

Appendix A11.3: View from the Road Impact Assessment

1.1 Introduction

- 1.1.1 The view from the road is defined as the extent to which vehicle travellers are exposed to different types of scenery while travelling on the proposed scheme. In areas of high-quality scenic landscape, the road may allow travellers to appreciate their location in relation to distinctive landscape features by creating appropriate views. Views from a road may potentially help to alleviate driver stress. Conversely, where views from a road are restricted by new construction, this may create monotonous conditions for the driver.
- 1.1.2 Presently, the existing A9 provides vehicle travellers with opportunities to experience views of scenic landscapes which fall within the River Tay: Dunkeld National Scenic Area (NSA). These views will be subject to change as a result of the proposed scheme, largely through changes to landscape elements required to be altered as part of the scheme's construction.
- 1.1.3 This assessment is linked to *Appendix A10.3: Special Landscape Qualities of the River Tay (Dunkeld) National Scenic Area*. The assessment of effects on travellers' experience of Special Quality 2 (The 'Gateway to the Highlands') is particularly relevant to the view from the road.
- 1.1.4 How the assessment of the effects on the view from the road has been approached, the existing nature of views, and what the predicted residual effects on vehicle travellers are likely to be (taking into account opportunities for mitigation and enhancement) are set out in the following sections.

1.2 Approach and Methods

- 1.2.1 The view from the road impact assessment was undertaken in accordance with the former guidance provided in DMRB Volume 11, Section 3, Part 9: Vehicle Travellers (Highways Agency et. al., 1993), as impact assessment for vehicle travellers is not included as part of the current DMRB guidance. The view from the road impact assessment takes into account the types of scenery or landscape character, the extent to which travellers using the proposed scheme would be able to view the scene, the quality of the landscape and features of particular interest or the prominence of the view and the sequence in which they are seen. Whilst DMRB Volume 11 does not specifically require an assessment of the sequence in which views are perceived by travellers, this has been included as the unfolding experience of the journey is considered to be an important factor in helping to determine whether and to what degree changes are beneficial or not.
- 1.2.2 DMRB Volume 11, Section 3, Part 9 requires consideration of '*any especially good or bad potential views along the route*'. To this end the assessment considers the scenic quality of views – i.e. the attractiveness of the landscape as determined through professional judgement by the combination of elements such as landform, water, ground cover/vegetation and built development. In order to systematically record this, the quality of the visual experience of the landscape through which the existing A9 and the proposed scheme pass was considered. Both the immediate landscape and wider surrounds were taken into account to determine value as being high, medium or low. This involved consideration of the landscape character, the presence of designated landscapes (such as the River Tay (Dunkeld) National Scenic Area) and

the scenic quality of the landscape. Further description of the landscape baseline of the area is contained in Chapter 13 (Landscape).

1.2.3 The approach to the assessment and design of the landscape and visual mitigation proposals has also been informed by DMRB LA 104 'Environmental Assessment and Monitoring' (Highways England et al. 2020).

1.2.4 The A9 Dualling Strategic Environmental Assessment (Transport Scotland, 2013) (SEA) recognises the special importance of the views from the A9:

"The A9 passes through some of Scotland's finest scenery; the route itself is distinctive and there are some high quality views experienced from the existing road and the route passes through or near three designated national scenic areas. Nevertheless, the A9 dualling process provides an opportunity to improve the quality of the travelling experience and to maximise the value of the views from the road."

1.2.5 The SEA identifies two key elements that need to be considered:

- views from the road while travelling - enabling decisions to be made regarding the road alignment and roadside vegetation; and
- views from lay-bys and stopping places - enabling the siting and design of lay-bys and stopping places to maximise the appreciation of the available views.

1.2.6 The extent to which travellers will be able to perceive the landscape will vary with the relative level of the road, surrounding topography and vegetation. The categories used in assessing this are:

- no view – road in very deep cutting or contained by earth bunds, environmental barriers or adjacent structures;
- restricted view – road in frequent cuttings, or with deep cuttings across slopes, with frequent environmental barriers or adjacent structures blocking the view;
- intermittent view – road generally at grade but with shallow cuttings, environmental barriers or structures at intervals; and
- open view – road generally at grade or on embankment with views extending over the wider landscape or only restricted by existing landscape features.

1.2.7 The assessment also considered the presence of features which might be of particular interest or prominence within the view. These may include natural landmarks such as hills, watercourses or distinctive stands of trees or manmade elements such as built heritage features which provide visual interest and/or a point of reference associated with the journey being undertaken.

Study Area

1.2.8 The study area for the assessment of changes to views from the road was defined as the route of the existing A9 and the proposed scheme. As the proposed scheme is a dualling of the existing road, a direct comparison between the existing A9 and the proposed scheme could be made.

Baseline Conditions

- 1.2.9 The identification of the character and scenic qualities of the landscape through which the existing A9 and the proposed scheme passes was established as part of the baseline conditions for the landscape assessment (Chapter 10: Landscape).
- 1.2.10 Additional baseline data were collected through desk-based studies including the following:
- review of aerial photography to identify existing planting, earthworks and landform;
 - review of web-based panoramic photographs (Google Street View) to understand the level of screening provided by existing vegetation, earthworks and landform; and
 - a web-based search to identify keys views and areas of scenic quality from the existing A9.
- 1.2.11 The extent of the views was established as part of the field studies undertaken for the landscape and visual assessments (Chapters 10 and 11 respectively) and identification of where views of the surrounding scenery/landscape are possible and the duration of these views as part of the journey.
- 1.2.12 To verify the desk-based assessment results in relation to view from the road, a site survey was undertaken in March 2024. The site survey consisted of driving along the existing A9 in both directions to identify areas of likely changes due to realignment, revised earthworks and removal of existing trees.

Assessment of Effects

- 1.2.13 DMRB Volume 11, Section 3, Part 9, does not set out any criteria for the assessment of sensitivity, magnitude or significance of changes to the view from the road. Typical key criteria developed for use in this assessment are included in Tables A11.3-1 to A11.3-3. The assessment is not formulaic and the tables only indicate general criteria for assisting in determining impact significance. Significance is determined based on professional judgement applied to each scenario.

Sensitivity Evaluation

- 1.2.14 The criteria used for evaluation of sensitivity of existing views from the A9 take into account the character and quality of the existing scenery and the degree to which it would be visible, taking into account the categories of views experienced, as detailed in Table A11.3-1.

Table A11.3-1: Sensitivity criteria for the existing views from the road

Sensitivity	Criteria
Very High	The traveller experiences extensive views of a very high quality nationally or internationally important landscape, with unique landscape character, and prominent features of special interest.
High	The traveller experiences extensive views of a high quality regionally or nationally important landscape, or area of unique landscape character, or prominent features of particular interest.

Sensitivity	Criteria
Medium	Traveller experiences partial/intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.
Low	Traveller experiences views of low quality landscape/unremarkable or degraded landscape character, or has heavily restricted views/no view of surrounding landscape regardless of quality.
Negligible	Traveller experiences views of very low quality / degraded landscape, or views are confined to the road corridor by cuttings or structures such as retaining walls and acoustic barriers.

Magnitude of Change

- 1.2.15 The magnitude of change to views from the road as result of the proposed scheme in comparison to the existing views from the A9 was evaluated in accordance with the criteria in Table A11.3-2. The nature of the change can be adverse or beneficial.

Table A11.3-2: Magnitude criteria for view from the road

Magnitude	Criteria
Major	A major alteration in views from the road such that the driving experience is significantly affected.
Moderate	An alteration in views from the road such that the driving experience would be diminished or enhanced to some extent.
Minor	Minimal alteration in views from the road such that there would be a perceptible change, but this would not significantly affect the driving experience either positively or negatively.
Negligible	Very little appreciable change in views from the road and not considered to have any noticeable effect on the driving experience.
None	No perceptible change to views from the road.

Significance of Effects

- 1.2.16 Significance of effects has been determined through professional judgement, with reference to the significance matrix set out in Table 3.8.1 of DMRB LA 104 'Environmental Assessment and Monitoring' (Highways England et al. 2020), including consideration of both the sensitivity of the existing views and the predicted magnitude of impacts as a result of the proposed scheme, and defined as being Neutral, Slight, Moderate, Large or Very Large as well as being either adverse or beneficial as shown in Table A11.3-3. Effects of Moderate significance or greater are considered significant in the context of the EIA Regulations and mitigation would generally be required to reduce these where practicable.

Table A11.3-3: Significance criteria for view from the road

Level of Effect	Typical Criteria
Very Large	<p>A major deterioration or improvement in views from the road.</p> <p>Adverse: The project would cause major deterioration to views or loss of views from the road where travellers currently experience extensive views of a high quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest.</p> <p>Beneficial: The project would lead to a major improvement in a view where travellers would experience new extensive views of a high-quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest.</p>
Large	<p>A considerable deterioration or improvement in views from the road.</p> <p>Adverse: The project would cause a considerable deterioration to views or loss of views from the road where travellers currently experience extensive views of a high quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest.</p> <p>Beneficial: The project would lead to a considerable improvement in a view where travellers would experience new extensive views of a high-quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest.</p>
Moderate	<p>A notable deterioration or improvement in views from the road.</p> <p>Adverse: The project would cause a noticeable deterioration to, or loss of views from the road where travellers currently experience partial/intermittent views of a high-quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.</p> <p>Beneficial: The proposals would cause a noticeable improvement to views from the road where travellers would experience new partial/intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.</p>
Slight	<p>Minor deterioration or improvement in views from the road.</p> <p>Adverse: The project would cause limited deterioration to, or loss of views from the road where travellers currently experience views of low-quality landscape/unremarkable or degraded landscape character, or has heavily restricted views/no view of surrounding landscape regardless of quality.</p> <p>Beneficial: The project would cause limited improvement to views from the road where the traveller would experience new views of unremarkable landscape, or has heavily restricted views/no view of surrounding landscape regardless of quality.</p>
Neutral	No discernible deterioration or improvement in views from the road.

- 1.2.17 For the purposes of this assessment, effects on views from the road are considered to be adverse unless otherwise stated.
- 1.2.18 In terms of views from the road, mitigation is predominantly incorporated into the design of the proposed scheme (through refinement of the alignment and earthworks, and landscaping) and therefore potential changes to views from the road before mitigation are not considered in the assessment. However, because planting mitigation proposals are not considered to be fully effective during the winter of the opening year, as it takes time for the planting to become established, this period can be considered similar to a scenario without mitigation planting. Therefore, both views from the road at winter year of opening and summer 15 years later (when mitigation planting is fully effective) are reported.

1.3 Baseline Conditions

Views from the Existing A9 and Lay-bys

- 1.3.1 The following baseline conditions section provides a summary of the view experienced by travellers on the existing A9. Chapter 11 (Visual) provides a detailed assessment of views of the proposed scheme from viewpoints along the existing A9 corridor.
- 1.3.2 The existing A9 runs through the Lowland Hills – Tayside Landscape Character Type (LCT) from Muir of Thorn to Byres Wood, the Lowland River Corridor: Strath Tay Local Landscape Character Area (LLCA) from Byres Wood to the Pass of Birnam, and the Strath Tay: Lower Glen LLCA and Strath Tay: Mid Glen LLCA from the Pass of Birnam to north of the Tay Crossing. The three LLCAs fall within the River Tay: Dunkeld National Scenic Area (NSA), one of 40 NSAs within Scotland.
- 1.3.3 The existing A9 corridor was previously upgraded in the 1970s with the construction of a new section of road. This section required major engineering works and rock cutting in order to create the existing alignment which has resulted in a high-quality landscape corridor and has contributed to the sense of arrival and 'gateway' into the Highland Landscape. Further description of the landscape baseline of the area is contained in Chapter 10 (Landscape). Views from the existing A9 (and the locations of the 8 existing A9 lay-bys in the study area) are shown on Figure 11.15.
- 1.3.4 In addition to the route falling largely within the River Tay: Dunkeld NSA, the southern section of the proposed scheme also passes through the Murthly Castle Gardens and Designed Landscape from Byres Wood to Birnam and is notable for passage between tall conifers which, due to their close proximity to the roadside, contribute to the sense of passage through a 'gateway' landscape. The quality of the landscape for which these designations have been applied are appreciable from the road, particularly in respect of northbound views. For some travellers, including tourists, the landscape seen from the road is the first view of the Highlands, and the Pass of Birnam, with its wooded slopes and narrow 'pinch point' topography, forms a significant gateway into the lower highland landscape. This 'Gateway to the Highlands' experience has been identified by NatureScot as a Special Quality of the NSA, and for users of the A9, is experienced as a sequence of views of very different character, some open, some restricted to the direction of travel by tall, roadside planting. It is first experienced when travelling north on the existing A9 in the descent through the Pass of

Birnam towards Dunkeld (on the existing dualled carriageway section). From this stretch of road, northbound travellers gain views of Strath Tay backed by the Highland Hills. It continues on to the narrow pass between Craig a Barns and Craig Vinean where the River Tay, the Highland Main Line railway and the existing A9 are all drawn closely together before the pass opens up again beyond Inver Wood.

Lowland Hills – Tayside LCT (Muir of Thorn)

- 1.3.5 The sensitivity of this LCT is considered to be low/medium.
- 1.3.6 Travelling northbound past Muir of Thorn, views are largely restricted by existing roadside woodland on the northbound side, with an open view west across an area recently planted with Sitka spruce. Views to the southbound side are a mixture of restricted and open due to the tall roadside conifer plantation which includes areas that have been felled.
- 1.3.7 Travelling southbound past Muir of Thorn, views to the southbound side are a mixture of restricted and open due to the tall roadside conifer plantation which includes areas that have been felled. To the northbound side, an open view west across an area recently planted with Sitka spruce is followed by views that are largely restricted by existing roadside woodland.

Lowland River Corridor: Strath Tay LLCA (ch-576 to ch850)

- 1.3.8 The sensitivity of this LLCA is considered to be medium, with no significant detractors to its scenic quality.
- 1.3.9 Travelling northbound past Byres Wood, views are restricted on both sides of the existing dualled carriageway by roadside cuttings and mixed woodland. The view ahead is towards Birnam Hill. As the dualled section of the existing carriageway comes to an end, views to the northbound side are restricted mainly with woodland comprising of tall dense conifers close to the road. Views on the southbound side are intermittent, with travellers gaining glimpses of the hills through roadside planting of birch trees. The approach to the Pass of Birnam is a 'Primary View,' as identified in the A9 Dualling SEA (Transport Scotland, 2013a). This is within the NSA and the views are tightly constrained by tall roadside conifers which create an enclosed atmosphere reinforced by the wooded crags rising above the road corridor. The road twists through the Pass with limited forward visibility.
- 1.3.10 Travelling southbound from the Pass of Birnam, views are tightly constrained by tall roadside conifers. Where the dualled section of the existing carriageway begins, views to the southbound side are filtered by roadside birch trees and conifers. Views to the northbound side are restricted by roadside cuttings and woodland. Continuing southbound past Byres Wood, views are restricted on both sides of the existing dualled carriageway by roadside cuttings and mixed woodland.

Views from existing A9 lay-bys: Lowland River Corridor: Strath Tay LLCA (ch-576 to ch850)

- 1.3.11 The locations of the two existing A9 lay-bys in the Lowland River Corridor: Strath Tay LLCA are indicated on Figure 11.15b and the existing views from each lay-by are described in Table A11.3-4.

Table A11.3-4: Existing lay-bys within Lowland River Corridor: Strath Tay LLCA (ch-576 to ch850)

Lay-by	Chainage	Existing views
1	Ch-300	Long distance view west to Birnam Hill during winter, filtered by intervening roadside trees. Views otherwise restricted by the surrounding woodland and roadside cuttings.
2	Ch-250	Long distance, open view west to Birnam Hill, views otherwise restricted by the surrounding woodland and roadside cuttings.

Strath Tay: Lower Glen LLCA (ch850 to ch8280)

- 1.3.12 The sensitivity of this LLCA is considered to be high, with no significant detractors to its scenic quality.
- 1.3.13 Travelling northbound from the Pass of Birnam towards where the route passes Birnam Hill (Photograph 1), views from both sides are restricted, with the Dalpowie Plantation screening the River Tay on the southbound side. The dense woodland corridor on both sides comes close to the road and long views are gained ahead towards distant hills creating a sublime landscape experience and a sense of dramatic enclosure. Direct sunlight is often excluded by the hills and tall dense conifers close to the road.
- 1.3.14 Continuing northbound, an area of felled woodland on the southbound side creates filtered, intermittent views north-east towards Newtyle Hill. Less restricted views towards Birnam Hill occur where the route passes an area of felled woodland on the northbound side on approach to the junction with the B867.



Photograph 1: Restricted views, curtailed by tall roadside trees, between Pass of Birnam and Birnam Hill

- 1.3.15 As Birnam is approached travelling northbound, the railway line appears and draws close. As the route passes Birnam, views to the northbound side are restricted by woodland on rising hillside with exposed rock cuttings, and woodland belt screening the railway parallel to the road. Views on the southbound side are intermittent, with roadside birch trees and glimpsed views of Birnam and the surrounding wooded hills. While there are only glimpsed views of the settlement, the Victorian signal box and station serving Birnam and Dunkeld are clearly visible on the northbound side of the road (Photograph 2).



Photograph 2: View of Dunkeld & Birnam Railway Station

- 1.3.16 The route travels from Dunkeld & Birnam Railway Station alongside the existing railway on the northbound side with intermittent views to both sides, these views being largely restricted by mixed woodland and roadside cuttings. Glimpsed views of Little Dunkeld are gained through roadside birch trees on the southbound side, towards the River Tay, although the river is not visible. Ahead, the looming hill and crags of Craig a Barns closes the vista and there is no immediate indication of how the road proceeds through the hills for the traveller.
- 1.3.17 After crossing the River Braan travelling northbound, views open up on the northbound side overlooking an area of rough grassland, towards the Tay Forest Park and shelterbelt screening the caravan park at Inver. Views on the southbound side are currently open (and will remain so until recently planted existing woodland matures) (Photograph 3).



Photograph 3: View travelling northbound, west of River Braan crossing

- 1.3.18 Ahead, the route through the Pass becomes more evident, with the forested slopes of Craig a Barns and Craig Vinean rising above the A9 and forming the backdrop beyond. Views towards the designed landscape of The Hermitage with its large Douglas firs are briefly experienced, however views are largely screened by roadside trees and only the summit of Craig Vinean is visible, providing a visual reference point.
- 1.3.19 As the road passes round the bend below Craig Vinean, views on the northbound side are predominantly restricted by woodland and tall exposed rock cuttings. Views on the southbound side are intermittent around Dunkeld House Hotel, with a strip of woodland belt screening the River Tay, opening up to overlook rough grassland towards distant wooded hills. Some views are still obscured intermittently by woodland and the River Tay continues to be screened.
- 1.3.20 The road travels to the east of Inver Wood parallel to the railway line, with restricted views on the northbound side and open views over the woodland valley and railway line on the southbound side.
- 1.3.21 On approach to Tay Crossing, for northbound travellers, views extend across attractive enclosed fields next to the road, but the trees return to create a pinch-point just before the bridge. Crossing the bridge there are magnificent views over the River Tay curving away through woodland on both the northbound (Photograph 4) and southbound sides of the Jubilee Bridge. Beyond the bridge the road curves to the north, views largely restricted by the woodlands to the west and the wooded slopes to the east. However, for northbound travellers, glimpsed views of the River Tay and surrounding hills are experienced in winter.



Photograph 4: View over the River Tay from the River Tay Crossing (Jubilee Bridge)

- 1.3.22 Travelling southbound towards Tay Crossing, views to the southbound side are restricted by the steep wooded slope of the adjacent hillside. Travellers experience glimpsed views in winter of the River Tay on the northbound side, with a more open view of the river on approach to Tay Crossing. Crossing the Jubilee Bridge there are magnificent views over the River Tay curving away through woodland on both the northbound and southbound sides. Beyond the bridge, roadside woodland creates a pinch-point. The view ahead is towards the wooded slopes of Craig Vinean. Continuing southbound, travellers experience intermittent views looking east through southbound roadside trees towards Craig a Barns. Views to the northbound side are across a field, these open views curtailed by dense forestry plantation at Inver Wood (Photograph 5).



Photograph 5: View south of the River Tay Crossing (Jubilee Bridge)

- 1.3.23 The road travels to the east of Inver Wood parallel to the railway line, with restricted views on the northbound side and open views over the woodland valley and railway line on the southbound side.
- 1.3.24 Continuing southbound, views to the northbound side are restricted by woodland and tall exposed rock cuttings as the road passes round the bend below Craig Vinean. Views on the southbound side are intermittent around Dunkeld House Hotel and include a longer distance view towards the wooded slopes of Craig a Barns. The River Tay is screened from view throughout by riparian woodland.
- 1.3.25 Travelling south from Craig Vinean to where the route passes Inver, views are restricted on both sides by roadside woodland. Between Inver and the River Braan crossing, views to the southbound side towards Newtyle Hill are currently open (and will remain so until recently planted existing woodland matures). Views to the northbound side are largely restricted by roadside vegetation before opening up to overlook an area of rough grassland, towards the shelterbelt screening the caravan park at Inver.
- 1.3.26 Travelling southbound between the River Braan crossing and where the route passes Little Dunkeld, views are largely restricted by roadside cuttings and woodland. The Dunkeld & Birnam Railway Station and Victorian signal box are clearly visible on the northbound side. Continuing southbound, travellers gain filtered glimpses of Birnam through roadside trees on the southbound side. The Highland Main Line railway is visible in the foreground of views to the northbound side. Beyond the railway line, views are restricted by woodland on rising hillside with exposed rock cuttings.
- 1.3.27 Travelling southbound from where the route passes the junction with the B867, travellers experience open views looking south-west across an area of felled woodland towards Birnam Hill (ch1900). Views to the southbound side remain restricted by roadside woodland at this location.
- 1.3.28 Continuing southbound towards the Pass of Birnam, views are tightly constrained on both sides by tall, dense roadside conifers which create an enclosed atmosphere.

Views from existing A9 lay-bys: Strath Tay: Lower Glen LLCA (ch850 to ch8280)

- 1.3.29 The locations of the six existing A9 lay-bys in the Strath Tay: Lower Glen LLCA are indicated on Figures 11.15b-e and the existing views from each lay-by are described in Table A11.3-5.

Table A11.3-5: Existing lay-bys within Strath Tay: Lower Glen LLCA (ch850 to ch8280)

Lay-by	Chainage	Existing views
3	ch1145	Distant view north-west to Birnam Hill, views otherwise restricted by the surrounding woodland.
4	ch1430	Distant views north-east towards Newtyle Hill, filtered by roadside woodland.
5	ch4730	Restricted views on the northbound side due to roadside vegetation and open views on the southbound side (until recently

Lay-by	Chainage	Existing views
		planted existing woodland matures). Distant views of the wooded slopes of Craig Vinean are visible looking west along the A9.
6	ch4840	Open views of the neighbouring mixed species woodland between the road and the Highland Mainline railway on the northbound side, while views towards the River Tay on the southbound side are filtered by roadside and riparian trees. Distant views of the wooded slopes of Craig Vinean are visible looking west along the A9.
7	ch6800	Restricted views along the northbound side due to the dense forestry plantation at Inver Wood. Open views of the immediately adjacent railway line and the west-facing wooded slopes of Craig a Barns are available along the southbound side.
8	ch7120	Open views across field to the northbound side, these views curtailed by dense forestry plantation at Inver Wood. Open views of the immediately adjacent railway line, field and the west-facing wooded slopes of Craig a Barns are available along the southbound side (Photograph 14.6).



Photograph 6: Lay-by 6

Strath Tay: Mid Glen LLCA (ch8280 to ch8421)

- 1.3.30 The sensitivity of this LLCA is considered to be medium/high, with no significant detractors to its scenic quality.
- 1.3.31 Continuing northbound, travellers gain filtered views in winter through roadside trees on the northbound side of the River Tay and the surrounding hills. Views to the southbound side are restricted by a steep, vegetated roadside cutting at the foot of Craig a Barns.

- 1.3.32 Travelling southbound from where the existing A9 passes Inchmagrannachan, views to the southbound side are restricted by a steep, vegetated roadside cutting at the foot of Craig a Barns. Travellers gain filtered views in winter through roadside trees on the northbound side of the River Tay and the surrounding hills.

1.4 Potential Effects

Construction

- 1.4.1 Potential adverse effects on drivers' views from the road and drivers' experience of the 'Gateway to the Highlands' Special Quality of the NSA are predicted due to the visual impact of construction works, including the works themselves and the associated traffic management and temporary signage. The following aspects of the construction phase will have a short-term, non-significant effect on the views from the road:
- removal of vegetation along the A9 corridor, thereby opening views to the wider landscape;
 - vehicles moving machinery and materials to and from the site;
 - machinery, potentially including heavy excavators and earth moving plant;
 - exposed bare earth over the extent of the proposed works;
 - structures, earthworks, road surfacing and ancillary works during construction;
 - temporary soil storage heaps and stockpiles of construction materials;
 - lighting associated with night-time working and site accommodation;
 - temporary works associated with bridge construction operations; and
 - traffic management measures.
- 1.4.2 Traffic that is diverted during this period would experience a temporary alternative view from that of the proposed scheme in the year of opening.

Operation

- 1.4.3 Potential impacts on drivers' views from the proposed scheme and drivers' experience of the 'Gateway to the Highlands' Special Quality of the NSA during operation are described below. All impacts are considered adverse unless otherwise stated. The significance of potential impacts is as reported for winter in the year of opening in Section 6 (Residual Impacts). The majority of impacts would be caused as a result of one or more of the following:
- loss of existing vegetation along the A9 corridor;
 - changed appearance of the landform along the road corridor as a result of large-scale earthworks and/or rock cuttings and the potential requirement for reinforced slopes and/or retaining structures within the rural landscape;
 - increased extents of road infrastructure including the widened mainline and proposed local access tracks;
 - introduction of SuDS features along the route of the proposed scheme;

- introduction of grade separated junctions at Birnam and Dalguise and an elongated roundabout at Dunkeld; and
- introduction of new bridge structures crossing the Rivers Braan and Tay.

1.4.4 The potential impacts on views from the road in the absence of mitigation measures aside from those 'embedded' within the proposed scheme proposals are essentially similar to residual impacts for the winter of the year of opening before mitigation planting has become established. These impacts are reported in Section 6 (Residual Effects).

1.5 Mitigation

- 1.5.1 Impacts on views from the road can be reduced by the implementation of mitigation measures employed to reduce visual impacts. These are detailed and itemised in Section 10.5 of Chapter 10 (Landscape) and shown on Figure 10.6 and are taken into account in Section 6 (Residual Impacts), where applicable.
- 1.5.2 A number of the proposed measures to mitigate landscape, visual and other impacts, would also have an influence on the nature and extent of views from the road. These include the planting of trees and other vegetation to screen views of the road and associated traffic from visually sensitive receptors such as nearby residents or to provide landscape or ecological mitigation.
- 1.5.3 In addition to addressing landscape, ecological and visual impacts, landscape mitigation measures have been developed giving consideration to the views which would be experienced by travellers on the proposed scheme. The planting design has been developed in order to 'control' views from the proposed scheme providing travellers with a varied sequence of views of the surrounding countryside and landmark features while also providing attractive short-range views within the route corridor.

1.6 Residual Effects

- 1.6.1 The residual effects are those remaining following the implementation of the proposed mitigation measures and are described in this section.
- 1.6.2 Table A11.3-6 summarises residual effects on views from the road at winter of the year of opening, following the implementation of the proposed mitigation measures but before planting has become established. This table also summarises the significance of these effects in the summer after 15 years to provide an indication of how the establishment of mitigation planting would reduce the impacts and effects. A more detailed description of the landscape mitigation items referred to in Table A11.3-6 is provided in Section 10.5 (Mitigation) of Chapter 10 (Landscape) and shown on Figure 10.6.

Table A11.3-6: Summary of residual effects on views from the road during operation

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
Lowland Hills – Tayside LCT (Muir of Thorn)					
<p><i>Northbound views</i></p> <p>Travelling northbound past Muir of Thorn, views would remain largely restricted by retained existing roadside woodland on the northbound side. However, the area recently planted with Sitka spruce would be replaced with proposed new mixed and broadleaved compensatory woodland planting. Views to the southbound side would remain partially restricted by retained existing tall roadside conifer plantation and would also include proposed new areas of broadleaved compensatory woodland planting.</p> <p><i>Southbound views</i></p> <p>Travelling southbound past Muir of Thorn, views to the southbound side would remain partially restricted by retained existing tall roadside conifer plantation and would also include proposed new areas of broadleaved compensatory woodland planting. To the northbound side, the area recently planted with Sitka spruce would be replaced with proposed new mixed and broadleaved compensatory woodland planting, followed by views that are largely restricted by retained existing roadside woodland further south.</p>	Negligible	Neutral	<ul style="list-style-type: none">Existing woodland protected and retained where possible (Mitigation item P02-LV13).Mixed and broadleaved woodland planting to compensate for loss of woodland elsewhere along the proposed scheme (Mitigation Items P02-LV14, P02-LV15 and P02-LV19).	Negligible	Neutral
Lowland River Corridor: Strath Tay LLCA (ch-576 to ch850)					
<p><i>Northbound views</i></p> <p>Travelling northbound past Byres Wood (ch-576 to ch0), views would remain largely unchanged from those experienced by travellers on the existing A9, with the exception that the introduction of new earthworks associated with the proposed revised lay-by 2 at ch-150 would result in the loss of some existing northbound roadside woodland. Continuing northbound from Byres Wood to the Pass of Birnam (ch0 to ch450), views would become more open along the southbound side of the road (looking north-west towards Newtyle Hill) due to the loss of existing roadside trees and would remain restricted by woodland along the northbound side. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch-200 and ch200 and between ch750 and ch850. The proposed SuDS feature, associated access track, earthworks and the resultant loss of existing roadside conifers would be visible to the southbound side at ch800. There would be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch (ch-576 to ch850).</p> <p><i>Southbound views</i></p> <p>The proposed SuDS feature, associated access track, earthworks and the resultant loss of existing roadside conifers would be visible to the southbound side at ch800. On approach to where the dualled section of the existing carriageway begins (ch450 to ch0), views to the southbound side would become more open due to the loss of existing roadside trees. Continuing southbound past Byres Wood (ch0 to ch-576), the loss of existing roadside woodland associated with the proposed revised lay-by at ch-150 to the northbound side would be visible. These views to the northbound side would, however, remain restricted due to the remaining woodland. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch850 and ch750 and between ch200 and ch-200. There would be an increase in the size and visual prominence of southbound roadside traffic signs associated with the proposed scheme throughout this stretch (ch850 to ch-576).</p> <p><i>Lay-bys</i></p>	Minor	Slight	<ul style="list-style-type: none">Sensitive grading and profiling of all earthworks where possible to improve integration with the surrounding landform (Mitigation item P02-LV8).Existing cedar avenue trees along the Murthly Estate Western Drive to be protected and retained (Mitigation item P02-LV13).Mixed woodland planting to replace woodland edge, screen earthworks and reinforce the sense of enclosure to enhance the ‘Gateway to the Highlands’ experience) (Mitigation Items P02-LV14, P02-LV19 and P02-LV21).Naturalistic design of the SuDS feature and associated earthworks and planting to improve integration with the surrounding landscape (Mitigation Items P02-LV8, P02-LV9 and P02-LV21).Realignment of the Murthly Estate Western Drive to accommodate new avenue planting and provide space for	Negligible	Neutral

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
<p>Notable changes to views that would result from alterations to the locations of lay-bys include:</p> <ul style="list-style-type: none"> Location of lay-by 1 revised to ch-400 (southbound side). Associated earthworks and the resultant loss of existing roadside woodland would create very slightly more open distant views west towards Birnam Hill during winter. Location of lay-by 2 revised to ch-150 (northbound side). Associated earthworks and the resultant loss of existing roadside woodland would further open distant views west towards Birnam Hill. 			<p>screen planting between A9 and GDL (Mitigation Items P02-LV14, P02-LV17 and P02-LV23).</p> <ul style="list-style-type: none"> The location, size and design of signs will be adjusted at the detailed design stage to reduce their impact. Where practicable, the use of lattice supports to the signage will be avoided. (Mitigation Item P02-LV12). 		
Strath Tay: Lower Glen LLCA (ch850 to ch8280)					
<p><i>Northbound views</i></p> <p>As the proposed scheme passes Dalpowie Plantation and Ringwood (ch850 to ch1600), views to the northbound side of the widened mainline would remain largely restricted due to proposed new cuttings and the existing dense woodland corridor, thereby maintaining the ‘Gateway to the Highlands’ experience. However, views to the southbound side would become more open following removal of existing non-native coniferous woodland north of the proposed scheme between ch850 and ch1400. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch900 and ch1900.</p> <p>The increased road width and the proposed junction at Birnam (ch1600 to ch2400) and associated earthworks and SuDS feature (ch1800) would result in the loss of existing northbound roadside trees, further opening views west towards Birnam Hill. Views to the southbound side would remain largely restricted by existing retained woodland between ch1600 and ch2200. Between ch2200 and ch2400, views on the southbound side towards Newtyle Hill would become more open due to the introduction of large-scale cuttings associated with the proposed realignment of Perth Road and the resultant loss of existing roadside woodland.</p> <p>Between ch2400 and ch3200, the widened mainline (raised up to approx. 1m above existing grade) would be on embankment. Removal of roadside trees on both sides of the route along this stretch would open up views towards the Highland Main Line railway on the northbound side and towards Birnam and the surrounding wooded hills on the southbound side (between ch2400 and ch2600). Views to the southbound side would, however, be partially screened by a 2m high wattle screen fence along the back of the southbound verge between ch2430 and ch2900.</p> <p>Between ch3200 and Birnam Glen (approx. ch3470), the widened mainline would be raised approximately 1m above existing grade where it passes Dunkeld & Birnam Station. The removal of existing roadside vegetation along this stretch would open up views towards the station on the northbound side. To the southbound side, the removal of existing roadside trees (and buildings associated with the Birnam Industrial Estate) would open up views looking north across the proposed Dunkeld & Birnam Station Replacement Car Park and Birnam towards the surrounding wooded hills. However, the introduction of a 2m high wattle screen fence along the northbound side between ch3205 and ch3410 would partially screen views towards the station. Similarly, the introduction of a 2m high stone-faced parapet wall between approx. ch3280 and ch3380 would partially screen views to the southbound side.</p>	Moderate	Moderate	<ul style="list-style-type: none"> Sensitive grading and profiling of all earthworks where possible to improve integration with the surrounding landform (Mitigation Item P02-LV8). Woodland edge to be replaced with tree species which create sense of enclosure through a narrow ‘gateway’ landscape between ch850 and ch1600 (Mitigation Items P02-LV14 and P02-LV21). High quality ecological/landscape area incorporating SuDS at approx. ch1850 and ch4200. SuDS design and associated planting to achieve good landscape fit, improve visual amenity and appear as a natural water feature. (Mitigation Items P02-LV9, P02-LV15 and P02-LV19). Elegant single span bridge with exposed rock cutting/built rock outcrops forming slopes beneath to create ‘gateway’ feature at Birnam Junction (Mitigation Item P02-LV24). Maintain open view south-west towards Birnam Hill between ch2400 and ch2600 (Mitigation Item P02-LV21). Gateway to the Highlands landscape design incorporating land art and native tree and ground cover planting within Dunkeld Junction Roundabout, 	Minor	Slight

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
<p>Between Birnam Glen (approx. ch3470) and Dunkeld Junction (approx. ch4000), views to the northbound side of the widened mainline would remain largely restricted following the loss of existing roadside woodland due to the introduction of new cuttings and a retaining wall (up to 5m high). Views to the southbound side would remain unchanged along this section of the proposed scheme.</p> <p>The proposed layout for the Dunkeld Junction Roundabout (ch4100) and associated earthworks and SuDS feature (ch4200) would result in the loss of existing roadside woodland between ch4000 and ch4300, thereby creating an open view looking north across Little Dunkeld and Dunkeld towards the surrounding wooded hills. Views ahead towards the looming hill and crags of Craig a Barns would also become more open as a result of the raising of the mainline 2 to 4m above existing grade and removal of existing roadside woodland. Views south would, however, remain curtailed by retained existing woodland.</p> <p>The introduction of lighting columns associated with the Dunkeld Junction Roundabout would be visible along both sides of the widened mainline between ch3870 and ch4320.</p> <p>After crossing the River Braan (ch4350), views on the northbound side (looking south towards the Caravan Site) would become more open due to the raised vertical alignment of the mainline (4m above existing grade) and the removal of existing roadside trees and riparian woodland. Views along the southbound side would remain open following the introduction of a proposed compensatory flood storage area. Continuing northbound, the proposed SuDS feature between ch4750 and ch4900 would be noticeable in open views to the northbound side following the removal of existing mixed woodland. The loss of existing riparian woodland resulting from the introduction of proposed new earthworks to the southbound side would create an open view north across the River Tay at this location. The vertical alignment of the road would be up to 2m above existing grade along this section of the proposed scheme. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch4700 and ch5000.</p> <p>West of Inver, views to the northbound side would include a new left-in left-out junction associated with The Hermitage Car Park (ch5250). Views on the southbound side (between ch5000 and ch5250) would remain restricted following the removal of existing roadside woodland due to the introduction of new cuttings associated with the widened, realigned mainline. Between ch5250 and ch5450, the realignment of the widened mainline would result in the removal of existing roadside trees, creating filtered views north towards the River Tay. Views to the northbound side would remain restricted by roadside vegetation along this stretch.</p> <p>As the proposed scheme passes round the bend below Craig Vinean, from ch5500 to ch6200, the view from the road would remain largely unchanged, with the view remaining restricted by roadside woodland on the northbound side. The proposed SuDS feature at ch5600 would, however, be visible to the southbound side following the removal of an area of existing mixed woodland at this location. Between ch5700 and ch6000, views to the southbound side would remain intermittent looking north across the River Tay towards Dunkeld House Hotel and Craig a Barns beyond due to the retained intervening strip of riparian woodland.</p> <p>From approx. ch6200, the proposed route alignment moves to the west of the existing road as the route curves northwards, although views would remain restricted by proposed new cuttings into existing woodland on the</p>			<p>designed to frame views towards the hills to the north (Mitigation Item P02-LV26).</p> <ul style="list-style-type: none"> Broadleaved woodland replacement planting with an irregular and naturalistic edge on approach to the Dunkeld Junction Roundabout (Mitigation Items P02-LV14, P02-LV16 and P02-LV21). Establishment of riparian woodland replacement planting within compensatory flood storage area west of the Braan Crossing (Mitigation Items P02-LV10 and P02-LV14). Aesthetic treatment of rock cutting (ch6200 to ch6400) for landscape and visual interest (Mitigation Item P02-LV8). Maintain open views north towards Craig a Barns between ch5700 and ch6000, and between ch6500 and ch6600 (Mitigation Item P02-LV21). Retention of existing woodland where possible, combined with establishment of proposed mixed and riparian woodland, scrub, individual trees and species rich grassland mitigation planting (Mitigation Items P02-LV13, P02-LV14, P02-LV15, P02-LV19, P02-LV20 and P02-LV21). Attention to aesthetics of proposed bridge structures at Birnam Junction (ch2200) and crossing the Rivers Braan (ch4330) and Tay (ch7550) (Mitigation Item P02-LV12). Shape and profile of all proposed SuDS features designed to achieve a good landscape fit (Mitigation Item P02-LV9). Architectural and Townscape Design of new Dunkeld & Birnam Station Access, 		

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
<p>northbound side (ch6200 to ch6800). On the southbound side, views would remain similar to those existing, largely curtailed by nearby woodland between the Highland Main Line railway and the River Tay, though with longer views to wooded hills opening up across Strath Tay to the north-east. The ‘Gateway to the Highlands’ experience would be maintained throughout this section of the proposed scheme where it passes between Craig a Barns and Craig Vinean.</p> <p>Proposed mammal fencing would be visible along both sides of the proposed scheme between ch5800 and ch6800.</p> <p>On approach to the proposed Dalguise Junction, views on the northbound side would become slightly more open due to the loss of existing roadside woodland resulting from the proposed large-scale cuttings required for the northbound off-ramp. Nearby retained woodland would, however, continue to restrict longer visibility.</p> <p>Views would remain relatively open at the proposed Dalguise Junction, but existing established woodland would continue to restrict longer views on the northbound side. Proposed slip roads and a proposed pumping station would be visible in the foreground of these views to the northbound side. Existing open views towards Craig a Barns on the southbound side of this section of the realigned widened mainline would now include proposed slip roads and a SuDS feature in the foreground but would otherwise remain largely unchanged.</p> <p>On approach to the Tay Crossing, views on the northbound side would remain restricted by remaining coniferous woodland following the proposed realignment of the B898 plus associated earthworks and the resultant loss of existing roadside trees. Views on the southbound side would, however, become more open following the removal of existing roadside trees.</p> <p>Crossing the River Tay Crossing (Jubilee Bridge), views over the River Tay would remain open on both sides.</p> <p>North of the Tay Crossing, the introduction of a proposed SuDS feature would result in the loss of an area of existing roadside vegetation and slightly more open views on the northbound side between ch7800 and ch8000. These views west across the strath towards the surrounding hills would, however, remain filtered by retained intervening riparian trees at this location. Views to the southbound side would remain restricted north following the introduction of revised cutting slopes associated with the widened mainline and the loss of existing AWI woodland associated with the River Tay Bridge launching platform. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch8200 and ch8280.</p> <p>There would be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch (ch850 to ch8280).</p> <p><i>Southbound views</i></p> <p>Travelling southbound towards the Tay Crossing, views to the southbound side would remain restricted north following the introduction of revised cutting slopes associated with the widened mainline and the loss of existing AWI woodland associated with the River Tay Bridge launching platform associated. The introduction of a proposed SuDS feature would result in the loss of an area of existing roadside vegetation and slightly more open views on the northbound side between ch8000 and ch7800. These views west across the strath towards the surrounding hills would, however, remain</p>			<p>Car Park and associated structures (ch3230-3450) (Mitigation Item P02-LV25).</p>		

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
<p>filtered by retained intervening riparian trees at this location. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch8280 and ch8200.</p> <p>Crossing the proposed new River Tay Bridge, views over the River Tay would remain open on both sides.</p> <p>Continuing southbound beyond the River Tay Bridge, views on the northbound side would remain restricted by remaining coniferous woodland following the proposed realignment of the B898 plus associated earthworks and the resultant loss of existing roadside trees. Views on the southbound side looking east towards Craig a Barns would, however, become more open following the removal of existing roadside trees.</p> <p>At the proposed Dalguise Junction, open views over the woodland valley and railway line on the southbound side would now include proposed slip roads and a proposed SuDS feature in the foreground but would otherwise remain largely unchanged. Proposed slip roads and a proposed pumping station would be visible in the foreground of views to the northbound side. However, existing established woodland at Inver Wood would continue to restrict longer distance views looking west at this location.</p> <p>Continuing southbound beyond the Dalguise Junction, views on the northbound side would become slightly more open between ch6800 and ch6600 due to the loss of existing roadside woodland resulting from the proposed large-scale cuttings required for the northbound off-ramp. Nearby retained woodland would, however, continue to restrict longer visibility. Open views over the woodland valley and railway line on the southbound side along this stretch of the realigned widened mainline would include a proposed southbound slip road in the foreground but would otherwise remain largely unchanged.</p> <p>As the proposed scheme passes round the bend below Craig Vinean, views to the northbound side would remain restricted following the introduction of proposed new cuttings into existing woodland. Between ch6000 and ch5700, views on the southbound side would remain intermittent looking north across the River Tay towards Dunkeld House Hotel and Craig a Barns beyond due to the retained intervening strip of riparian woodland. The proposed SuDS feature at ch5600 would be visible to the southbound side following the removal of an area of existing mixed woodland. Views at this location would, however, remain restricted by the adjacent retained riparian woodland.</p> <p>Proposed mammal fencing would be visible along both sides of the proposed scheme between ch6800 and ch5800.</p> <p>Between ch5450 and ch5250, the realignment of the widened mainline would result in the removal of existing southbound roadside trees, creating filtered views north towards the River Tay. Views to the northbound side would remain restricted by roadside vegetation along this stretch and would include a new left-in left-out junction associated with The Hermitage Car Park (ch5250). Continuing southbound towards Inver (ch5250 to ch5000), views on the southbound side would remain restricted following the removal of existing roadside woodland due to the introduction of new cuttings associated with the widened, realigned mainline. Views to the northbound side would remain restricted by roadside vegetation along this stretch.</p>					

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
Continuing southbound, the proposed SuDS feature between ch4900 and ch4750 would be noticeable in open views to the northbound side following the removal of existing mixed woodland. The loss of existing riparian woodland resulting from the introduction of proposed new earthworks to the southbound side would create an open view north across the River Tay at this location. The vertical alignment of the road would be up to 2m above existing grade along this section of the proposed scheme. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch5000 and ch4700.					
On approach to the River Braan Brossing, views on the northbound side (looking south towards the Caravan Site) would become more open due to the raised vertical alignment of the mainline (4m above existing grade) and the removal of existing roadside trees and riparian woodland. Views along the southbound side would remain open following the introduction of a proposed compensatory flood storage area.					
Continuing southbound beyond the River Braan Bridge, the proposed layout for the Dunkeld Junction Roundabout (ch4100) and associated earthworks and SuDS feature (ch4200) would result in the loss of existing roadside woodland between ch4300 and ch4000, thereby creating an open view looking north across Little Dunkeld and Dunkeld towards the surrounding wooded hills. Views south would, however, remain curtailed by retained existing woodland.					
The introduction of lighting columns associated with the Dunkeld Junction Roundabout would be visible along both sides of the widened mainline between ch4320 and ch3870.					
Between Dunkeld Junction Roundabout (approx. ch4000) and Birnam Glen (approx. ch3470), views to the northbound side of the widened mainline would remain largely restricted following the loss of existing roadside woodland due to the introduction of new cuttings and a retaining wall (up to 5m high). Views to the southbound side would remain unchanged along this section of the proposed scheme.					
Between Birnam Glen (approx. ch3470) and ch3200, the widened mainline would be raised approximately 1m above existing grade where it passes Dunkeld & Birnam Station. The removal of existing roadside vegetation along this stretch would open up views towards the station on the northbound side. To the southbound side, the removal of existing roadside trees (and buildings associated with the Birnam Industrial Estate) would open up views looking north across the proposed Dunkeld & Birnam Station Replacement Car Park and Birnam towards the surrounding wooded hills. However, the introduction of a 2m high stone-faced parapet wall between approx. ch3280 and ch3380 would partially screen views to the southbound side. Similarly, the introduction of a 2m high wattle screen fence along the northbound side between ch3205 and ch3410 would partially screen views towards the station.					
Continuing southbound between ch3200 and ch2400, the widened mainline (raised up to approx. 1m above existing grade) would be on embankment. Removal of roadside trees on both sides of the route along this stretch would open up views towards the Highland Main Line railway on the northbound side and towards Newtyle Hill on the southbound side (between ch2600 and ch2400). Views to the southbound side would, however, be partially screened by a 2m high wattle screen fence along the back of the southbound verge between ch2900 and ch2430.					

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 10.6)	Summer, after 15 Years	
	Magnitude of Change	Significance of Effect		Magnitude of Change	Significance of Effect
<p>Between ch2400 and ch2200, views on the southbound side towards Newtyle Hill would become more open due to the introduction of large-scale cuttings associated with the proposed realignment of Perth Road and the resultant loss of existing roadside woodland. Views to the southbound side would remain largely restricted by existing retained woodland between ch2200 and ch1600. The increased road width and the proposed junction at Birnam (ch2400 to ch1600) and associated earthworks and SuDS feature (ch1800) would result in the loss of existing northbound roadside trees, further opening views west towards Birnam Hill.</p> <p>As the proposed scheme passes Ringwood and Dalpowie Plantation (ch1600 to ch850), views to the northbound side of the widened mainline would remain largely restricted due to proposed new cuttings and the existing dense woodland corridor. However, views to the southbound side would become more open following removal of existing non-native coniferous woodland north of the proposed scheme between ch850 and ch1400. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch1900 and ch900.</p> <p>There would be an increase in the size and visual prominence of southbound roadside traffic signs associated with the proposed scheme throughout this stretch (ch8280 to ch850).</p> <p><i>Lay-bys</i> Notable changes to views due to removal of existing lay-bys comprise:</p> <ul style="list-style-type: none"> removal of two lay-bys currently offering distant views towards Birnam Hill and Newtyle Hill (Lay-bys 3 and 4 respectively) due to the proposed realignment of the dualled A9 west of the existing road. removal of two lay-bys north of Inver Park (Lay-bys 5 and 6) currently offering distant views looking west along the existing A9 towards the wooded slopes of Craig Vinean due to the proposed carriageway widening. removal of two lay-bys at Inver Wood (Lay-bys 7 and 8) currently offering open views towards the west-facing wooded slopes of Craig a Barns due to the proposed realignment of the dualled A9 and introduction of the proposed Dalguise Junction. 					
Strath Tay: Mid Glen LLCA (ch8280 to ch8421)					
<p><i>Northbound views</i> Views to the northbound side, featuring filtered glimpsed in winter of the River Tay and surrounding hills, would remain largely unchanged. Views to the southbound side at the foot of Craig a Barns would remain restricted following the introduction of a revised cutting and a proposed culvert and associated earthworks (ch8350). Proposed mammal fencing would be visible along both sides of the proposed scheme between ch8280 and ch8420.</p> <p><i>Southbound views</i> Travelling southbound from where the proposed scheme passes Inchmagrannachan, views to the southbound side at the foot of Craig a Barns would remain restricted following the introduction of a revised cutting and a proposed culvert and associated earthworks (ch8350). Filtered views in winter through roadside trees on the northbound side of the River Tay and the surrounding hills would remain largely unchanged. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch8420 and ch8280.</p>	Minor	Slight	<ul style="list-style-type: none"> Retention of existing woodland where possible, combined with species rich grassland seeding and replacement scrub and individual tree planting (Mitigation Items P02-LV13, P02-LV14, P02-LV19, P02-LV20 and P02-LV21). 	Negligible	Neutral

1.7 Statement of Significance

- 1.7.1 Following the implementation of the mitigation measures described in Section 5 (Mitigation), the proposed scheme would result in **Moderate** significance residual effects during the winter of the year of opening at Strath Tay: Lower Glen LLCA. By the summer 15 years after opening, following the establishment of mitigation planting, these effects would reduce to non-significant.

1.8 References

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