14. Visual

14.1 Introduction

14.1.1 This chapter presents the DMRB Stage 3 visual impact assessment of the Proposed Scheme. It identifies and outlines the existing visual receptors within the defined study area; identifies and evaluates potential impacts upon the visual receptors; and sets out mitigation measures where required.

14.1.2 The assessment of visual receptors concerns anticipated changes to the view and/or visual amenity experienced by a diverse range of receptors (including, but not limited to, settlements, buildings, sequential routes (such as roads, paths, railway and cycle routes, and outdoor recreational spaces).

14.1.3 A separate assessment of the impacts of the Proposed Scheme on the views experienced by vehicle travellers on the A9 is considered in Chapter 9 (Effects on All Travellers); therefore, views from the A9 have generally not been considered further within the Visual chapter. However, there are two locations, represented by viewpoints, where views from the A9 are considered within the Visual chapter in direct response to requests by the Cairngorms National Park Authority (CNPA) or because it represented the best option to assess the impact on a receptor. These are viewpoint no.33 at Black Mount Junction and viewpoint no.40 at the gateway to the Cairngorms National Park. Planning policy relevant to the assessment is considered in Chapter 19: Policies and Plans.

Study Area

14.1.4 A Zone of Theoretical Visibility (ZTV) has been prepared for the existing A9 to show the theoretical visibility of the road, as shown in Figure 14.1. A comparative ZTV has been compiled for the Proposed Scheme mainline and junctions combined (Figure 14.2) and for each of the Proposed Junctions (Figure 14.3a-c). The ZTVs were based on a bare earth model and do not, therefore, take into consideration land use cover such as buildings and vegetation, which were considered during field survey assessments.

14.1.5 Based on the nature of the Proposed Scheme, and professional judgement of the likely extent of impacts of a proposed dualling of an existing road, it is considered that potentially significant visual impacts are most likely to occur within 5km and this is represented by the location of viewpoints (Figure 14.4). The study area and associated viewpoints were selected in consultation with The Cairngorms National Park Authority (CNPA). While some impacts may occur beyond 5km, fieldwork which was undertaken at DMRB Stage 2 indicated that impacts are unlikely to be significant at such distance and, if occurring, would be more likely to be significant within 2km.

14.2 Approach and Methods

14.2.1 The assessment approach was informed with guidance from the DMRB[i], Interim Advice Note (IAN) 135/10[ii] and Guidelines for Landscape and Visual Impact Assessment (GLVIA3)[iii].

14.2.2 The methodology has been developed through the Landscape Forum with involvement of the consultation bodies – CNPA, Scottish Natural Heritage (SNH) and The Highland Council (THC).

14.2.3 The assessment was undertaken by two Chartered Landscape Architects and comprised of desk study, field surveys and consultation. Photographs were undertaken at Viewpoint locations (Figure 14.5) to support assessment.

14.2.4 Site surveys were undertaken in February 2017 and in May 2017 and helped to gain an understanding of visual context and to supplement information gathered during the desk study. The surveys were taken from accessible public roads and public footpaths and access to private properties was not obtained. Therefore, in some locations, views are assumed. The weather conditions during the survey were dry and predominantly clear.

14.2.5 The photographs for the photomontages were undertaken in October 2017 to align with the delivery programme. Therefore, trees were still in leaf. While the photomontages help to illustrate the changes, the field study was used to inform the assessment.

14.2.6 Although the characteristics of this project (an extensive linear feature running through the landscape close to existing ground levels) is different to wind farm developments (tall vertical structures sited on the landscape), methodology prepared in the following guidelines give general guidance on visualisation techniques applicable to this project:

- Scottish Natural Heritage (SNH): Visual Representation of Wind Farms: Good Practice Guidance Version 2.2 (February 2017)[iv]; and
- The Highland Council: Visualisation Standards for Wind Energy Developments (July 2016)[v].

Viewpoint Selection

14.2.7 The approach used for photomontage production is set out here.

14.2.8 Viewpoint Selection: The location of views was partly informed by the statutory consultees. All viewpoints were carefully micro-sited to minimise foreground clutter and obtain the most unobstructed view of the proposed dual carriageway works while providing an accurate representation of the receptor(s) in question.

Photography

14.2.9 Photography was undertaken by a professional photographer. A high resolution digital SLR camera, Nikon D750 camera with Nikon 50mm f1.4 fixed lens and full frame sensor was used. The camera was mounted on a levelled tripod with a panoramic head with calibrated nodal point to give level and stable photography. The tripod height was 1.5m and 360-degree photography was taken for each viewpoint, using 50% overlap between frames to minimise distortion with a calibrated nodal point. All images were taken in RAW format and converted to JPEG using Adobe Camera Raw software before 'stitching' them together using industry standard image stitching software. Enhancement was limited to that which would conventionally occur in a darkroom to improve clarity. The content and essential character were not changed and the images have not been sharpened. Geographic location, elevation, camera height, date and time of photography was recorded on site.

14.2.10 With regards to Reference Point Survey, features within the viewpoint photograph (such as corners of buildings, pylons, telegraph poles) were identified to be used as 'markers' with which to position the computer-generated image of the Proposed Scheme within the photograph at the correct scale and in the correct position. The marker objects were recorded on-site. The position of these markers was then surveyed on site, if accessible, or taken from ortho-rectified aerial imagery.

14.2.11 With regard to Camera Matching and Rendering for Photomontages, all elements of the 3D highways model were imported into 3D Studio Max software. A virtual camera was created to simulate the viewpoint photograph position and the surveyed reference points for the viewpoint were imported and modelled as simple 3D markers. Displaying the viewpoint photograph in the background, the camera was 'matched' to the photograph using the imported reference point markers and the digital terrain model (using prominent hills and valleys). In this way, the proposed 3D image was then produced, combining the background viewpoint photograph with the 3D model of the Proposed Scheme overlaid.

14.2.12 Using industry standard image editing software, Adobe Photoshop, the rendered image was merged with the base viewpoint photograph, masking any elements of the Proposed Scheme that would be occluded by the intervening existing features. While photomontages are a useful tool they are indicative and for illustrative purposes only and are not the same as the actual view of the proposed scheme.

14.2.13 Before and after views for each viewpoint are presented in the Visual Impact illustrations (see Figure 14.7. Viewpoint information is included on each sheet including grid reference, ground height (AOD) viewer height, angle of view of the images, camera specification, date and time of photography and correct size of paper for the sheets to be printed on.

14.2.14 The ZTVs have been used to assist in establishing the potential direction and extent of theoretical views to and from visual receptors as a result of the Proposed Scheme. Actual visibility was checked for key receptors during site surveys.

14.2.15 Strategic design principles were identified and project specific design objectives were developed (Appendix 13.3: Landscape Objectives) and these have been used to inform the landscape mitigation proposals (Figure 13.4) which have been considered in determining the residual visual impact.

14.2.16 Specialist aesthetic advice, established during design meetings, was developed as part of mitigation for visual impact. This has been applied to some of the structural elements such as selected Non-Motorised User (NMU) underpasses and retaining walls where natural stone treatment has been used to 'humanise' the scale of the structure and/or align with localised landscape character elements.

14.2.17 The assessment has considered the impact of the Proposed Scheme in the winter of year 1, when the Proposed Scheme is complete and traffic is using it, which is considered to represent the maximum impact (i.e. before most planted mitigation is established), and the summer of year 15, which represents the minimum impact in line with DMRB guidance.

Baseline Data Collection

14.2.18 The first stage of the assessment is to determine the baseline against which the magnitude of impact can be assessed.

14.2.19 Baseline conditions are those which exist when the desk study and site surveys are being undertaken. They include future forces for change, if relevant, such as felling and restocking of forestry, or new build development which may affect the view.

14.2.20 A desk study was carried out to review existing maps and data. The guidance in the following documents were integral to the approach to the methodology – Plans and Policies are further covered in Chapter 19: Policies and Plans:

- A9 Dualling Programme Strategic Environmental Assessment (SEA), Environmental Report. Appendix F: Strategic Landscape Review[vi].
- The Highland Council Highland Wide Local Development Plan[vii];
- Cairngorms National Park Partnership Plan[viii];
- Cairngorms National Park Local Development Plan[ix];
- Cairngorms National Park Landscape Character Assessment, 2009. Cairngorms National Park Authority in partnership with British Geological Society[x];
- Cairngorms National Park Landscape Character Assessment, 1996. Cairngorms National Park Authority[xi];
- Richards, J. 1999. Inverness District Landscape Character Assessment. Scottish Natural Heritage Review. No. 114[xii];
- Turnbull Jeffrey Partnership. 1998. Moray and Nairn Landscape Assessment. Scottish Natural Heritage Review. No. 101[xiii];
- Transport Scotland (2014) Fitting Landscapes: Securing more Sustainable Landscapes[xiv];
- Landscape Institute Photography and Photomontage and Landscape and Visual Impact Assessment Advice Note 01/11[xv];
- Scottish Natural Heritage Visual Representation of Wind Farms Version 2.2 February 2017;
- The Highland Council Visualisation Standards for Wind Energy Developments July 2016;
- Aerial photography;
- Geographical Information Systems (GIS) datasets; and
- Ordnance Survey (OS) maps.

Consultation

14.2.21 Consultation was undertaken throughout the DMRB Stage 3 process with CNPA, SNH and THC through the A9 Dualling Environmental Steering Group, and consultation undertaken at DMRB Stage 2 through the A9 Landscape Forum helped to identify and address landscape mitigation measures.

14.2.22 Consultation on the location of preliminary viewpoints was undertaken with the CNPA and helped to inform this assessment.

Assessment of Impacts

14.2.23 In accordance with GLVIA3, the assessment has considered the sensitivity of the visual receptor/resource, the magnitude of impact of the Proposed Scheme upon it, and resulted in a determination of the significance of impact of the Proposed Scheme on the visual receptor/resource. Any changes in views from identified receptors were compared with the existing views and influence of the A9.

14.2.24 The visual assessment considered viewpoints representative of different types of visual receptor (for example - residents, users of the Highland Mainline Railway (HML), walkers and cyclists), specific viewpoints selected to represent visitor attractions or cultural associations, and viewpoints selected to demonstrate specific issues which may include restricted visibility.

14.2.25 In addition, accessibility, the viewpoint distance, direction and elevation, the nature of the viewing experience (static or sequential), and the view type (panorama or glimpses) were considered.

14.2.26 The assessment and mitigation proposals has been informed by the A9 Dualling Programme Strategic Environmental Assessment (SEA) Report and Transport Scotland Fitting Landscapes: Securing more Sustainable Landscapes, in addition to professional judgement.

Visual Sensitivity

14.2.27 The sensitivity of the visual receptor takes account of the value of the receptor and the susceptibility of the receptor to the specific change proposed (as per GLVIA 3).

Value

14.2.28 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. Table 14.1 shows the criteria for assessing value of the view.

Table 14.1: Value of Views

Value	Criteria
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 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. Or where the view is of local value.
Low	Views from within landscapes of no designation and where the view is not associated with a visitor attraction and has little or no cultural association.

Susceptibility

14.2.29 Susceptibility relates to how each receptor/group of receptors is affected by a specific proposal (in this case the Proposed Scheme) at a specific viewpoint. Susceptibility is mainly a function of:

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

14.2.30 The criteria (as set out in GLVIA3) is set out in Table 14.2.

Table 14.2: Visual Receptor Susceptibility Criteria

Susceptibility	Criteria
High	Residents. People engaged in outdoor recreation whose interest is likely to be focused on the landscape. Visitors to heritage assets and other attractions where views are important to the experience. Communities where views contribute to the landscape setting enjoyed by residents. Travellers on scenic routes where awareness of views is likely to be high.

Susceptibility	Criteria
Medium	Travellers on road, rail or other transport routes where travel involves regular scenic awareness of views. People at their place of work whose focus may be on the setting or surroundings as part of their work.
Low	People engaged in outdoor sport or recreation which does not depend on appreciation of views. People at their place of work whose focus is not normally on the setting or surroundings.

Sensitivity

14.2.31 Value and susceptibility help to inform the sensitivity. Table 14.3 shows the criteria used to determine sensitivity.

Table 14.3: Visual Receptor Sensitivity to Change

Sensitivity	Criteria
High	Receptors where the value of the view is high and the change experienced to the view is considerable given the nature of the activity and the likely expectation of the viewer.
Medium	Receptors where there is value attached to the view and there is a change experienced to the view, but this change is not likely to be critical to the experience of the receptor.
Low	Receptors where there is little value attached to the view or where the receptors are not sensitive to changes in the view.

Magnitude of Impact

14.2.32 The magnitude of visual impact was derived from size or scale, geographical extent, duration and reversibility of the proposal on the visual receptors, as set out in GLVIA3. These factors help inform the magnitude of the visual impact as shown in Table 14.4.

Table 14.4: Visual Receptor Magnitude of Impact

Magnitude	Criteria
High	This scheme, or a part of it, would become the dominant feature or focal point of the view.
Medium	This scheme, or a part of it, would form a noticeable feature or element of the view which is readily apparent to the receptor.
Low	This scheme, or a part of it, would be perceptible but not alter the overall balance of features and elements that comprise the existing view.

Impact Significance

14.2.33 The significance of visual impact has been determined using professional judgement through consideration of the sensitivity of the visual receptor and the magnitude of impact upon it arising from the Proposed Scheme (Table 14.5). This approach relies on a robust and transparent narrative based on the available guidance (GLVIA3).

Table 14.5: Significance of Visual Impact Criteria

Level of Impact	Criteria
Substantial	Adverse: The Proposed Scheme would cause major deterioration to a view or loss of a view from a highly sensitive receptor, and would constitute a major discordant element in the view. Beneficial: The Proposed Scheme would lead to a major improvement in the view form a highly sensitive receptor.
Moderate	Adverse: The Proposed Scheme would cause obvious deterioration to a view from a moderately sensitive receptor, perceptible damage to a view from a more sensitive receptor. Beneficial: The Proposed Scheme would cause obvious improvement to a view from a moderately sensitive receptor, or a perceptible improvement to a view from a more sensitive receptor.
Slight	Adverse: The Proposed Scheme would cause limited deterioration to a view from a receptor of medium sensitivity or cause greater deterioration to a view from a receptor of low sensitivity. Beneficial: The Proposed Scheme would cause limited improvement to a view from a receptor of medium sensitivity or would cause greater improvement to a view from a receptor of low sensitivity.
Negligible / None	No perceptible change in the view.

14.2.34 Visual impact will be considered significant where it is moderate or above. Divisions between assessment impacts are not absolute and combined levels may be recorded.

Limitations of the Assessment

14.2.35 The surveys were taken from accessible public highway and public footpaths, access to private properties was not obtained. Therefore, the views assessed from the representative viewpoints are similar to those that might be experienced by receptors and not actual views experienced.

14.2.36 The location of temporary construction activities and compounds are not known. Therefore, construction assessment is based on general assumptions.

14.3 Baseline Conditions

14.3.1 The viewpoints discussed below have been allocated individual ratings for value, susceptibility and sensitivity in Table 14.6.

14.3.2 Forty Viewpoints were identified within the study area, which are considered to represent a range of visual receptors. Receptors identified have varying degrees of visibility of the existing A9 road corridor and descriptions of the receptors and associated viewpoints are outlined in Table 14.6, including their value, susceptibility and sensitivity.

14.3.3 GLVIA3 recognises three types of viewpoint:

- Representative: selected to represent the experience of different types of visual receptor, where large numbers of viewpoints cannot all be included individually and where significant impact are unlikely to differ – for example, certain points may be chosen to represent the views of users of particular public footpaths and bridleways;

- Specific: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attraction, viewpoints in areas of particularly noteworthy visual and/or recreational amenity such as landscapes with statutory landscape designations, or viewpoints with particular cultural landscape associations;
- Illustrative: chosen specifically to demonstrate a particular impact or specific issues, which might, for example, be the restricted visibility at certain locations.

14.3.4 The frequency, range and duration of the view, may however, vary. In many cases the viewpoints selected are representative of more than one type of receptor and these elements will vary depending on whether the receptor is representative of residents, drivers or cyclists on local roads, for example.

14.3.5 Visual receptors include residents on the western edge of towns/villages or in residential clusters along the existing A9 and local roads, recreational receptors using designated paths and cycle routes and the Highland Mainline Railway. From many residential receptor viewpoints, there are existing views of the A9, with some, though not all, having existing views screened, partially screened or softened by existing vegetation. Those with existing screening have been assessed where it is anticipated that the existing screening may be removed/reduced as part of the Proposed Scheme.

14.3.6 It is to be noted that, for some receptors (see Table 14.6), high value and high susceptibility can result in a sensitivity rating of medium/high. This can occur where there is value attached to the view – which may be high given the setting within the CNP – but the change experienced to the view is not likely to be critical to the receptor.

Settlement/Residential

14.3.7 There are two main settlements along the A9 Dalraddy-Slochd corridor – Aviemore and Carrbridge, both with a range of receptors.

Aviemore (Viewpoints 16, 17, 18, 19, 20, 21, 22 and 23)

14.3.8 Aviemore is located predominantly to the east of the existing A9 along the B9152. The settlement extends eastwards beyond the HML and towards the River Spey and comprises of Victorian architecture interspersed with more modern commercial buildings, and recreational buildings including the youth hostel and various motel/hotel complexes. It is accessed from the A9 to the south and north of the town as well as from the B9152 running roughly parallel and the B970 which connects the town to Glenmore Forest Park in the east, and northeast to Abernethy. The extent of the settlement for the purposes of this assessment has been determined from the Cairngorms National Park Local Development Plan, 2015.

14.3.9 Views from Aviemore towards the A9 are largely restricted to receptors on the western fringe of the town including those at High Burnside, a relatively new residential development to the west of the existing A9 where intervening vegetation has not yet matured. The A9 is generally screened by intervening vegetation, though traffic movement is evident intermittently.

Carrbridge

14.3.10 Carrbridge is a small village located to the east of the existing A9 at a crossing point of the River Dulnain, a tributary of the River Spey. The settlement aligns westwards along Station Road, southward along the B9153 and to the north side of the River Dulnain along the A938. The A938 connects the village with Grantown-on-Spey to the east and Tomatin to the northwest, and Aviemore can be reached along the B9153. The extent of

the settlement for the purposes of this assessment has been determined from the Cairngorms National Park Local Development Plan, 2015.

14.3.11 Views towards the A9 are restricted along the valley floor and lower slopes due to woodland and forestry in the vicinity of Carrbridge and the HML embankment and viaduct. The focus of the view is the River Dulnain and the railway viaduct of the HML; the latter is located to the immediate east of the existing A9 crossing.

14.3.12 Although access to the aspect of a small cluster of properties to the south of Station Road adjacent to the HML was not possible during survey, these are assumed to have some view of the A9 (they are visible from the A9). It is likely that the views to the A9 are filtered by intervening vegetation associated with gardens, the HML and the A9 southbound verge.

Residential Receptors Outwith Aviemore and Carrbridge: (Viewpoints 1, 3, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 21, 22, 23, 24, 26, 27, 28, 31, 32, and 37)

14.3.13 Residential properties and farmsteads are located on lower hill slopes following the strath and river valleys. They are accessed from the existing A9, B9152, B9153, A938 and A95. The area is a popular destination for recreational users and some of these property clusters include holiday letting accommodation. High Range House is assumed to be residential.

14.3.14 Views from receptors to the south, west and north of Aviemore, and between Aviemore and Carrbridge are generally restricted due to the A9 being in cutting, or intervening vegetation much of which is coniferous or mixed woodland. However, some receptors have more open views particularly in winter. Generally, views from receptors within the strath at Carrbridge are more open due to the lack of intervening vegetation on the valley floor although, for receptors to the east of the A9, the HML viaduct restricts views to the A9 and for receptors to the west of the A9 the proposed works are limited. Where views of the existing A9 are visible, they are partially screened by intervening vegetation and appear backclothed against woodland covered hills.

Non-Residential (Commercial and Recreational) Receptors Including Sequential Routes

Roads (Viewpoints 2, 6, 11, 25, 29, 31, 32, 33, 34, 35, 37 and 40)

14.3.15 The viewpoints representing roads may also represent residential or recreational receptors. The A9 is assessed separately in the View from the Road section within Chapter 9: Effects on All Travellers chapter.

14.3.16 The B9152 tapers in from the east side of Loch Alvie to run roughly parallel to the A9 north of Loch Alvie to a ‘pinch point’ where it lies between the A9 and the HML south of Aviemore. It continues through Aviemore before joining the A95 north of the town at Granish junction. For most of this section it lies within woodland or within the town of Aviemore.

14.3.17 Views from the B9152 are open intermittently at Alvie Bridge, where the focus of the view is Loch Alvie, and at the Aviemore South junction, where the focus of the view is the birch woodland covered outcrop of Craigellachie. Views open again to the north of Aviemore at Sluggangranish. Between Kinveachy and Carrbridge the A9 remains largely within woodland.

14.3.18 Views from the A95 are largely restricted by ancient and broadleaf woodland and roadside vegetation, though there are more open areas at Granish junction and near Avie Lochan.

14.3.19 The A938 to the north of Carrbridge has some elevated intermittent views towards the A9 before disappearing into Baddengorm Wood. Station Road, Carrbridge has close range views running as it does beneath the A9 Dulnain Bridge crossing. The unclassified road between Black Mount and Slochd has filtered views to the A9.

Rail (Viewpoints 11, 30, 36 and 38)

14.3.20 The viewpoints representing rail may also represent residential or recreational receptors.

14.3.21 The HML tapers in from the east side of Loch Alvie to run roughly parallel to the A9 as it follows the edge of the Craigellachie outcrop before veering slightly eastwards towards Aviemore. It travels through Aviemore and around the east side of Avie Lochan before running, mostly within woodland, in close proximity to the A9 between Avie Lochan and Carrbridge. It crosses the River Dulnain and follows the Black Mount plantation before crossing to the west side of the A9 at Slochd Beag and running parallel to the A9 northwards out of the study area.

14.3.22 Views from the HML are likely to be generally restricted by woodland until the approach to Slochd Beag where it carves its way between the dramatic rocky pass. However, there are elevated more open views at the River Dulnain crossing. There is some potential visibility of the A9 south of Aviemore, at Laggantygown, at the River Dulnain crossing where the A9 and HML bridges run parallel and at Slochd.

Cyclists (Viewpoints 31, 32, 34, 35, 36, 37, 39 and 40)

14.3.23 National Cycle Route 7 (NCN7) runs along the east side of Tor Alvie towards and through Aviemore before roughly following the Speyside Way route to Boat of Garten. Here it runs westwards to Kinveachy before heading north to Carrbridge. North of Carrbridge it runs through Baddengorm Woods before running parallel to the A9 at Black Mount and through the Slochd Pass.

14.3.24 Views are restricted by Torr Alvie, and woodland vegetation (policy and riparian woodland) to the south of Aviemore, and then by the built form of Aviemore. Views north of Aviemore are restricted by the HML embankment. Between Kinveachy and Slochd Beag views to the A9 are restricted by woodland (ancient woodland and conifer plantation) with the exception of the open views over the Strath at Dulnain. Dramatic views from the NCN7 occur at Slochd Beag and through the Slochd Pass.

Walkers (Viewpoints 4, 11, 14, 15, 16, 18, 19, 20, 22, 24, 27, 28, 31, 32, 36, 37, 38, 39 and 41)

14.3.25 The entire area is rich in Core Paths, Rights of Way, and waymarked long distance and local walks. These have been assessed separately within Chapter 9: Effects on All Travellers. Those selected here are those considered to be representative of cultural, or recreational receptors, or select viewpoints through consultation with statutory consultees for the specific purpose of visual assessment.

14.3.26 Views from elevated locations such as Creag Ghliannean, most of the Burma Road, Creagan Gorm and the Craigellachie NNR viewpoint have distant views of the A9 which are partially screened and where the A9 is not the focus of the view (these were field-checked at DMRB Stage 2 and found not to be significant, so have not been assessed

here). There are views from the Duke of Gordon's Monument, to include the Aviemore South junction.

14.3.27 Table 14.6 sets out the viewpoints representative of the visual receptors, and indicates their sensitivity. The location of the visual receptors and viewpoints can be seen in Figure 14.4. VP33 and VP40 are on the A9 verge and while represented in Chapter 9: All Travellers – View from the Road, are also represented here because VP33 is the optimum location to assess Black Mount junction, and VP40 is a specific request from CNPA.

Table 14.6: Visual Receptor Value, Susceptibility and Sensitivity

VP No.	Approx. Chainage, Distance (from VP to nearest point of A9 mainline/junction) and Direction of View to A9	Receptor	Receptor Type	Value	Susceptibility	Sensitivity
1	Minus 0 260m West	Dalraddy Farm	Residential	High	High	Medium
2	N/A 855m Southwest	B9152, Loch Alvie	Road	High	High	Medium
3	1650 233m Southeast	Ballinluig, west of Loch Alvie	Residential and recreational (riding stables)	High	High	Medium
4	N/A 1.5km Northwest	Duke of Gordon's Monument on Kinrara Garden and Designed Landscape	Recreational (walkers)	High	High	Medium
5	2200 19m West	Druim Mhor, Loch Alvie	Residential	High	High	Medium
6	2950 235m West	Railway Cottages, B9152northeast of Loch Alvie	Residential	High	High	Medium
7	2900 83m Southeast	Lynwilg Farm Cottage	Residential	High	High	Medium
8	3000 33m Southeast	Lynwilg Farm	Residential	High	High	Medium
9	3000	Oak Cottage, Lynwilg	Residential	High	High	Medium

VP No.	Approx. Chainage, Distance (from VP to nearest point of A9 mainline/junction) and Direction of View to A9	Receptor	Receptor Type	Value	Susceptibility	Sensitivity
	158m East					
10	3350 191m East	Lynwilg House	Residential	High	High	Medium
11	3500 68m West	B9152, south of Aviemore	Recreational Walkers Speyside Way Extension, and similar views to users of Highland Mainline Railway	High	High	Medium-High
12	4300 3m West	Kinakyle, south of Aviemore	Residential	High	High	High
13	4570 3.5m West	Birch View, south of Aviemore	Residential	High	High	High
14	4610 0m East	March Lodge, Lag na Caillach, south of Aviemore	Residential and recreational (Right of Way)	High	High	High
15	4730 6m East	Kinmundy, Lag na Caillach, south of Aviemore	Residential and recreational (Right of Way)	High	High	High
16	4960 25m West	High Range House, Aviemore	Residential and recreational (Right of Way)	High	High	High
17	5500 96m West	Macdonald Hotel 1, Aviemore	Recreational	High	Medium-High	Medium

VP No.	Approx. Chainage, Distance (from VP to nearest point of A9 mainline/junction) and Direction of View to A9	Receptor	Receptor Type	Value	Susceptibility	Sensitivity
18	5870 30m West	Macdonald Hotel 2, Aviemore	Recreational Core Path and Right of Way	High	Medium-High	Medium-High
19	5980 20m West	Scandinavian Village, Aviemore	Recreational	High	Medium-High	Medium-High
20	7100 20m West	Milton Wood from the Core Path	Recreational (Core Path)	Med-High	High	Med-High
21	7400 74m East	Burnside, Aviemore	Residential	High	High	Medium
22	7270 33m West	Black Grouse Cottage, Corriegorm, The Steadings cluster, Aviemore	Residential and recreational (Core Path)	High	High	High
23	7400 40m West	Milton, Aviemore	Residential	High	High	Medium-High
24	8400 150m West	Shunem, Granish	Residential and Recreational (GWMR/RoW)	High	High	Medium
25	8750 0m West	A95 at Granish Junction	Road	High	High	Medium-High
26	10150 80m	Birch Cottage, Avielochan	Residential	High	High	Medium

VP No.	Approx. Chainage, Distance (from VP to nearest point of A9 mainline/junction) and Direction of View to A9	Receptor	Receptor Type	Value	Susceptibility	Sensitivity
	West					
27	10250 48m West	Avielochan Farm	Residential and recreational (Right of Way)	High	High	Medium
28	10300 200m West	Avielochan cluster	Residential and recreational (Right of Way)	High	High	Medium
29	10980 124m Southwest	A95 South of Laggantygown	Recreational	High	High	Medium
30	11050 132m Northwest	HML at Laggantygown	Recreational	High	High	Medium
31	16600 20m Northwest	Broom Cottages, Station Road, Carrbridge	Residential and recreational (Core Path and NCN7)	High	High	High
32	16750 795m Northeast	Sluggan Road	Residential and recreational (Core Path and NCN7)	High	High	Medium
33	19275 0m South	A9 at Black Mount Junction	Recreational	High	Medium	Medium
34	21700 13m West	Slochd Beag (northbound on unclassified road)	Recreational (NCN7)	High	High	Medium-High

VP No.	Approx. Chainage, Distance (from VP to nearest point of A9 mainline/junction) and Direction of View to A9	Receptor	Receptor Type	Value	Susceptibility	Sensitivity
35	21780 25m East	Slochd Beag (southbound on unclassified road)	Recreational (NCN7)	High	High	Medium-High
36	22180 200m North	HML Viaduct at ski lodge	Recreational and recreational (Core Path and NCN7)	High	High	Medium-High
37	22500 8m East	Rynaclarsach cluster, unclassified road at Slochd	Residential and recreational (Core Path and NCN7)	High	High	Medium
38	23300 130m Northeast	Elevated path south of CNP boundary	Recreational (Core Path and HML)	High	High	Medium-High
39	23800 0m East	NCN7 at Slochd	Recreational Core Path and NCN7	High	High	High
40	24300 0m South	A9 north of the CNP boundary	Recreational (similar to views from HML and NCN7)	High	Medium	Medium-High
41	24450 160m South	General Wade's Military Road at Slochd	Recreational (Right of Way)	High	High	Medium-High

14.4 Potential Impacts

14.4.1 Visual amenity assessment concerns anticipated changes to the views experienced by a range of visual receptors.

14.4.2 ZTVs for the mainline and junctions (Figure 14.1, 14.2 and 14.3a-c) were used to determine where there is theoretical visibility. Where no visibility, or relatively limited visibility, exists visual receptors have been scoped out and not assessed further. The remaining visual receptors, likely to result in potential significant impact, or those which are sensitive but where it can be demonstrated that significant impact is unlikely, have been assessed during construction, in the winter of year one and in the summer of year fifteen of operation.

14.4.3 A brief summary of the potential impacts is set out below during construction and during operation with more detail given in Appendix 14.1 Visual Receptor Assessment Results.

Construction Phase Impacts

14.4.4 Construction impacts are generally considered to be temporary adverse. They are detailed in Appendix 14.1: Visual Assessment Receptor Results and are summarised in the final section of this chapter and would typically include:

- Vegetation clearance to facilitate construction is anticipated to occur during the initial mobilisation phase, requiring the removal of landscape features that contribute to the vegetation cover, the result will be newly exposed views of the wider landscape and the construction activity therein;
- Areas of additional tree clearance as a result of potential safety concerns relating to the windthrow effect of vegetation removal on the fringes of woodland, particularly associated with plantation woodland resulting in greater visibility;
- Loss of embankments and/or rock outcrops changing the experience of the view;
- Changes resulting from major rock cuts;
- Temporary spoil heaps, material storage, and site compounds will occur throughout the construction phase, the result will be frequent changes to the perception of the existing A9 and the broader landscape associated with the corridor;
- The formation of temporary attenuation ponds within or on the fringes of the construction areas will, in isolated locations require small pockets of additional vegetation clearance and the introduction of engineered slopes to form the ponds;
- Lighting associated with night-time working;
- Plant, machinery and traffic management will be conspicuous in views of the existing A9 corridor, highlighting the presence of the A9 and the changes occurring within it; and
- Temporary realignments and diversions as part of traffic management operations.

14.4.5 More specifically, visual receptors in proximity to the following areas are more likely to experience a significant adverse impact:

- Aviemore South Junction (VP4);
- Granish Junction (VP25);
- Construction of a new bridge at the River Dulnain Crossing (VP31, 32);
- Black Mount Junction (VP33);

- Construction of a new bridge at Slochd Beag (VP34, 35); and
- Extensive rock cuts at Slochd (VP36, 37, 38, 39, 40 and 41).

14.4.6 Impacts on visual amenity will result from the construction of the junctions at Aviemore, Granish and Black Mount, and the associated large-scale earthworks and clearance of vegetation. Construction of the bridge structures at Dulnain and Slochd Beag will be visible as will major rock cuts at Slochd Beag, Slochd Mor and Slochd Summit.

14.4.7 Sequential views from the HML will include construction of a series of retaining walls, culverts and new underpasses at Laggantygown, the new bridge structure and retaining wall at Dulnain, and Black Mount Junction. Views from the HML at Slochd are assumed to include the formation of new rock cuts. While views are generally also available in other directions to include the Cairngorm Massif, Dulnain Strath and other landscape elements and features, in areas of major construction the focus of the view may be temporarily be towards the construction areas.

14.4.8 There are numerous other structures including culverts, overbridges, underpasses (both vehicular and non-motorised user underpasses), and retaining walls. The duration of the construction works is estimated to be 48 months.

Operational Phase Impacts

14.4.9 Potential impacts in the absence of specific mitigation would occur due to the following:

- Changed appearance of landform due to new earthworks such as embankments and cuttings;
- Loss or reduction of existing landscape elements such as established woodland, hedgerow and/or field boundaries, heathland and grassland due to new earthworks;
- Changes to rock faces due to remediation at Aviemore South to address any loose material and ‘tidy up’ the rock face (approx. chainage 4200-4500 northbound).;
- Changes to rock faces due to major rock cuts at Slochd Beag, Slochd Mor and Slochd Summit;
- Minor changes to rock or formation of minor rock cutting which may be required;
- The addition of new bridge structures across rivers – including the River Dulnain and at Slochd Beag (including H4A parapets on the new and existing structure), other roads and railway;
- The addition of new junctions at Aviemore South, Granish and Black Mount;
- Introduction of new infrastructure elements such as new structures, signage and attenuation ponds and access tracks;
- The addition of noise barriers;
- The addition of mammal fencing;
- Lighting associated with the Granish Junction roundabout and selected underpasses; and
- The ‘opening up’ of the views due to vegetation removal.

Impacts during Operation on Visual Receptors

14.4.10 Visual impacts relate to the changes in views (between those to the existing A9 and those of the Proposed Scheme) and the impact of those changes upon people. For the purposes of the assessment the opening year is considered to be similar to the winter of

year 1 (given that mitigation planting will generally not be at a level of establishment whereby it will afford screening). The opening year is included in this part of the chapter in order to present the findings before non-embedded mitigation is established. The comparison between the winter of year 1 and summer of year 15 can be found in the summary of residual impact at the end of this chapter.

14.4.11 In some locations, after implementation of mitigation, impacts are predicted to be beneficial. For example, at viewpoint 32 (Sluggan Road) due to scattered trees on the existing bare A9 northbound embankment and for receptors represented by viewpoints 39 (NCN7 at Slochd) and 40 (A9 users at gateway to CNP) due to improvements to the rock cuts, while retaining the drama, and removal of existing mesh.

14.4.12 While access to the aspect of Station House/Station Cottages/The Pines residential cluster in Carrbridge which presents towards the A9 was not possible for the purposes of this assessment, this residential cluster was considered not likely to have significant adverse impact. This was due to assessment from the footbridge at Carrbridge Station which gives an elevated view of the intervening trees and woodland between the HML and these properties; this vegetation will not be affected by the A9 Proposed Scheme. While Station House is assumed to have views south and west towards the A9, and the new bridge structure may be visible, the existing view would likely include the existing bridge structure, so that the change to the view would not be significant. Therefore, it has not been further assessed.

14.4.13 Views from Macdonald Hotel resort have been taken from publicly accessible areas, and represent typical views experienced by resort users. While there are locations closer to the A9, the locations selected are in line with the methodology to represent typical views from publicly accessible locations. Consideration of assumed views from the hotel building has therefore been undertaken from Viewpoint 18.

14.4.14 Sequential views from the HML will include a series of retaining walls, culverts and new underpasses at Laggantygown and Kinveachy where the HML is in close proximity to the A9. The new bridge structure at Dulnain and retaining wall will be visible from the HML viaduct. Black Mount Junction will be partially visible. Views from the HML Slochd Mhuic Viaduct are assumed to include glimpse of the northbound graded embankment of the A9. Views from the HML at Slochd are assumed to include the changes in view towards the new rock cuts. All of these views are fleeting in nature and views are generally also available in other directions to include the Cairngorm Massif, Dulnain Strath and other landscape elements and features.

14.4.15 Impacts that are considered for the purposes of this assessment to be significant, i.e. those which are moderate adverse or above (for either WY1 or SY15) have been summarised in section 14.6 of this chapter. Full details of all the potential impacts can be found in Appendix 14.1. Photographs from each viewpoint can be found in Appendix 14.5: Viewpoint Photos.

14.5 Mitigation

14.5.1 Mitigation aims to address the potential adverse impact of the Proposed Scheme by avoiding, reducing or offsetting adverse effects identified during the assessment process.

14.5.2 Mitigation identified early in the process, or embedded mitigation, is integral to the design and has been described in earlier chapters (Chapter 4: Design Development and Chapter 5: The Proposed Scheme).

14.5.3 Embedded mitigation includes steepening or relaxation of slope gradients and slope profiling (refer to Appendix 13.1: Slope Profiling), aesthetic treatment to structures, landscape influence in the design of rock cuts (refer to Appendix 13. 2: Rock Cuts), seeding of embankments, use of extra heavy standard trees and design of lighting, which are all in effect in the opening year (WY1). Embedded mitigation also includes the removal of the requirement of a 'crank' (i.e. an angled return atop the fence) for otter fencing/combined otter/badger fencing to reduce impact on the landscape and visual resource.

14.5.4 Embedded mitigation in the form of earthworks has been integral at the following locations which is considered to help reduce visual impact:

- Slopes to carriageway steepened to 1:2/1:2.5 to reduce the requirement for the removal of adjacent woodland at chainage 5500-7000 northbound (Craigellachie NNR);
- Provision of a bund at chainage 5650-5675 (Macdonald Hotel) as part of visual screening for receptors;
- Existing embankment landform to be squared off at chainage 6575-5875 (Macdonald Hotel) as part of visual screening for receptors;
- Slope graded out to 1:4 to integrate with the adjacent landform at chainage 10650-11000 southbound (Laggantygown);
- Slopes at chainage 22300-22650 (Slochd) steepened to 1:1 to reduce extent of soil nailing; and
- Slopes at chainage 22650-23000 (Slochd) relaxed to aid integration with landform.

14.5.5 Other embedded mitigation considered to help reduce visual impact:

- Appropriate siting of SuDS features;
- Lighting, where used, shall have lighting columns which are not apparent above the adjacent tree line and utilise luminaires which are selected to avoid upward glare at:
  - Chainage 4700 Craig Dhu Underpass;
  - Chainage 7400 Old Meall Road, Aviemore;
  - Chainage 8750 Granish Junction;
  - Chainage 23700 and 24400 NMU Underpasses at Slochd (lighting restricted to within the underpasses).
- Design of NMU Underpasses at Slochd to reflect their role as part of the gateway to the CNP and the enhance the user experience;
- Noise barriers or fences which provide a role in visual screening at:
  - Railway Cottages, B9152 south of Aviemore (VP6); and
  - March Cottage, Lag na Caillach, south of Aviemore (VP14).
- Use of natural stone treatment on the following structures:
  - Craig Dhu Underpass, Craigellachie NMU Underpass, Milton NMU Underpass;
  - Retaining wall between the A9 and the B9152 south of Aviemore, Craig Dhu Underpass Retaining Wall, Milton NMU Underpass – High Burnside Underpass retaining wall; and
  - Slochd Mhuic South and Slochd Mhuic North underpasses at Slochd.
- Design of rock cuts at the following locations:

– Slochd Beag, Slochd Mor and Slochd Summit.

14.5.6 Standard and project specific mitigation measures (beyond the embedded mitigation) are set out in the Landscape and Ecology Mitigation drawings (Figure 13.4 Sheets 1-18) and detailed in Appendix 14.1: Visual Receptor Assessment Results and in Chapter 21: Schedule of Environmental Commitments (Table 21.7: Landscape and Visual) and are summarised in table 14.7 and 14.8. The location and timing of measures is included in Chapter 21 (Schedule of Environmental Commitments) along with other general A9 standard mitigation and project specific mitigation relating to other topics. The landscape mitigation measures that apply to all parts of the proposed scheme are described within the following paragraphs. Location specific measures are illustrated on Figure 13.4 Sheets 1-18 and detailed in Figure 13.4 Sheets 19-30) and described, along with the impacts, in Section 14.6 (Residual Impacts).

14.5.7 Mitigation has been informed by the A9 Aesthetic Design Forum which was set up to ensure an overall identity for the A9, to reduce visual impacts and which is informed by Transport Scotland's Fitting Landscapes guidance.

Table 14.7: Standard Mitigation

Mitigation Item	Description
SMC-LV1	The construction programme will be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts and areas will be cleared for construction as close as possible to works commencing and topsoiling, reseeding and planting shall be undertaken as soon as practicable after sections of work are complete.
SMC-LV2	As far as practicable, construction plant and materials storage areas will be appropriately sited to minimise their landscape and visual impact.
SMC-LV3	Construction sites will be kept tidy (e.g. free of litter and debris).
SMC-LV4	Work during hours of darkness will be avoided as far as practicable, and where necessary, directed lighting will be used to minimise light pollution/glare. Lighting levels will be kept to the minimum necessary for security and safety.
SMC-LV5	To protect soil quality for the purposes of landscape planting, the following measures will be implemented: • Uncontaminated topsoil for re-use shall be stored in un-compacted mounds no more than 2m in height, and stored separately from subsoil material. Topsoil stripped from areas designated as Ancient Woodland shall be stored separately to all other topsoil and sub-soil material, in un-compacted mounds no more than 2m in height. • Stripped topsoil shall be used in areas of the same proposed vegetation type to utilise the existing natural seed bank. • Subsoil in planting areas shall be replaced after construction and ripped to a minimum of 450 mm prior to topsoiling and planting. • Proposed planting areas in existing arable and pasture land, not subject to construction activity, will be ripped to 600 mm to alleviate compaction.
SMC-LV6	The construction will be managed such that the loss of any existing woodland, scrub, heath, mire, grassland vegetation, marshland, swamps and isolated trees and shrubs not affected by the permanent works is minimised.
SMC-LV7	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

Mitigation Item	Description
	erected prior to any construction activities in that area and shall remain for the entire period of construction in that area.
n/a (note)	*Further to the above, **Mitigation Items SMC-E7 and SMC-E8** (as detailed in Table 6: Ecology and Nature Conservation) will be implemented to protect vegetation which is identified to be retained.*

Table 14.8: Specific Mitigation

Mitigation Item	Description
P11-LV8	Earthworks/Rock cut proposals will: • use retaining walls where appropriate to avoid extensive cuttings into slopes or large embankments which increase land disturbance or avoid the HML; • where rock cuttings are required, create formations which are varied and reflect the structure of the rock; • rock cutting shall incorporate embayments, vary the height of ledges, and utilise bunds on the crest of benches to contain rockfall either alone. or in combination, to achieve an irregular and naturalistic appearance; • where mesh is used as a means of engineering control for rock cuts, the mesh will be contoured to the rock face and not merely 'draped' upon it. A low diameter wire and large apertures is used with faceplate areas minimised. The mesh boundary shall be folded back to the manufacturers minimum excessive tails; • sensitive grading of earthworks to integrate with surrounding landform and/or reduce requirement for/extent of felling;
P11-LV9	The following shall apply to SuDS features: • earthworks shall integrate with the surrounding landform; • planting of woodland shall be incorporated near SuDS features to enhance wildlife and create visual interest;
P11-LV10	Noise barriers shall be screened with the use of localised native planting to help reduce visual impact.
P11-LV11	The design of structures along the entire proposed scheme has been informed by specialist aesthetic advice and design meetings in order to reduce impacts on the landscape and visual receptors. This includes the use of natural stone treatments on select structures.
P11-LV12	The design shall incorporate low level natural stone walls to replicate the local landscape character and enhance the 'gateway' to Aviemore.
P11-LV13	The design of the junctions shall reflect their role as 'gateways' to Aviemore. The design of Aviemore South, Granish, Black Mount Junction loops and the area at the drainage channel structure at Slochd Mhuic South underpass shall incorporate large boulders to reflect the local landscape character and help to integrate the structures into the landscape.
P11-LV14	Retention of existing trees and vegetation and incorporation with new planting proposals. Trees shall only be removed where it can be demonstrated that this is required for construction or safety purposes.
P11-LV15	Mitigation planting to replace trees lost during the construction of the proposed scheme.

Mitigation Item	Description
P11-LV16	Landform shall be squared off to maintain or create a bund to contribute to screening of views for receptors.
P11-LV17	Use of landlocked areas for landscape mitigation.
P11-LV18	Planting shall aid integration with the landscape character, and be predominantly based on native species established in the area.
P11-LV19	Species rich mixes for the majority of grass verges with the aim of integrating these into the wider landscape character. The exception to this will be the use of less diverse grass species in areas associated with visibility splays which are capable of withstanding regular cutting.
P11-LV20	Large specification trees shall be used where screening or filtering of views is required in the year of opening, or where the area acts as a 'gateway' to a key location.
P11-LV21	Topsoil shall be incorporated to the new rock cut configurations to assist natural regeneration. Where it is considered that a more immediate solution is required, hydroseeding shall be undertaken.
P11-LV22	Tarmac surface on access tracks to SuDS will be limited to those tracks which lead to residential properties.
P11-LV23	Planting or density of planting shall be light to align with landscape character or to afford open or glimpsed views of landscape features.
P11-LV24	The detail of the mammal fencing shall be designed to minimise visual impact.
P11-LV25	The detail of the lighting shall: • restrict column heights to below the apparent tree line; • utilise luminaires selected to avoid upward light; and • utilise G4 glare glass.

Mitigation during Construction

14.5.8 A9 standard and project specific construction phase mitigation is set out in Chapter 13: Landscape Table 13.7 and provided in Chapter 21: Schedule of Environmental Commitments and, therefore, is not repeated here. In summary, construction information concerns adherence to, appropriate site storage, clean construction sites, minimal use of lighting, protection measures for soil quality, minimal loss of existing vegetation and protection measures of existing trees and shrubs.

14.5.9 Whilst the measures set out in the Schedule of Environmental Commitments will reduce the impact from construction, the impacts cannot be entirely mitigated due to the nature and extent of construction and some adverse impact will remain, albeit for a limited period of time.

Mitigation (beyond embedded mitigation) during Operation

14.5.10 Specific visual mitigation measures are set out in the Landscape and Ecology Mitigation drawings (Figure 13.4 Sheets 1-18), detailed location specific design (Figure 13.4 Sheets 19-30) and detailed in Appendix 14.1: Visual Assessment Receptor Results and in Chapter 21: Schedule of Environmental Commitments (Table 21.7: Landscape and Visual) and are summarised in relation to significance of impact in Table 14.7 of this visual chapter and therefore they are not repeated in full here. In summary, they include:

- Retention of existing trees and vegetation wherever possible;

- Mitigation through seeding and planting, to tie in with existing landscape character and to provide replacement screening of the A9, has been developed as part of the landscape and ecology mitigation (see Figure 13.4 Sheets 1-18); and
- Enhancement through planting native species for biodiversity and landscape character;
- Mitigation through facilitating opportunity for acceleration of natural regeneration through incorporation of topsoil into specific locations within rock cut areas (see Appendix 13.2); and
- Naturalistic form of SuDS ponds and appropriate planting to integrate into the landscape.

14.5.11 The visual mitigation measures (above) are informed by specific landscape objectives (refer to Appendix 13.3: Landscape Objectives).

14.5.12 Visual receptors where there is substantial adverse impact in WY1 will all benefit from mitigation planting to help to retain the existing character and to screen the A9 and traffic.

14.5.13 Monitoring and review during the construction and maintenance periods will be provided in the form of an Environmental Clerk of Works (see Chapter 21: Schedule of Environmental Commitments, mitigation code SMC-S2) who will ensure that method statements and planting proposal requirements are met.

14.6 Residual Impacts

14.6.1 Residual impacts are those that remain after mitigation is in place. They are described in detail in Appendix 14.1. Where they are significant, i.e. moderate impact or above they are summarised below.

Summary Visual Impacts During Construction

14.6.2 Six receptors/receptor types are considered to have a moderate-substantial adverse impact, and a further thirteen have a moderate adverse impact from the construction (see Appendix 14.1). These are:

- VP8 Lynwilg Farm (ch.3000) moderate-substantial adverse
- VP12 Kinakyle (ch.4300) moderate-substantial adverse
- VP13 Birch View (ch.4570) moderate-substantial adverse
- VP14 March Cottage (ch.4610) moderate-substantial adverse
- VP15 Kinmundy (ch.4730) moderate-substantial adverse
- VP22 Corriegorm/The Steadings (ch.7270) moderate-substantial adverse
- VP5 Druim Mhor (ch.2200) moderate adverse
- VP18 Macdonald Hotel (ch.5870) moderate adverse
- VP19 Scandinavian Village (ch.6000) moderate adverse
- VP20 Milton Wood from Core Path (ch.7100) moderate adverse
- VP23 Milton (ch.7400) moderate adverse
- VP31 Broom Cottages (ch.16600) moderate adverse
- VP33 A9 at Black Mount Junction (ch.19200) moderate adverse

- VP34 Unclassified road at Slochd Beag (ch.21600) moderate adverse
- VP35 Unclassified road at Slochd Beag (ch.21800) moderate adverse
- VP38 Elevated Path south of CNP boundary (ch.23300) moderate adverse
- VP39 NCN7 at Slochd (ch.23800) moderate adverse
- VP40 A9 north of CNP boundary (ch.24230) moderate adverse
- VP41 GWMR at Slochd (ch.24450) moderate adverse

Summary Visual Impacts Winter Year 1 (Opening Year) and Summer Year 15 (Design Year)

14.6.3 Where a level of impact of moderate or above is anticipated it has been included in this table of potential residual impact. Ratings of slight-moderate have not been included.

Table 14.9: Potential Operational Residual Impact Comparison Winter Year 1 and Summer Year 15 (Design Year)

VPNo.	Location	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
3	Ballinluig	Moderate adverse	Negligible-slight adverse
8	Lynwilg Farm	Moderate adverse	Negligible-slight adverse
9	Oak Cottage, Lynwilg	Moderate adverse	Slight adverse
12	Kinakyle	Moderate adverse	Slight adverse
13	Birch View	Moderate adverse	Slight adverse
15	Kinmundy	Moderate adverse	Slight adverse
16	High Range House	Moderate adverse	Slight adverse
17	Macdonald Hotel Morlich Hotel Car Park	Moderate adverse	Slight adverse
18	Macdonald Hotel	Moderate adverse	Slight-negligible adverse
19	Scandinavian Village	Moderate adverse	Slight adverse
20	Milton Wood from the Aviemore Orbital Path	Moderate adverse	Slight adverse
22	Corriegorm, The Steadings, Black Grouse	Moderate-substantial adverse	Slight adverse
23	Milton	Moderate adverse	Slight adverse
25	A95 Granish Junction	Moderate-substantial adverse	Slight adverse
31	Broom Cottages	Substantial adverse	Moderate adverse
33	A9 at Black Mount Junction	Moderate adverse	Slight adverse
34	Unclassified road at Slochd Beag Bridge northbound	Moderate adverse	Slight adverse
38	Elevated Path at Slochd	Moderate adverse	Negligible-slight adverse

14.6.4 In the WY1 18 of the 41 viewpoints are predicted to be affected by significant adverse visual impact.

14.6.5 There is only one receptor set (VP31 Broom Cottages) predicted to remain significantly adversely affected by the proposals in the summer of year 15. This results from the

close proximity of the proposed Dulnain Bridge structure along the property boundary. The overall reduction in level of impact is due to mitigation planting along the embankment to the south of the receptor.

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