

Appendix A13.4: Assessment of Residual Indirect Impacts

1 Introduction

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

2 Impact Assessment

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

Table 1: Assessment of indirect impacts on Landscape Character Areas

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer 15 Years after Opening (2041)		
		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
Glen Garry: Blair Atholl (Settlement) LLCA							
Medium to high	<p>Analysis of the ZTV indicates that the proposed scheme would be visible from across the LLCA. Actual visibility would be less than indicated due to screening of the proposed scheme by intervening vegetation along the road corridor (which would be retained). Visibility would also be reduced by buildings and vegetation within the LLCA.</p> <p>The existing A9 currently exerts a perceptual influence on the LLCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight/ Moderate	<p>Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. It would also help to integrate the proposed scheme into the wider landscape. As such, the significance of impact would reduce, reducing further with maturation of the mitigation planting.	Low	Slight

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer 15 Years after Opening (2041)		
		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
Strath Tummel: LLCA							
Medium	Analysis of the ZTV suggests that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.	None	None	n/a	n/a	None	None
Strath Tummel: Pitlochry (Settlement) LLCA							
Medium to high	Analysis of the ZTV suggests that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.	None	None	n/a	n/a	None	None
Glen Fender LCA							
Medium	Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the western corner of the LCA and from the south-western fringe at distances in excess of 1.6km. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts. From the western and southern fringe of the LCA, the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway.	Low	Slight	Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17). Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8). SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9). Consideration to be given to the aesthetics of structures design,	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer 15 Years after Opening (2041)		
		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
				such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).			
The Southern Hills: South Eastern Glens LCA							
Medium	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the southern end of Glen Tilt only at a distance of approx. 3.6km. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the southern end of Glen Tilt the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight	<p>Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight

Sensitivity	Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer 15 Years after Opening (2041)		
		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
				designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).			
The Southern Hills: South Western Glens LCA							
Medium	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme is indicated as occurring from discrete areas along the southern fringe of the LCA. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the southern fringe of the LCA the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight	<p>Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight

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		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
Highland Glens LCA							
Medium	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from the eastern end of Glen Errochty only at a distance of 1.0km. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the eastern end of Glen Errochty the existing A9 currently exerts a perceptual influence on the LCA which would increase slightly due to the widening of the carriageway.</p>	Low	Slight	<p>Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).</p>	Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.	Low	Slight
Highland Glens with Lochs LCA							
Medium to high	Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur	Low	Slight	Retention of existing trees and vegetation and introduction of	Establishment of the mitigation planting would	Low	Slight

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		Magnitude	Significance of Impact		Description of Residual Impacts	Magnitude	Significance of Impact
	<p>from the southern slopes above the eastern end of Loch Tummel only at a distance of 4.3km. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the slopes above Loch Tummel the existing A9 currently exerts a perceptual influence on the LLCA which would increase slightly due to the widening of the carriageway.</p>			<p>roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).</p>	<p>reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.</p>		
Highland Summits and Plateaux LCA							
High	<p>Analysis of the ZTV indicates that theoretical visibility of the proposed scheme would occur from a relatively small number of locations including the western slopes of Ben Vrackie, in addition to the north facing slopes of Craig Fonvuick, the north-east facing slopes of Meall</p>	Low	Slight	<p>Retention of existing trees and vegetation and introduction of roadside planting to integrate road corridor into the landscape. The proposed tree species used would be similar to the species mix in</p>	<p>Establishment of the mitigation planting would reduce the visual influence of the proposed scheme on the LLCA. While it would help to integrate the</p>	Low	Slight

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	<p>a'Charra above Loch Faskally, and the north facing slopes Dubh Chnocan to the south of Old Struan. There would be no visibility of the proposed scheme from the majority of the LCA, limiting indirect perceptual impacts.</p> <p>From the locations indicated above, including the slopes of Ben Vrackie, the existing A9 currently exerts a perceptual influence on the LLCA which would increase slightly due to the widening of the carriageway and formation of new junctions and bridge crossings.</p>			<p>adjoining areas which would help integrate the proposed scheme into the wider landscape (Mitigation Items P05-LV11, P05-LV12, P05-LV13, P05-LV14, P05-LV15 and P05-17).</p> <p>Earthworks design to allow integration of the proposed scheme with surrounding land through sensitive grading, profiling and smoothing out transitions (Mitigation Item P05-LV8).</p> <p>SuDS design to follow best practice guidance and include planting of native emergent and marginal aquatic species around the retention pond margins to enhance wildlife habitat, provide visual interest and help integrate them with the surrounding landscape (Mitigation Item P05-LV9).</p> <p>Consideration to be given to the aesthetics of structures design, such as bridges and retaining walls, to reduce impacts (e.g. bridges shall have carefully integrated abutments and be designed to achieve slender, elegant and well-proportioned structures) (Mitigation Item P05-LV10).</p>	<p>proposed scheme into the wider landscape it would not reduce the perceived impacts to a lower significance rating.</p>		
Drumochter Pass LCA							
Medium to high	Analysis of the ZTV suggests that there is no theoretical visibility of the proposed scheme from the LLCA and as such there would be no indirect perceptual impacts.	None	None	n/a	n/a	None	None