

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

1 Introduction

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

2 Impact Assessment

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

Table 1: Assessment of Indirect Impacts on Landscape Character Areas

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer (2036), 15 Years after Opening		
		Magnitude of Impact	Significance of Impact		Description of Residual Impacts	Magnitude of Impact	Significance of Impact
Strath Tay: Dunkeld and Birnam LLCA (Settlement)							
Medium to High	Analysis of the ZTV suggests that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.	None	None	n/a	n/a	None	None
Strath Tay: Upper Glen LLCA							
Medium	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the eastern part of the LLCA at a distance of 0.8km at closest and from more distant elevated locations on either side of the glen. Actual visibility would be less than indicated due to the screening of the proposed scheme by intervening vegetation. Where visible, the loss of woodland as a result of the proposed scheme would be perceived as a relatively minor change to one the defining features of the adjoining Tay: Mid Glen LLCA, the majority of woodland being unaffected.</p> <p>The existing A9 currently exerts a minor perceptual influence on the Strath Tay: Upper Glen LLCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight	<p>Introduction of roadside planting along the road corridor to help integrate the proposed scheme into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas to facilitate integration of new planting into the wider landscape (Mitigation Items P03-LV13, P03-LV14, P03-LV15, P03-LV16, P03-LV17 and P03-LV19).</p> <p>Planting of scrub and grassland on earthwork slopes to aid integration into the wider landscape and retain existing open views. (Mitigation Items P03-LV20 and P03-LV21).</p> <p>Impact of cuttings and earthwork slopes on existing woodland minimised by slope design or retaining structures (Mitigation Item P03-LV8).</p> <p>A 'naturalistic' design approach to SuDS wetlands with associated riparian woodland and wet grassland, in order to promote biodiversity and improve integration into the receiving landscape (Mitigation Item P03-LV9).</p> <p>Sensitive design of structures such as bridges and retaining walls to fit with the receiving landscape</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer (2036), 15 Years after Opening		
		Magnitude of Impact	Significance of Impact		Description of Residual Impacts	Magnitude of Impact	Significance of Impact
				character (Mitigation Item P03-LV12).			
Strath Tummel LLCA							
Medium	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the southern part of the LLCA, south of Ballinluig and on some western and eastern slopes of Strath Tummel. Actual visibility would be less than indicated due to the screening of the proposed scheme by intervening built form and vegetation. Where visible, the loss of woodland as a result of the proposed scheme would be perceived as a relatively minor change to one the defining features of the adjoining Tay: Mid Glen LLCA, the majority of woodland being unaffected. There would be no visibility of the proposed scheme from the majority of the Strath Tummel LLCA, limiting indirect perceptual impacts.</p> <p>The existing A9 currently exerts a minor perceptual influence on the LLCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight	<p>Introduction of roadside planting along the road corridor to help integrate the proposed scheme into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas to facilitate integration of new planting into the wider landscape (Mitigation Items P03-LV13, P03-LV14, P03-LV15, P03-LV16, P03-LV17 and P03-LV19).</p> <p>Planting of scrub and grassland on earthwork slopes to aid integration into the wider landscape and retain existing open views (Mitigation Items P03-LV20 and P03-LV21).</p> <p>Impact of cuttings and earthwork slopes on existing woodland minimised by slope design or retaining structures (Mitigation Item P03-LV8).</p> <p>A 'naturalistic' design approach to SuDS wetlands with associated riparian woodland and wet grassland, in order to promote biodiversity and improve integration into the receiving landscape (Mitigation Item P03-LV9).</p> <p>Sensitive design of structures such as bridges and retaining walls to fit with the receiving landscape character (Mitigation Item P03-LV12).</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight
Highland Foothills LCA							
Medium to High	Analysis of the ZTV suggests that there is no theoretical visibility of the proposed scheme from the LCA and as such there would be no	None	None	n/a	n/a	None	None

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer (2036), 15 Years after Opening		
		Magnitude of Impact	Significance of Impact		Description of Residual Impacts	Magnitude of Impact	Significance of Impact
	indirect perceptual impacts.						
Highland Glens LCA							
Medium	Analysis of the ZTV suggests that there is very limited theoretical visibility of the proposed scheme from the LCA. Actual visibility would be less than indicated due to the screening of the proposed scheme by intervening vegetation and as such there would be no indirect perceptual impacts.	None	None	n/a	n/a	None	None
Highland Summits and Plateaux LCA							
High	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from a relatively small number of locations within this upland LCA including the southern and western slopes of Meall Mor, Creagan Ruathair, Creag Liath and Deuchary Hill, the lower slopes of Logierait Wood, the northern slopes of Creag Moiseach and the lower eastern slopes of Creag an Uamhaidh and Creag na Larach which are mostly covered by Craiginvean Forest and the northern slopes of Torchuaig Hill in Strath Braan.</p> <p>There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the locations indicated above, the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway and the formation of new junctions, cuttings, retaining structures, water features and the Guay South Overbridge. The loss of woodland as a result of the proposed scheme within the lower lying Strath Tay: Mid Glen and Strath Tay: Lower Glen LLCAs would be perceived as a relatively minor change to one of the defining features of the LLCAs.</p> <p>The introduction of road lighting at the A9 Southern Tie-in Roundabout would lead to an increase in visible night-time light with a slight impact on the dark sky qualities travellers and residents currently experience.</p>	Low	Slight/ Moderate	<p>Introduction of roadside planting along the road corridor to help integrate the proposed scheme into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas to facilitate integration of new planting into the wider landscape (Mitigation Items P03-LV13, P03-LV14, P03-LV15, P03-LV16, P03-LV17 and P03-LV19).</p> <p>Planting of scrub and grassland on earthwork slopes to aid integration into the wider landscape and retain existing open views (Mitigation Items P03-LV20 and P03-LV21).</p> <p>Impact of cuttings and embankment slopes on existing woodland minimised by slope design or retaining structures. Treatment of soil nailed slopes to reduce visual impacts with soft-faced slopes fully vegetated and hard-faced slopes given aesthetic design consideration to aid landscape fit. (Mitigation Item P03-LV8).</p> <p>A 'naturalistic' design approach to SuDS wetlands with associated riparian woodland and wet grassland, in order to promote</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LCA. It would also help to integrate the proposed scheme into the wider landscape. As such, the significance of impact would reduce, reducing further with maturation of the mitigation planting.	Low	Slight

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer (2036), 15 Years after Opening		
		Magnitude of Impact	Significance of Impact		Description of Residual Impacts	Magnitude of Impact	Significance of Impact
				<p>biodiversity and improve integration into the receiving landscape (Mitigation Item P03-LV9).</p> <p>Sensitive design of structures such as bridges and retaining walls to fit with the receiving landscape character (Mitigation Item P03-LV12).</p> <p>Special attention given to minimising the landscape and visual impacts of the lighting columns and fixings and to prevent unnecessary glare or light spill. Light Emitting Diodes (LEDs) or similar providing a directional light source with minimal light spillage would be used. The levels of lighting would be controlled to achieve the optimum balance between road safety and the impact of road lighting (Mitigation Item P03-LV22).</p> <p>Return of compensatory flood storage areas to their former agricultural use to aid integration with the surrounding landscape character. Retaining walls and 'hard' structures would be kept to the minimum necessary and earthwork slopes slackened to integrate with the surrounding landform (Mitigation Item P03-LV10).</p>			