub/shrub planting lost through construction of the Proposed Scheme shall be treated by replanting of mixed native broadleaf and conifers as indicated on Environmental Mitigation Drawing 6.1 in Volume 3 to restore landscape character and improve landscape fit.	To mitigate adverse visual impacts of the underbridges on sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents, with excavations/ earthworks/ slopes of natural appearance that blend into the very open surrounding landscape. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).	Transport Scotland

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV20	Approximate ch. 7400 - 7600 northbound	Design Construction	<p>Replanting: Drumochter Lodge existing woodland Replace woodland planting lost opposite Drumochter Lodge, between the A9 carriageway and slip roads and the River Truim with appropriately diverse species of planting. Woodland to the north of Drumochter Lodge (to the east of the carriageway) lost through the Proposed Scheme works will be replaced with pockets of native woodland reflecting local landscape characteristics and types, as indicated on Environmental Mitigation Drawing 6.5 and 6.6 in Volume 3, to areas both to the north and south of Drumochter Lodge. Any woodland/ vegetation lost during construction and the maintenance period shall be replaced with native woodland species to restore landscape character as indicated on Environmental Mitigation Drawing 6.6 in Volume 3.</p>	<p>To mitigate the visual impact of the Proposed Scheme on users of the NMU, Drumochter Lodge and blend into the surrounding landscape including screening the BDL from the A9. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV21	Throughout Proposed Scheme	Design Construction	<p>Planting: Landscape integration with habitat in floodplains Appropriate native species woodland under planted by heath along the northbound carriageway embankment and within the River Truim and Allt Dubhaig floodplains shall be planted as indicated on Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p>	<p>To mitigate the visual impact of the Proposed Scheme on valuable habitat for wading birds and other species and on users of the NMU and HML railway. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV22	Throughout Proposed Scheme	Design Construction	<p>Planting: Landscape integration with habitat to open heath and embankments Seeding, heath and scrub planting to the west of the A9 between the A9 verge and HML railway shall be as specified on Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p>	<p>To mitigate the visual impact of the Proposed Scheme to ensure screening of embankments of the Proposed Scheme from sensitive receptors/ users of the HML railway, CNP, and wider visual amenity. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV23	Throughout Proposed Scheme	Design Construction	<p>Planting: Landscape integration with existing coniferous woodland Where necessary, reinstatement of coniferous woodland to the east of the A9 with varied mix of native species including coniferous and broadleaf trees and shrubs shall be carried out based on natural vegetation growth patterns and integration of new broadleaf planting into existing shelterbelts where indicated on Environmental Mitigation Drawings 6.1 – 6.7 in Volume 3.</p>	<p>To mitigate adverse visual impacts of the Proposed Scheme on sensitive receptors/ users of the HML railway, CNP, NMU, cyclists, walkers, users of the wider landscape including screening the BDL from the A9, and to integrate with the wider visual amenity. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV24	Throughout the Proposed Scheme, but mainly on the eastern side of the carriageway	Design Construction	<p>Planting: Mitigation of plantation shelter belts Appropriate native species woodland, under planted by native mix heath, along the east road embankment shall be planted in affected areas to limit risk of wind throw and further damage to remaining trees, where indicated on Environmental Mitigation Drawings 6.1 – 6.7 in Volume 3.</p>	<p>To provide mitigation of any new shelterbelts and to also reinstate vegetation removal, to mitigate the visual impact of the Proposed Scheme on users of the NMU and HML railway and integrate with the surrounding visual amenity. This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (integrate with existing planting, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV25	Throughout the Proposed Scheme	Design Construction	<p>Planting: Embankments/cut slopes Where possible embankments of a suitable gradient should be treated with locally excavated peaty top soil and cut turves supplemented by appropriate local provenance seeding and mixed species vegetation. Planting design shall be as indicated on Environmental Mitigation Drawings 6.1 to 6.7 in Volume 3.</p>	<p>To mitigate adverse visual impacts of the Proposed Scheme from sensitive receptors/ users of the wider landscape including screening the BDL from the A9. Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (minimise infrastructure, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV26	Northbound <ul style="list-style-type: none"> • ch.000; • ch. 100; • ch. 300, • ch. 400; • ch. 2,000; • ch. 4,200; • ch. 6,000; • ch. 6,300; • ch. 6,500; • ch. 6,900; • ch. 7,700; • ch. 8,300; • ch. 9,200 	Design Construction	<p>SuDS basins design refinement</p> <p>Landscape Architects have influenced the design of the SuDS basins that form part of the Proposed Scheme as detailed in embedded Mitigation Item P07-LV2.</p> <p>Further design shall integrate SuDS basins with roadside slopes (including slopes to access tracks) at SuDS basins 000, 001, 003, 004, 020, 042, 060, 063, 065, 069, 077, 083 and 092</p> <p>SuDS basins are landform sensitive and shall look as natural as possible to blend into surrounding, very open, landscape.</p> <p>SuDS basins are landform sensitive and shall look as natural as possible to blend into surrounding, very open, landscape.</p> <p>Appropriate seeding and planting is required as specified on Environmental Mitigation Drawings 6.1-6.7, contained within Volume 3 of this report.</p>	<p>To mitigate adverse visual impacts of the SuDS basins from sensitive receptors/ users of the A9, HML railway, CNP, NMU and core paths, cyclists, walkers, residents, with excavations/ earthworks/ slopes of natural appearance that blend into the very open surrounding visual.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (landscape fit, minimise/mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV27	Throughout Proposed Scheme	Design Construction	<p>Planting: SuDS basin slopes and drainage features</p> <p>Planting should be as indicated on Environmental Mitigation Drawings 6.1-6.7 in Volume 3 of this report.</p> <p>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.</p> <p>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.</p>	<p>To mitigate adverse landscape impacts of the SuDS basins on visual amenity from sensitive receptors/ users.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (minimise infrastructure, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable
P07-LV28	Throughout Proposed Scheme	Design Construction	<p>Road signage/ furniture</p> <p>Specification of signs, fences, barriers and other roadside furniture will be carefully considered as part of the detailed design for the Scheme.</p> <p>Fencing and barriers in particular will require ongoing design review as will minimisation of roadscape features such as signs and barriers at more open areas, such as the Drumochter Pass lay-bys.</p>	<p>These items are expected along a road scheme of this nature, however minimising them shall avoid unnecessary clutter or visual intrusion to minimise visual impact on users of the A9.</p> <p>This approach is aligned with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (minimise infrastructure, minimise/ mitigate visual impacts, enjoyment of views).</p>	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07-LV29	Northbound • Ch. 500	Design Construction	<p>Natural Finish – Dalnaspidal Underbridge</p> <p>The western façade of the new underbridge may be faced with a natural stone finish to reflect the appearance of existing General Wade Bridge (viewpoint 4 in Chapter 14, NN 64655 73527, Dalnaspidal Old Bridge, to be demolished), where indicated on Environmental Mitigation Drawing 6.1 in Volume 3.</p>	<p>To ensure that the abutment faces will be clad in a manner that is appropriate to their visual sensitivity to NMU users</p> <p>Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (minimise/ mitigate visual impacts, enjoyment of views, respect/ refer to cultural heritage assets).</p>	Transport Scotland
Project Specific Monitoring					
P07-LV30	Throughout Proposed Scheme	Design Construction Post-construction	<p>Monitoring:</p> <p>All mitigation measures</p> <p>All landscape and visual mitigation items (where indicated on the Environmental Mitigation Drawings 6.1 – 6.7 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:</p> <ul style="list-style-type: none"> • earthwork, rock cutting, and retaining wall mitigation measures • planting of acid and wet grassland, and dry and wet heath • scrub, woodland edge and woodland <p>Monitoring will assess planting selection/techniques and long-term landscape planting management, including fencing and vegetation protection against sheep, wild fauna, pest infestation, and horticultural practice, particularly to prevent damage to planting during the establishment period.</p> <p>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 (Volume 2), and where indicated on Environmental Mitigation Drawings 6.1 – 6.7 in Volume 3 of this report, in conjunction with the Outline Peat Management Plan (OPMP, refer to Mitigation Item P07-G9 in Chapter 10) and Outline Habitat Management Plan (OHMP, refer to Mitigation Item P07-E25 in Chapter 12). All monitoring shall be subject to detailed specification.</p>	<p>To ensure the effectiveness of mitigation works in mitigating adverse visual impacts of the Proposed Scheme on the wider visual amenity.</p> <p>This approach aligns with Appendix 13.3 Section 4, Landscape Objectives of Volume 3 (all items).</p>	Transport Scotland

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 A9 representative viewpoints in **Table 14-9**. It sets out the residual impacts, accounting for impacts at operation phase years 15-25, as set out in **Table 14-10** and **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 14-13**. The proposed mitigation measures are set out in **section 14.5**.

Temporary – Construction Phase

14.6.2 As detailed in **Table 14-10** and **Table 14-11**, the construction of the Proposed Scheme will result in unavoidable temporary Moderate to Substantial 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 construction phase, as they are temporary, they are not residually significant.

Permanent – Operational Phase

14.6.3 **Table 14-14** below illustrates that following 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 Type A lay-bys, are in place. Following implementation of 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 2 - Level Crossing at Dalnaspidal
- Viewpoint 11 - NCN7 at Drumochter Pass
- Viewpoint 16 - Drumochter Lodge
- Viewpoint 18 - NCN7 North of Drumochter Lodge
- Viewpoint F - Lay-by 83 near parapet / retaining wall

14.6.5 Due to the combination of embedded mitigation, in the form of sensitively designed earthworks and retaining wall construction, minimisation of construction footprint, and road alignment, as well as additional mitigation in the form of native mixed broadleaf and conifer tree/ shrub planting and heathland and grass, the majority of effects will be reduced below the threshold of significance by the end of Operational Phase Year 25.

14.6.6 However, these viewpoints will be subject to residual effects at year 25, although they will continue to reduce. Visual effects will be reduced at each location as follows:

- Viewpoint 2 – although the mixed native woodland to the north will become established sufficiently to replace woodland lost in construction of the new access road embankment and SuDS basins 003 and 004, the extent of the earthworks in the area around Dalnaspidal underbridge will be clearly in evidence, but still reducing in impact

- Viewpoint 11 and viewpoint F – retaining walls at the ‘pinch-point’ at Drumochter Pass where the A9, HML and BDL converge; the use of natural stone effect finish will reduce their impact. By Year 25, these will have developed a natural patina due to weathering, reflecting the appearance of the adjacent natural outcropping rock, but the adverse effect to the view will still remain apparent, albeit continuing to reduce in impact over time
- Viewpoint 16 Drumochter Lodge - extensive grading will be required to integrate a berm to screen the occupants from views of the A9 into the existing levels of the Lodge garden, proposed following consultation with the land owner. An existing stone-faced retaining structure will be incorporated into the berm, preserving it as a feature. Additional mitigation will include mixed native tree, scrub and shrub planting. While the berm will remain a permanent residual effect, plant growth will improve its landscape fit beyond Year 25; and the adverse effect will remain but will still be reducing in impact over time
- Viewpoints 18 and F– the Drumochter underbridge will be open to views from the NCN7, and replanting of lost woodland with mixed native woodlands will be restricted by deep peat/ blanket bog in the field adjacent to the existing woodland. The woodland will be a narrow band that will establish slowly and there will be residual effects by Year 25. The use of wet woodland and scrub, shrub species and scattered trees within the flood zone will create a transition from open land to woodland with an edge of natural appearance (avoiding the regimented and abrupt edge of functional shelterbelt planting. **Table 14-14** sets out the summary of residual impacts.

Table 14-14: Summary of residual impacts

Receptor Description	Receptor Type	Sensitivity Table 14-8	Significance of Effect Construction Phase (Table 14-10)	Significance of Effect Operation Year 1 (Table 14-12)	Mitigation Reference (Table 14-13)	Residual Effect Operation Years 15-25
Viewpoint Receptors						
1. NCN7 at Dalnaspidal	Outdoor users of cycle way	Medium	Substantial/ Moderate	Substantial/ Moderate	P07-LV1, P07-LV2, P07-LV18, P07-LV19, P07-LV22, P07-LV23, P07-LV25, P07-LV26, P07-LV27, P07-LV30	Moderate/ Slight - not significant
2. Level Crossing at Dalnaspidal	Outdoor users of track to Loch Garry; HML railway users; fishermen/ hunting parties; game keepers and farmers; SSE hydro maintenance workers	Medium	Substantial/ Moderate	Substantial/ Moderate	P07-LV1, P07-LV2, P07-LV18, P07-LV19, P07-LV22, P07-LV23, P07-LV25, P07-LV26, P07-LV27, P07-LV28, P07-LV29, P07-LV30	Moderate
3. Station Cottages	Built receptors – residents; outdoor receptors – users of NCN7	High	Substantial	Substantial	P07-LV1, P07-LV2, P07-LV18, P07-LV19, P07-LV22, P07-LV23, P07-LV24, P07-LV26, P07-LV27, P07-LV28, P07-LV29, P07-LV30	Moderate/ Slight - not significant
4. General Wade's Military Bridge Abutment	Outdoor receptors – hill walkers, game keepers	Medium	Substantial/ Moderate	Substantial/ Moderate	P07-LV1, P07-LV18, P07-LV19, P07-LV21, P07-LV22, P07-LV23, P07-LV25, P07-LV29, P07-LV30	Slight
5. Track along Sron na h-Eiteich	Outdoor receptors – hill walkers, game keepers	Medium	Moderate	Moderate/ Slight (not significant)	P07-LV1, P07-LV18, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25	Slight
6. Track to Loch Garry	Outdoor users of track to Loch Garry; HML railway users; fishermen/ hunting parties; game keepers and farmers; SSE hydro maintenance workers	High	Substantial/ Moderate	Moderate/ Slight (not significant)	P07-LV1 P07-LV18, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25	Slight
7. Meall an Dobharchain (Sow of Atholl)	Outdoor receptors – hill walkers, game keepers	High	Substantial/ Moderate	Substantial/ Moderate	P07-LV1, P07-LV18, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07-LV30	Moderate/ Slight (not significant)
8. General Wade's Military Road	Outdoor receptors – hill walkers, game keepers	Medium	Substantial/ Moderate	Substantial/ Moderate	P07-LV1, P07-LV11, P07-LV15, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07-LV26	Moderate/ Slight (not significant)
9. Track along Allt Coire Dhomhain	Outdoor receptors – hill walkers, game keepers	Medium	Moderate/ Slight (not significant)	Moderate/ Slight (not significant)	P07-LV1, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25	Slight

Receptor Description	Receptor Type	Sensitivity Table 14-8	Significance of Effect Construction Phase (Table 14-10)	Significance of Effect Operation Year 1 (Table 14-12)	Mitigation Reference (Table 14-13)	Residual Effect Operation Years 15-25
10. Highland Main Line railway	Outdoor receptors: rail passengers	Medium	Substantial/Moderate	Substantial/Moderate	P07-LV1, P07-LV2, P07-LV3, P07-LV4, P07-LV5, P07-LV18, P07- LV06, P07-LV08, P07-LV09, P07-LV11, P07-LV17, P07-LV19, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07-LV26, P07-LV27, P07-LV28, P07-LV29, , P07- LV30	Moderate/ Slight - not significant
11. NCN7 at Drumochter Pass	Outdoor users of cycle way; A9, HML railway	Medium	Substantial/Moderate	Substantial/Moderate	P07-LV1, P07-LV5, P07-LV6, P07-LV7, P07-LV8, P07-LV9, P07-LV11. P07-LV25, P07-LV26, P07-LV27, P07- LV28, P07- LV30	Moderate
12. Track along Allt Coire Fhar	Outdoor receptors – hill walkers, game keepers	High	Moderate	Moderate	P07-LV1, P07-LV11 P07-LV16, P07-LV21, P07-LV22, P07-LV23, P07-LV24	Slight
13. Hill slopes of Creagan Doire Dhonaich	Outdoor receptors – hill walkers, game keepers	High	Substantial/Moderate	Substantial/Moderate	P07-LV1, P07-LV11 P07-LV15, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07- LV30	Moderate/ Slight - not significant
14. Balsporran Cottages B&B	Built receptors – residents, tourists; Outdoor receptors – hill walkers	High	Substantial	Substantial	P07-LV1, P07-LV2, P07-LV3, P07-LV4, P07-LV7, P07-LV17, P07-LV20, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV24, P07-LV25, P07-LV26, P07- LV27, P07- LV28, P07- LV30	Moderate/ Slight - not significant
15. Track along Allt Beul an Sporain	Outdoor receptors – hill walkers, game keepers	High	Moderate	Moderate	P07-LV1, P07-LV11 P07-LV15, P07-LV21, P07-LV22, P07-LV23, P07-LV24	Moderate/ Slight - not significant
16. Drumochter Lodge	Built receptors – office workers, residents; Outdoor users - gamekeepers	High	Substantial	Substantial	P07-LV1, P07-LV2, P07-LV3, P07-LV11, P07-LV15, P07-LV15, P07-LV20, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07-LV26, P07- LV30	Moderate
17. Hillslopes of Creagan Mor	Outdoor receptors – hill walkers, game keepers	High	Substantial/Moderate	Substantial/Moderate	P07-LV1, P07-LV11 P07-LV16, P07-LV21, P07-LV22, P07-LV23, P07-LV24	Moderate/ Slight - not significant
18. NCN7 north of Drumochter Lodge	Outdoor users of cycle way	High	Substantial	Substantial	P07-LV1, P07-LV2, P07-LV3, P07-LV11, P07-LV20, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07-LV26, P07- LV28, P07- LV30	Moderate

Receptor Description	Receptor Type	Sensitivity Table 14-8	Significance of Effect Construction Phase (Table 14-10)	Significance of Effect Operation Year 1 (Table 14-12)	Mitigation Reference (Table 14-13)	Residual Effect Operation Years 15-25
Viewpoint Receptors – Existing A9 on-road representative views (from existing lay-bys)						
A Lay-by 76 northbound Grid reference NN 65119 72861	Outdoor road users	Medium	Substantial/ moderate	Substantial/ Moderate	P07-LV1, P07-LV2, P07-LV7, P07-LV22, P07-LV25, P07-LV26, P07-LV27, P07- LV30	Slight
E Lay-by 82 southbound Grid reference NN 63011 76458	Outdoor road users	Medium	Substantial/ moderate	Substantial/ Moderate	P07-LV1, P07-LV3, P07-LV6, P07-LV14, P07-LV15, P07-LV21, P07-LV22, P07-LV22, P07-LV23, P07- LV24, P07-LV25, P07-LV26, P07- LV27, P07- LV30	Moderate/ Slight - not significant
F Lay-by 83 northbound Grid reference NN 62520 78258	Outdoor road users	Medium	Substantial/ moderate	Substantial/ Moderate	P07-LV1, P07-LV3, P07-LV8, P07-LV9, P07-LV15, P07-LV21, P07-LV21, P07-LV22, P07-LV23, P07- LV24, P07-LV25, P07-LV26, P07- LV27, P07- LV30	Moderate
H Lay-by 87 northbound Grid reference NN 63896 81871	Outdoor road users	Medium	Substantial/ moderate	Substantial/ Moderate	P07-LV1, P07-LV3, P07-LV6, P07-LV20, P07-LV21, P07-LV22, P07-LV23, P07-LV24, P07-LV25, P07- LV26, P07- LV27, P07- LV30	Slight/Negligible

Summary

- 14.6.7 Adverse effects are determined upon receptors in locations close to the Proposed Scheme mainline and underbridge works, and in the short term (Operation year 1); 15 out of the 18 receptors experience **Substantial to Moderate** (and therefore significant) effects. This excludes lay-by/ online A9 views.
- 14.6.8 All viewpoints on the A9 (from lay-bys) are considered to be subject to significant effects during Construction Phase and in the short term (Operation Year 1), because the viewpoints are open to views of construction and the newly completed works, which will be conspicuous. The primary mitigation, including the horizontal and vertical alignment that looks to improve the environmental fit of the road, therefore reducing the associated effects prior to any additional mitigation, will reduce what would otherwise be substantial effects. Once it has had time to bed-in and start growing, the additional mitigation (predominantly planting), in combination with the embedded mitigation, will rapidly reduce the significance of effects.
- 14.6.9 In the long term, during Operational Phase to year 25, however, as woodland, woodland edge, scrub and heathland cover matures on earth embankments, the effects will diminish to match the level of effect of the existing A9. A wider diversity of vegetation than at present will result in an increase in riparian scrub within floodplain and watercourses.
- 14.6.10 Built form, such as retaining walls, bridge parapets, and safety barriers, which are not going to be a natural finish, may look intrusive even after 25 years. However, where possible, and where structures are exposed to views from sensitive receptors, natural stone effect facing, which will weather over time to the muted colours of the Highland landscape, should be considered to mitigate such effects. Natural finishes will be used on retaining walls and the underbridge structure at Allt Coire Mhic-sith watercourse, Dalnaspidal. Other naturally weathering materials such as Cor-ten steel may be used in elements of lay-by facilities, including balustrades and as a structural element.
- 14.6.11 In some areas, the effects of the Proposed Scheme will be beneficial over time rather than adverse, including for example, lay-by facilities with NMU links. These are proposed for three locations within the Proposed Scheme: Dalnaspidal (approx. ch. 800, Drumochter Pass northbound (approx. ch. 3,500) and Drumochter Pass southbound (approx. ch. 4,000). With their well-considered design and purpose, they will contribute positively to the landscape character of the Proposed Scheme.
- 14.6.12 Additionally, the NCN7 will be realigned and reinstated in some locations, and the integration of new access for SUDs features and associated land formation and planting with the existing natural vegetation and topography will restore the landscape character and visual relationship of the road to its context. This may also contribute to the good fit between the road corridor and the railway and to both embedded and additional mitigation of the new road and associated embankments and structures.
- 14.6.13 By year 25, residual effects will remain significant only at Dalnaspidal underbridge; the 'pinch-point' at Drumochter Pass where the A9, HML and BDL converge; and around Balsporran/ Drumochter Lodge Junction underbridge. Regarding other receptors, there would be no significant adverse visual effects associated with the Proposed Scheme when appropriate mitigation is in place and woodland and vegetation has become established; long term effects will generally be **Moderate/ Slight** (not significant), **Slight** or **Slight/ Negligible**.

14.7 References

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