

## **14 Visual**

This chapter presents the results of the DMRB Stage 3 assessment of the potential impacts resulting from the proposed scheme on views experienced by people from buildings, outdoor public areas, local roads and routes used by pedestrians, cyclists and equestrians (collectively referred to as receptors). The assessment has been undertaken following DMRB guidance and Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3), taking account of the results of scoping and consultation.

In this section of the A9 (Pitlochry to Killiecrankie) and its associated study area, built receptors are generally concentrated in and around the town of Pitlochry. Outdoor receptors, including roads and pedestrian or cycle routes, occur throughout the study area. The River Tummel is a primary feature within the landscape, broadening out to form Loch Faskally at Pitlochry. The existing A9 is also a noticeable element within views as it follows the River Tummel valley, with adjacent established forestry plantations and mature woodland providing screening across some sections of the route. The topography of the area generally limits views to within the valley itself, with the rising hills to the east and west helping to screen more distant views into the area.

The design of the proposed scheme has been developed through a process involving engineering, environmental and landscape specialists to reduce potential visual impacts and integrate the proposed scheme with the surrounding landscape. As part of the design, landscape mitigation proposals have been developed to reduce visual impacts, including embedded mitigation measures developed through an iterative design process (such as the vertical and horizontal route alignment), grading out of embankment and cutting slopes to blend with existing landforms and new planting to screen the proposed scheme and help integrate it with the surrounding landscape. The landscape design also considered opportunities to maintain or enhance open views. The effectiveness of the new planting is expected to increase over time as vegetation matures.

A Design Forum has been set up to help ensure a consistency of approach that will reinforce the overall identity of the A9 between Perth and Inverness. The Design Forum has provided specialist aesthetic advice to inform the design of elements of the proposed scheme, such as bridges, retaining walls and planting, providing details of how specific mitigation measures, including those to reduce visual impacts, should be implemented.

Visual impacts of the proposed scheme would be limited to some extent by the fact that the existing A9 is already visible from some locations and also due to screening provided by existing landform and vegetation. Impacts will typically occur where a receptor location is close to the proposed scheme or where open views are possible towards it, and are generally associated with physical aspects of the proposed scheme itself or with traffic. The assessment identified that people at 24 built receptor and 16 outdoor receptor locations are likely to experience significant visual impacts during the construction phase. During operation, in the winter of the year of opening, people at 16 built receptor and 14 outdoor receptor locations are predicted to experience significant visual impacts. These impacts would be due to the loss of existing roadside vegetation and the increased prominence of the new road infrastructure (including earthworks, bridges and retaining walls). The majority of receptors affected would be located in proximity to the proposed bow-string arch Tummel Underbridge and the proposed Pitlochry North Junction to the north of Loch Faskally, below Creag na Ciche.

By the summer 15 years after the opening of the proposed scheme, mitigation planting – mostly in the form of new woodland and scattered individual trees that would have become established – is predicted to establish and reduce the impacts of the proposed scheme such that the number of significantly affected built receptors would reduce to six and the number of significantly affected outdoor receptors would reduce to seven.

### **14.1 Introduction**

- 14.1.1 This chapter presents the DMRB Stage 3 assessment of the proposed scheme in relation to the impacts on the visual amenity and views experienced by people from publicly accessible viewpoints and nearby buildings, including residential properties.
- 14.1.2 A separate but inter-related assessment of the effects of the proposed scheme upon the views experienced by travellers on the A9 and upon journey lengths, access and general amenity for pedestrians, cyclists, equestrians (referred to hereafter as Non-Motorised Users (NMUs)) on footpaths, cycle routes, and informal access to land and paths is reported in Chapter 9 (People and Communities – All Travellers). A landscape assessment, which considers the impacts on the landscape resource, is reported in Chapter 13 (Landscape).

- 14.1.3 This chapter is supported by Appendix A14.1 (Built Receptor Assessment) and Appendix A14.2 (Outdoor Receptor Assessment) in addition to the following figures:
- Figure 14.1: Zone of Theoretical Visibility – Existing A9;
  - Figure 14.2: Zone of Theoretical Visibility – Proposed Scheme (the proposed scheme and Tummel Underbridge only);
  - Figure 14.3: Visual Impact on Built Receptors;
  - Figure 14.4: Visual Impact on Outdoor Receptors;
  - Figure 14.5: Viewpoint Locations; and
  - Figures 14.6 to 14.10: Visualisations;
- 14.1.4 This following figures that accompany Chapter 9 (People and Communities – All Travellers) and Chapter 13 (Landscape) are also of relevance to this chapter:
- Figure 9.1: Existing NMU Routes;
  - Figure 9.2: Potential Impacts on NMU Routes and Proposed Mitigation;
  - Figure 9.3: View from Existing A9;
  - Figure 13.5: Landscape and Ecological Mitigation; and
  - Figure 13.6: Cross-sections.

## **14.2 Approach and Methods**

### **General**

- 14.2.1 The visual assessment was undertaken in accordance with DMRB Interim Guidance Note (IAN) 135/10 Landscape and Visual Effects Assessment (The Highways Agency, 2010), with consideration of current good-practice methodology included in Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) (the Landscape Institute, 2013). GLVIA3 is more recently published than IAN 135/10 and was therefore taken into account in assigning significance, as it provides greater clarity with regard to:
- the interrelationship between susceptibility and value in determining sensitivity to the proposed scheme; and
  - the interrelationship between size or scale, geographical extent of influence, duration and reversibility in determining magnitude of change.
- 14.2.2 A staged approach to the assessment was adopted comprising the following:
- scoping and consultation, including agreement of the approach to the assessment and the extent of the study area;
  - baseline assessment – a description of the visual receptors within the study area following desk study and fieldwork;
  - assessment of the value, susceptibility and sensitivity of the visual receptors;
  - description of potential impacts;
  - development of proposed mitigation measures;
  - assessment of temporary residual impacts and their significance during the construction phase; and
  - detailed assessment of residual impacts and their significance during the operational phase (year 1 winter and year 15 summer).
- 14.2.3 The approach to the assessment and design of the landscape and visual mitigation proposals has also been informed by the following documents:
- Fitting Landscapes: Securing more Sustainable Landscapes (Transport Scotland, 2014); and

- Planning Advice Note (PAN) 1/2013: Environmental Impact Assessment (Scottish Government, 2013).
- 14.2.4 The assessment identifies and assesses the effects of change brought about by the proposed scheme on specific views and on the general visual amenity experienced by people. In accordance with IAN135/10, separate assessments were undertaken for the following scenarios:
- during the construction period, assuming a maximum visibility or maximum perceived change situation (i.e. when construction activity is at its peak for any given view);
  - in the winter of the proposed year of opening taking account of the completed project and the traffic using it, which represents a maximum impact situation, before any planted mitigation can take full effect; and
  - in the summer of the 15<sup>th</sup> year after the proposed year of opening, taking account of the completion of the proposed scheme and the traffic using it, which represents a least impact situation, where any planted mitigation measures can be expected to be reasonably effective.
- 14.2.5 In addition, qualitative commentary has been provided on the likely longer-term changes in impact significance beyond 15 years. This is in recognition that in many areas the proposed planting is expected to take considerably longer to reach a level of maturity equivalent to that of areas of woodland affected by the proposed scheme.
- 14.2.6 The approach and methods have been informed by the recommendations made in the A9 Dualling Programme Strategic Environmental Assessment (SEA) Report (Transport Scotland, 2013). In relation to the visual assessment, the SEA recommended that opportunities for additional on and off-site screening to reduce the impact of the proposed scheme are explored and that the existing dramatic landscape experience/narrative should be maintained and, where possible, enhanced.
- 14.2.7 The approach to the development of mitigation proposals has also been informed by professional judgement and experience and liaison with other relevant disciplines.

### **Scoping and Consultation**

- 14.2.8 The principal aim of the scoping and consultation was to enable agreement of the approach to the assessment of the key issues to be addressed by the DMRB Stage 3 assessment.
- 14.2.9 A scoping report was submitted in August 2015, and consultation has also been undertaken throughout the DMRB Stage 2 and 3 assessment process, including with the Environmental Steering Group (ESG). Members of the ESG and consultees of the scoping report with particular relevance to this chapter include SNH, Perth & Kinross Council (PKC) and Historic Environment Scotland (HES). In addition, consultation has been undertaken through the Landscape Forum established for the overall A9 dualling Programme, which also includes SNH, PKC, The Highland Council (THC) and the Cairngorms National Park Authority (CNPA). This has included consultation across all A9 dualling projects on the approach to assessment, identification of viewpoint locations, and a review of aspects of the proposed scheme including proposals for landscape and visual mitigation (including consideration of aspects such as slope gradients and replacement woodland opportunities).
- 14.2.10 Further information is provided in Chapter 7 (Consultation and Scoping).

### **Study Area**

- 14.2.11 The study area for the assessment was informed by desk studies and fieldwork in addition to the preparation of visibility mapping for the proposed scheme. A study area comprising a 5km offset from the proposed scheme was considered following professional judgement of the likely impacts, to reflect the area in which the visual amenity of receptors may be affected significantly.
- 14.2.12 Within this 5km study area, Zones of Theoretical Visibility (ZTVs) were prepared for the existing A9 and for the proposed scheme, as shown on Figures 14.1 to 14.2. These ZTVs were produced using a bare-earth Digital Terrain Model (DTM), and as such, illustrate the maximum extent of the area from which

the existing A9 and the proposed scheme (including vehicles) may be visible.<sup>1</sup> The ZTVs do not however, take into account screening or filtering of visibility by local landform, built features or vegetation, which were considered during subsequent site survey work and taken account of in this assessment.

### **Baseline Conditions**

- 14.2.13 The first stage of the assessment is to establish the baseline visual amenity and views against which subsequent change as a result of the proposed scheme can be identified.
- 14.2.14 Baseline conditions are those that exist at the time of desk and site survey but also take into account both future changes that are assumed certain (e.g. a proposed development alongside the existing A9 with planning permission or under construction that would result in changes to existing views or would have views of the proposed scheme), as well as considering likely future changes to the landscape that could affect existing visual amenity (e.g. thinning, harvesting and re-stocking of commercial forestry plantations on the lower slopes of Creag na Ciche).

### Desk-based Assessment

- 14.2.15 Baseline information was collected through a desk study including review of the following information sources:
- 1:5,000, 1:10,000, 1:25,000 and 1:50,000 Ordnance Survey (OS) maps;
  - Google Earth web-based photography;
  - aerial photography provided by Transport Scotland (BLOM Survey, 2014);
  - Jacobs' GIS environmental constraints datasets (obtained through consultation with relevant stakeholders);
  - A9 Dualling Programme. Strategic Environmental Assessment (SEA) Environmental Report (Transport Scotland, 2013);
  - A9 Dualling Programme. Strategic Environmental Assessment (SEA). Environmental Report Addendum. Appendix F – Strategic Landscape Review Report (Transport Scotland, 2014);
  - Perth & Kinross Council: Core Paths Plan (PKC, 2012);
  - Perth & Kinross Council: Highland Area Local Plan (PKC, 2000);
  - Perth & Kinross Council: Landscape Supplementary Guidance (PKC, 2015);
  - Perth & Kinross Council Local Development Plan (PKC, 2014);
  - TAYplan: Strategic Development Plan (2016 – 2036) (TAYplan, 2017);
  - Tayside Landscape Character Assessment: Scottish Natural Heritage Review 122 (1999); and
  - The Special Qualities of the National Scenic Areas, Scottish Natural Heritage Commissioned Report No.374 (Historic Scotland and the Royal Commission on the Ancient and Historical Monuments of Scotland, 2010).

### Site Walkover and Surveys

- 14.2.16 The site surveys were carried out in summer and autumn by a team of Jacobs' landscape architects on foot and by car. Data on landscape features and characteristics were collected, as well as photographs of landscape features likely to be physically affected and photographs to/from key viewpoints where people would have visibility of the proposed scheme.

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<sup>1</sup> The ZTVs add 4.5m to the existing A9 or proposed scheme, to take into account the movement of traffic, including HGVs, and potential impacts arising from this.

**Impact Assessment**

14.2.17 The impact assessment was undertaken using the approach outlined below, where the level of significance is assessed based on the sensitivity to change of the visual receptor, taking account of the value of views and susceptibility to change, as well as the magnitude of change that would be experienced during construction and operation of the proposed scheme.

Sensitivity

14.2.18 In accordance with GLVIA3, the assessment of sensitivity for visual receptors combines the susceptibility of the receptor (people) to changes in visual amenity arising from the specific type of development proposed, and the value attributed to the existing views.

*Value of Views*

14.2.19 Value attached to views can be indicated by the presence of heritage assets and planning designations or expressed through published or interpretive material. The criteria in Table 14.1 were used, along with professional judgement, to help determine the value of the views experienced by each visual receptor.

**Table 14.1: Value of Views**

Value	Views
High	Viewpoints from within or looking towards landscapes of international or national importance, 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 important cultural associations.
Medium	Viewpoints from within or looking towards landscapes of regional/district importance typically recognised by designation or from a moderately popular visitor attraction where the view forms part of the experience, or where the view has a local cultural association.
Low	Viewpoints within landscapes with no designation, and where a view is not associated with a visitor attraction and has little or no cultural associations.

*Visual Receptor Susceptibility to Change*

14.2.20 The susceptibility of visual receptors, as defined in GLVIA3, 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’*. The criteria in Table 14.2 (based on GLVIA3) were applied, along with professional judgement, to evaluate the susceptibility of different types of receptors.

**Table 14.2: Visual Receptor Susceptibility to Change**

Susceptibility	Receptor Type
High	<ul style="list-style-type: none"> <li>Residents.</li> <li>People engaged in outdoor recreation, including users of public rights of way and promoted cycle routes, whose attention is likely to be focused on the landscape and on particular views.</li> <li>Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience.</li> <li>Communities where views contribute to the landscape setting and are enjoyed by residents.</li> <li>Travellers on scenic routes where awareness of views is likely to be higher than on other routes.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>Travellers on road, rail or other transport routes.</li> <li>People at their place of work whose focus may be on the setting or surroundings as part of their work.</li> </ul>
Low	<ul style="list-style-type: none"> <li>People engaged in outdoor sport or recreation, which does not involve appreciation of views.</li> <li>People at their place of work, whose attention may be focused on their work and where the setting is not important to the quality of working life.</li> </ul>

*Evaluation of Visual Receptor Sensitivity*

14.2.21 The sensitivity of visual receptors to changes in their views was evaluated in accordance with the criteria provided in Table 14.3, based on the susceptibility to change of the receptor and the value of views. All residential receptors were assessed to be of high sensitivity as they are considered to be particularly

susceptible to changes in their visual amenity. Occupants of properties with views of the proposed scheme are more likely to experience views for longer periods of time than other receptors and therefore have a higher value. Where two or more outdoor receptors of different sensitivity follow exactly the same route (e.g., a road and a cycle path), they were assessed as one outdoor receptor and were assigned whichever sensitivity was the higher/highest in order to identify the scenario with the greater/greatest potential for a significant impact on a given route.

**Table 14.3: Visual Receptor Sensitivity to Change**

Sensitivity	Criteria
High	Receptors where the changed view is of high value and/or where the receptor will experience an appreciable change to visual amenity by reason of the nature of activity and their expectations (receptors where the view is important to users will be considered to be of high sensitivity).
Medium	Receptors where the changed view is valued but not critical to amenity and/or the nature of the view is valued but not a primary consideration of the users (receptors where users are likely to spend time outside of participation in their activity looking at the view and users of workplaces with windows that take advantage of views).
Low	Receptors where the changed view is unimportant and/or users are not sensitive to change (receptors where users are unlikely to consider the views an important element of their activity will generally be assessed to be of low sensitivity).

Magnitude

14.2.22 As noted in GLVIA3, the magnitude of change that would be experienced by the identified visual receptor relates to the size or scale of change, its geographical extent, and the duration and reversibility of change. IAN 135/10 notes that the nature of change, distance, screening and the direction and focus of the view are also important considerations.

14.2.23 Magnitude of visual change was assessed on a scale of high, medium or low, in line with the criteria provided in Table 14.4.

**Table 14.4: Visual Receptor Magnitude**

Magnitude	Criteria
High	Where the proposed scheme or elements of it will dominate the view and fundamentally change its character and components over a large geographic area.
Medium	Where the proposed scheme or elements of it will be noticeable in the view, affecting its character and altering some of its components and features over a notable geographic area.
Low	Where the proposed scheme or elements of it will be only a minor part of the overall view, over a small geographic area, and likely to be missed by the casual observer and/or scarcely appreciated.

Impact Significance

14.2.24 The degree of significance of impacts on visual amenity has been determined through consideration of both the sensitivity of the visual receptors to changes in their views and the predicted magnitude of change as a result of the proposed scheme. Significance is defined as Negligible, Slight, Moderate or Substantial, in addition to being either adverse or beneficial as shown in Table 14.5. These criteria represent thresholds on a continuum and where appropriate the intermediate categories of Moderate/Substantial, Slight/Moderate and Negligible/Slight were also used in the assessment. Where an impact of Moderate significance or greater is identified, this is considered to be a significant impact in the context of this assessment.

**Table 14.5: Significance of Visual Impacts**

Significance	Criteria
Substantial	<ul style="list-style-type: none"> <li>Adverse: The proposed scheme would cause major deterioration to a view or loss of a view from a highly sensitive receptor, and/or would constitute a major discordant element in the view.</li> <li>Beneficial: The project would lead to a major improvement in a view from a highly sensitive receptor.</li> </ul>

Significance	Criteria
Moderate	<ul style="list-style-type: none"> <li>Adverse: The proposed scheme would cause obvious deterioration to a view from a moderately sensitive receptor, or perceptible damage to a view from a more sensitive receptor.</li> <li>Beneficial: The proposed scheme would cause obvious improvement to a view from a moderately sensitive receptor, or perceptible improvement to a view from a more sensitive receptor.</li> </ul>
Slight	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>No perceptible change in the view.</li> </ul>

### Limitations to the Assessment

- 14.2.25 The field assessment was undertaken mainly during the summer and autumn months with the trees generally in leaf, so professional judgment was required to anticipate the likely visibility of the proposed scheme in the winter months.
- 14.2.26 A number of visual receptor locations were not readily accessible, so it was necessary to estimate the likely visibility of the proposed scheme through walkover surveys of the surrounding areas assisted by use of ZTVs and web-based photography.
- 14.2.27 Construction impacts were assessed based on the probable scenario using professional judgement and experience, in addition to the constructability review undertaken by the engineering team. Limited information about the construction phase was available at the time of assessment, bearing in mind that the proposed scheme could be procured under a design-and-build type contract. The locations and details of construction compounds were not available during DMRB Stage 3 assessment as they would be subject to separate consents obtained by the contractors.
- 14.2.28 Proposed roadside signs over 3m high, as shown on Figures 14.3 and 14.4, have been included in the assessment. The locations of these signs are approximate only.

### 14.3 Baseline Conditions

- 14.3.1 As noted in IAN135/10 the assessments of landscape and visual effects are separate but linked procedures. The visual context and baseline description of the study area is therefore incorporated to a considerable extent in Chapter 13 (Landscape) and supporting Appendix A13.1 (Landscape Character Areas (LCAs)).

#### Visual Receptors

- 14.3.2 Visual receptor locations (places where individuals and/or groups of people have the potential to be affected by views of the proposed scheme) within the study area largely comprise residential properties within Pitlochry, together with smaller settlements and individual farmsteads along the route corridor. In addition to these built receptors, there are a number of outdoor receptors, including roads, the Highland Main Line railway, recreational walking and cycling routes and visitor attractions, which are frequently located at highly scenic locations.

**Photograph 14.1: Existing view over Pitlochry and River Tummel from Ben Vrackie looking south**



- 14.3.3 Ben Vrackie (the ‘Speckled Mountain’) is a key landmark towering above the Tummel Valley and Pitlochry and is locally designated as a Special Landscape Area (Photograph 14.2 and Figure 14.6). The summit can be accessed by several core paths on the southern and western slopes, and is popular with hill walkers.

**Photograph 14.2: The routes to the summit of Ben Vrackie (841m AOD) are highly scenic**



- 14.3.4 Following a desk-based assessment, a draft list of potential visual receptors within the study area was compiled. These were then visited on site in order to confirm or revise the list as necessary, record and photograph the existing baseline views and consider likely changes to them as a result of the proposed scheme. As a result, 59 built receptors and 37 outdoor receptors with potential to experience visual impacts were identified within the study area. The built receptor locations are shown on Figure 14.3 and listed in Appendix A14.1 (Built Receptor Assessment). Outdoor receptor locations and routes are shown on Figure 14.4 and listed in Appendix A14.2 (Outdoor Receptor Assessment).

#### Built Receptors

- 14.3.5 The study area encompasses a range of built receptors, most of which are residential and typically set within or on the edges of the town of Pitlochry. Additionally, there are a small number of outlying hamlets and scattered individual farmsteads spread across the study area. Settlement is generally located on lower hill slopes or on the valley floor of the River Tummel and the shores of Loch Faskally.



14.3.6 In addition to these permanent residential properties, the study area also includes Faskally Caravan Park, which is a large holiday park/camping facility located on the north bank of Loch Faskally, and Milton of Fonab Caravan Park, which is located to the south of Pitlochry on the southern bank of the River Tummel.

14.3.7 The location and nature of views from these built receptors are described below.

*Pitlochry*

14.3.8 Pitlochry (refer to Photograph 14.1) is a small town situated on the south-west facing slopes of the valley of the River Tummel (refer to Photograph 14.3). The town is a popular tourist destination dating back to the Victorian period and provides a range of facilities for residents and visitors alike. Both Pitlochry town centre and the majority of Moulin, the area to the north of Pitlochry, are designated as Conservation Areas to protect their character and historic integrity.

14.3.9 The A9 is located to the south of the town centre on the opposite bank of the River Tummel. From the main street and the majority of properties within Pitlochry, long-distance views towards the existing A9 are entirely restricted by the intervening buildings and vegetation. Atholl Palace Hotel (refer to Photograph 14.3), a historic hotel and a landmark on the skyline of Pitlochry, is one of the few properties where receptors experience uninterrupted views of the existing A9 including the existing Tummel Underbridge. (refer to Photograph 14.4). Other locations where receptors have clear views of the A9 and its traffic are Dundarach Hotel and Faganeoin Country House Hotel on the northern bank of River Tummel, and Croft of Baledmund located on the lower slopes of Ben Vrackie north of Pitlochry.

**Photograph 14.3: Existing view north from Mains of Dunfallandy of the existing A9 and Pitlochry, with the hills of Craigower (407m AOD) and Meall na h-Aodainn Moire (633m AOD) visible to the left and centre of the image respectively. Ben Vrackie (841m OAD) is visible to the right**



**Photograph 14.4: Existing view south-east from Atholl Palace Hotel terrace towards the Tummel Underbridge crossing lies just north of Pitlochry South Junction**



- 14.3.10 Users of the Green Park Hotel (Photograph 14.5 and Figure 14.9), which is accessed via the A924 Atholl Road at the western edge of Pitlochry, experience views to the west across Loch Faskally and to the existing A9 Clunie Underbridge and Clunie Footbridge. Kilbrannon Lodge and nos.2-4 Lagreach Brae are located to the south of Green Park Hotel and receptors there also experience relatively open views of the A9 Clunie Underbridge. At the Coach House and Tiriach located immediately to the north-west of Green Park Hotel and nos. 1-3 Lagreach Brae (refer to Photograph 14.6), and Moulin Gates Cottage located on elevated ground to the east of Green Park Hotel, open views are not experienced, but filtered views of the A9 Clunie Underbridge and associated traffic during winter when the trees are not in leaf are possible.
- 14.3.11 During the process of identifying visual receptors it was recognised that within Pitlochry there are other areas which could have partial visibility of the proposed scheme, but where the visual effects would be very limited due to factors such as the extended viewing distance and the presence of intervening buildings, vegetation and topography. As a result, it was judged that any visual effects from the proposed scheme at these properties would not be significant, and they were therefore not included within the detailed visual assessment.

**Photograph 14.5: Existing view east from Clunie Footbridge towards (from right) Kilbrannon Lodge, nos.2-4 Lagreach Brae, Green Park Hotel, The Coach House and Tiriach**

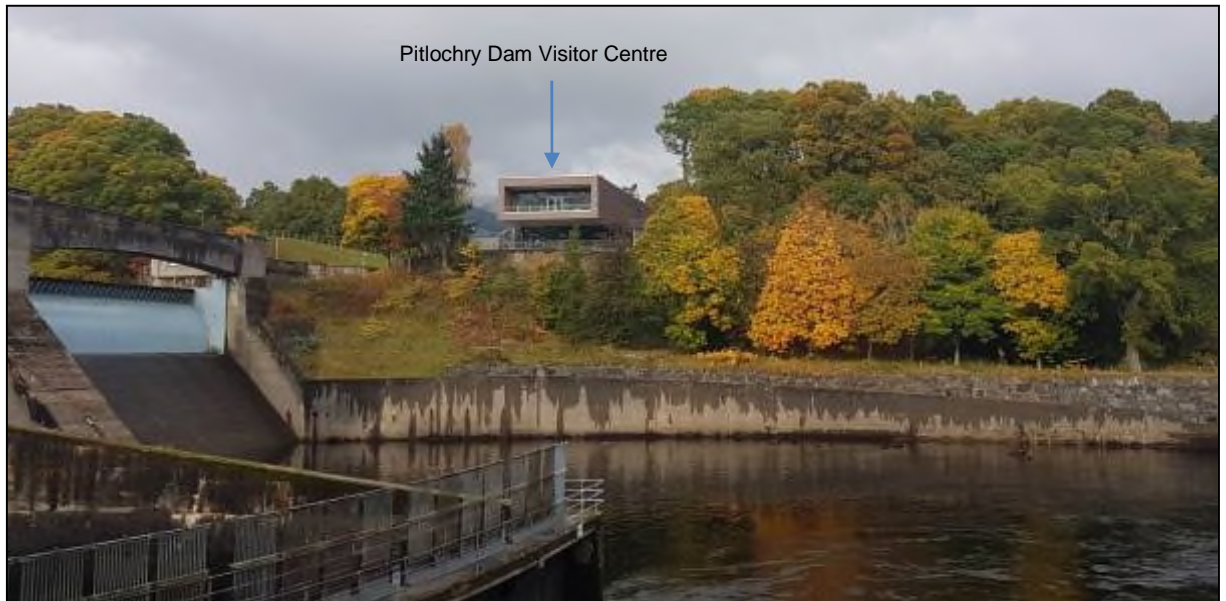


**Photograph 14.6: Existing view west from the corner of Lagreach Brae and Clunie Bridge Road towards A9 Clunie Underbridge**



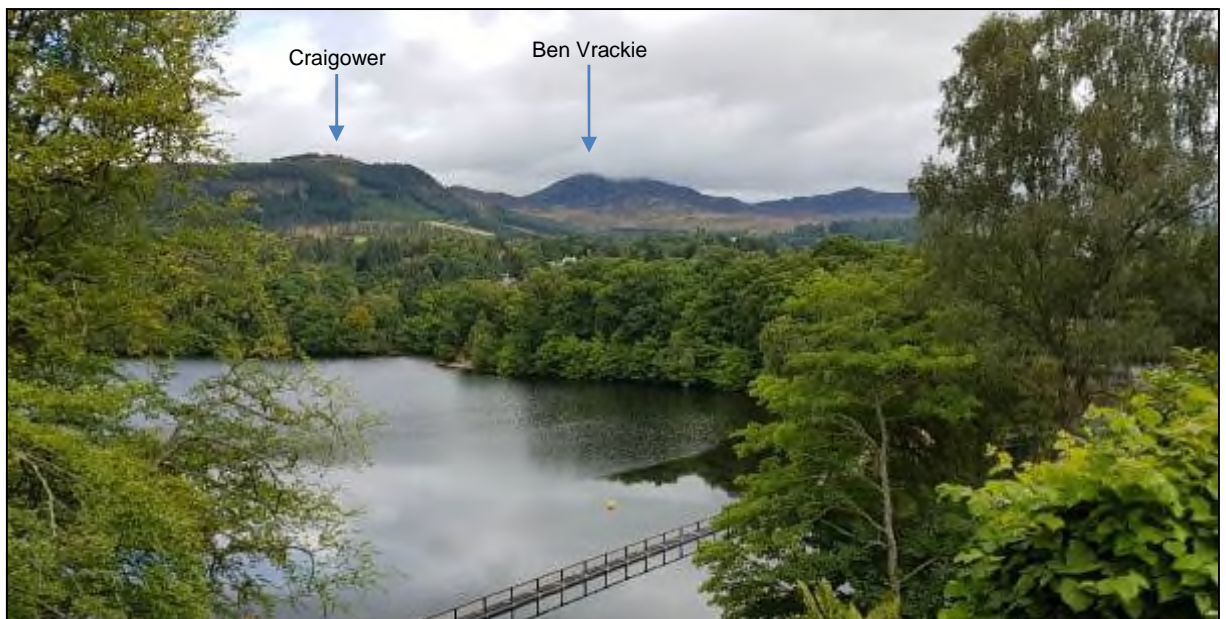
- 14.3.12 The Pitlochry Dam Visitor Centre (Photograph 14.7) to the west of Pitlochry Community Hospital and to the north of Pitlochry Power Station has been recently completed, and receptors are likely to experience views of the A9.

**Photograph 14.7: Existing view north from Core Path PLRY/30 along the Fish Ladder towards the dam and Pitlochry Dam Visitor Centre**



- 14.3.13 There are also several properties on the hill just east of Blair Athol Distillery (Broom Acre, Garlyn, Iona, Clifton, Tulach Ard and Whinrigg), from which open views can be gained of the existing A9 at a distance of approximately 700m.
- 14.3.14 A relatively small number of properties are located at the southern end of Pitlochry, between the River Tummel/Loch Faskally and the existing A9. Some receptors, including visitors to Pitlochry Festival Theatre, do not experience views of the existing A9 due to screening by the surrounding mixed woodland. Those that have views of the existing A9 include residents at nos. 1-2 Balmore Cottages, which are located on a narrow strip of land between the loch and the A9, and visitors to the Fonab Castle Hotel (Photograph 14.8), which experiences views of the A9 Clunie Underbridge. Residents at Easter and Wester Ballinluig of Dunfallandy, and people staying at Milton of Fonab Caravan Park, which is located along the eastern end of Foss Road, experience close range views of the existing A9.

**Photograph 14.8: Existing view north from Fonab Castle Hotel towards Pitlochry and Ben Vrackie**



- 14.3.15 There are other properties in Pitlochry from which glimpses of the proposed scheme may be experienced. However, due to the viewing distance, the intervening buildings and vegetation, and the presence of the existing A9 in views, any visual impacts on receptors would be limited and are unlikely to be significant.

*Croftinloan/Donavourd/East Haugh/Ballyoukan/Milton of Edradour*

- 14.3.16 Within this group of small settlements to the south-east of Pitlochry, there are individual properties located in proximity to the existing A9 north and east of River Tummel Crossing from which receptors experience views to the existing road corridor. These include Westhaugh of Dalshian, Middle Cottage, Dalshian Farmhouse, East Haugh Country House Hotel, Fuaran, Iona, Glenview and several properties clustered around Donavourd (Glentanner, Strathview and Sunflowers) and Milton of Edradour (Mains of Edradour Farm, Edradour House, Arvingerne, Willowside, Faire Mhor, Edradour Lodge and Colivoulin).

*Kinnaird*

- 14.3.17 Kinnaird is a village located to the north-east of Pitlochry. Residents at several properties that lie to the south of the A924 experience views of the existing A9 (refer to Photograph 14.9).

**Photograph 14.9: Existing view south-west from A924 in Kinnaird**



*Image from Google Street View captured Nov 2009 © 2017 Google*

*Faskally Caravan Park*

- 14.3.18 Faskally Caravan Park (refer to Photograph 14.10) is located on the north bank of Loch Faskally off the B8019, and provides a range of accommodation including chalets, touring caravans and camping facilities.
- 14.3.19 Views from the caravan park looking north-east across the existing A9 corridor extend to Craigower in the Tay Forest Park. The existing A9 and the Highland Main Line railway run parallel to the B8019 and are clearly visible from the caravan park, with the existing A9 located approximately 100m to the north-east.

**Photograph 14.10: Existing view of Faskally Caravan Park looking south from the entrance on the B8019**



*Tigh na Geat*

14.3.20 Tigh na Geat (Photograph 14.11) is a small hamlet located north-west of the Faskally Caravan Park on the B8019, located approximately 100m south-west of the existing A9. Residents of the properties here experience intermittent views of the existing A9 from rear gardens.

**Photograph 14.11: Existing view west from the existing A9 towards properties at Tigh na Geat**



*Image from Google Street View captured Nov 2009 © 2017 Google*

*Scattered Properties*

14.3.21 There are additional scattered groups of built receptors in the study area from which views to the existing A9 are experienced. These are presented in Table 14.6.

**Table 14.6: Scattered Properties**

Location	Property Name	Approximate Distance and Direction from Existing A9
Logierait Wood	<ul style="list-style-type: none"> <li>Mains of Killiechangie</li> <li>Ardmhor</li> </ul>	700m-750m west
Balgowan	<ul style="list-style-type: none"> <li>Milton of Pitgur</li> <li>Balgowan</li> </ul>	700m-1.1km east
Dunfallandy	<ul style="list-style-type: none"> <li>Tomdachoille</li> <li>Easter Dunfallandy House</li> <li>Easter Dunfallandy Cottage</li> <li>Whiteburn</li> <li>Dunfallandy Home Farm</li> <li>Dunfallandy Cottage</li> <li>Mains of Dunfallandy</li> </ul>	200m-700m south-west

Location	Property Name	Approximate Distance and Direction from Existing A9
Rob Roy Way	<ul style="list-style-type: none"> <li>• Middleton of Fonab (refer to Photograph 14.16)</li> <li>• Overton of Fonab</li> <li>• Netherton</li> <li>• Littleton of Fonab</li> <li>• Ballintuim</li> </ul>	150m-500m south
West side of Loch Faskally	<ul style="list-style-type: none"> <li>• Gate House Cottage</li> <li>• Tombane (refer to Photograph 14.12)</li> <li>• Balmore Sawmill</li> </ul>	40m-175m west
Wester Clunie	<ul style="list-style-type: none"> <li>• Wester Clunie</li> </ul>	550m west
Faskally	<ul style="list-style-type: none"> <li>• Faskally Cottage East and West</li> <li>• Kennels Cottage</li> </ul>	75m east 70m east

**Photograph 14.12: Existing view west from Scottish Youth Hostels Association (SYHA) hostel in Pitlochry across Loch Faskally towards the property at Tombane**



### Outdoor Receptors

#### *A924 Road Users*

- 14.3.22 The A924 runs from the existing A9 north of the Tummel Underbridge, through Pitlochry to the A9 junction north of the Clunie Underbridge. It also runs northwards from the town centre to Moulin and Kinnaird. In the south of the study area the A924 is flanked by the River Tummel to the west and the Highland Main Line railway to the east, with views to the A9 experienced through woodland and scattered trees adjacent to the river. From this stretch of the road, vehicles on the existing A9 are visible in filtered views, with the primary focus being on the river and the valley enclosed by hills covered in woodland.
- 14.3.23 The A924 runs through Pitlochry as Atholl Road, broadly parallel to the Highland Main Line railway. To the north-west of Pitlochry, it connects with the existing A9 and B8019 near Faskally Wood to the north of the Clunie Underbridge. Due to the existing vegetation and built form within Pitlochry, views to the existing A9 from the A924 are predominantly screened. The exceptions are short-distance views obtained by northbound travellers to the existing A9 near Faskally Wood from north-west of Pitlochry,

and views for southbound travellers of the River Tummel crossing and its approach embankments from south-east of Pitlochry.

- 14.3.24 Intermittent long-distance views of the A9 are also obtained across the Tummel valley to the road below from the section of the A924 that runs to the north of Pitlochry near Wester Kinnaird (refer to Photograph 14.13).

**Photograph 14.13: Existing view south across the Tummel Valley from the A924 layby near Wester Kinnaird**



*B8019 Road Users*

- 14.3.25 The B8019 runs broadly parallel to the existing A9 and follows the historic path of General Wade's Military Road. The A924 becomes the B8019 after it passes below the existing A9 on the north shore of Loch Faskally (heading north-west), and extends north to Garry Bridge, where it crosses the River Garry and heads west toward Loch Tummel. At its nearest point the B8019 lies within a distance of approximately 100m of the existing A9.
- 14.3.26 The existing A9 is clearly visible where the A924 becomes the B8019. Shortly after the junction between the B8019 and the A9 northbound carriageway, a narrow strip of mixed birch and coniferous roadside tree planting between the B8019 and the A9 screens views of the main road. As this strip of tree planting widens, heading north-west on the B8019, the A9 disappears from sight entirely, only becoming visible again at Faskally Home Farm and Faskally Caravan Park. Here the B8019, the Highland Main Line railway and the A9 pass beside an open stretch of pasture approximately 1km in length. The properties at Tigh na Geat screen views to the existing A9 for approximately 0.5km before the B8019 turns west across the Garry Bridge (refer to Photograph 14.14).



**Photograph 14.14: Existing view from the B8019 Garry Bridge looking south – the existing A9 is entirely screened by the mixed woodland**



*General Wade's Military Road – Road Users*

- 14.3.27 General Wade's Military Road runs broadly parallel to the existing A9 to the south and north of Pitlochry. The southern section runs between the existing A9 at Fuaran and the A924 north of the Tummel crossing, and the A9 is clearly visible on embankment across the River Tummel valley floor (refer to Photograph 14.15). The views to the existing A9 from the section of General Wade's Military Road north of Pitlochry are screened by both intervening woodland and the embanked Highland Main Line railway.

**Photograph 14.15: Existing view south-west from General Wade's Military Road at Easthaugh of Dalshian towards the existing A9 and Dunfallandy Hill**



- 14.3.28 The northern section of General Wade's Military Road is the B8019 road and the route of NCR7. Descriptions of the B-road and cycle route are provided above and below respectively.

*Road Users on Minor Road from Ballinluig to Ballyoukan via Mains of Pincastle*

- 14.3.29 An unnamed road runs parallel to the existing A9 but on elevated ground, with spectacular views of the Tummel valley interrupted by scattered farmsteads and woodland.

*Rail Users*

- 14.3.30 The Highland Main Line railway runs parallel along the northbound side of the existing A9 south of the Tummel crossing, with travellers experiencing open views looking west across the strath. The railway passes below the existing A9 via a tunnel at Pitlochry South Junction and re-emerges, revealing open views west towards the River Tummel and the existing A9 Tummel crossing. Continuing northbound, there are further views of the River Tummel and neighbouring fields to the west before views become screened on both sides by Black Spout Wood at the south-east of Pitlochry.

- 14.3.31 The Highland Main Line railway follows a similar route to the A924 Atholl Road in Pitlochry, passing below the A924 at Dysart Brae before running along the north side of the existing A9, heading north-west with travellers experiencing intermittent views of the existing A9. At Tigh na Beithe the railway line passes below the existing A9 via a tunnel, and emerges on the south-west side where it continues to head north-west alongside the B8019. A second tunnel at Garry Bridge allows the railway line to pass under the B8019. From this point north to Killiecrankie, the railway line follows the B8079 along the east bank of the River Garry. There is one railway station within the study area, located in Pitlochry.
- 14.3.32 To the south of Killiecrankie, the railway passes through woodland and a tunnel before emerging out of cutting and running alongside the River Garry. Where views are obtained through the riverside woodland, the focus is on the river and surrounding hills. Heading further south, the railway line passes underneath the Bridge of Garry, then under the B8019 via a short tunnel. Upon emerging from this tunnel, views become more open, with Tigh na Geat and Faskally Caravan Park sited immediately to the west and the existing A9 immediately to the east, and open pasture lying beyond. For a distance of approximately 1km, the existing A9 is in full view to the side of the railway track, running a parallel course 50m away. From the south-east end of Faskally Caravan Park to Pitlochry, views experienced by rail users are limited by enclosing woodland.

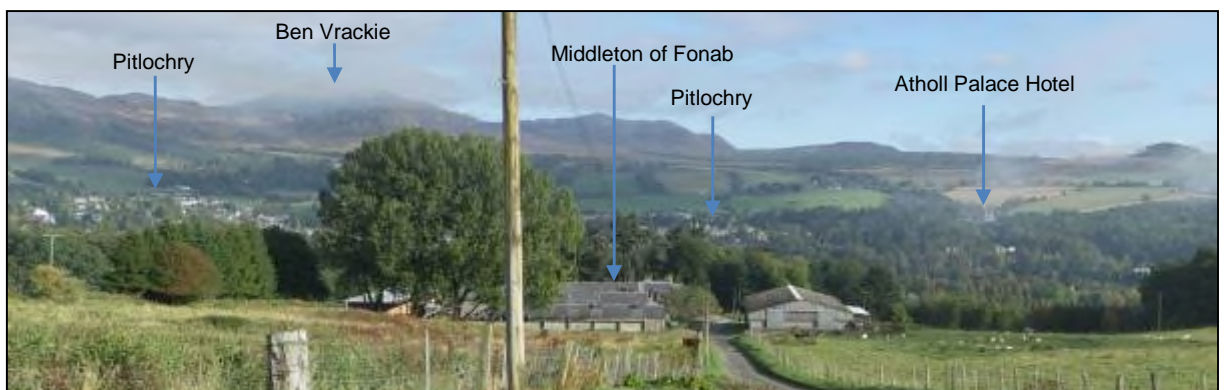
*Cyclists on Designated Routes*

- 14.3.33 Two National Cycle Network Routes (NCRs) run through the study area along the same route – NCR7 (Lochs and Glens North), and NCR77 (also known as the Salmon Run). Both cycle routes follow the route of the B8019 and then the A924 to Pitlochry. The NCR7 then continues on the B8079 from the north shore of Loch Faskally to Killiecrankie. Additional information on NCR7/NCR 77 is provided in Chapter 9 (People and Communities – All Travellers).
- 14.3.34 The views experienced by cyclists on NCR7/NCR77 are similar in nature to the views experienced by motorists on the corresponding sections of the B8019 and Foss Road.

*Walkers on Designated Routes*

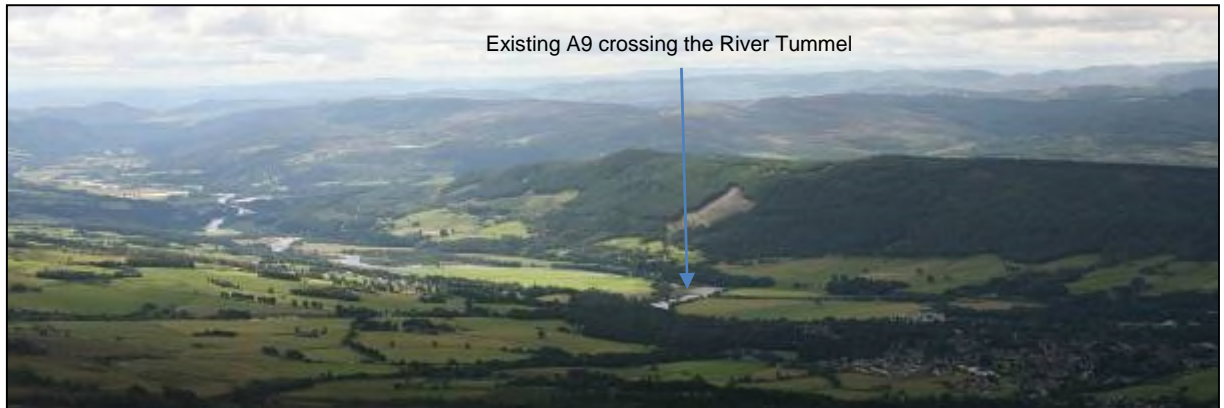
- 14.3.35 The Rob Roy Way is a long-distance route that follows tracks and paths reputedly used by Rob Roy MacGregor, starting in Drymen and finishing at Pitlochry (refer to Photograph 14.16). Walkers on the route experience views of the existing A9 from the route's descent towards Pitlochry. Additional information on the Rob Roy Way is provided in Chapter 9 (People and Communities – All Travellers).

**Photograph 14.16: Existing view looking north towards Pitlochry and Ben Vrackie from Rob Roy Way, with the existing A9 screened from view by woodland and topography**



- 14.3.36 The study area includes a number of core paths identified by PKC, such as those located on the south-west facing slopes of Craigower in the Tay Forest Park. Both the summit of Craigower Hill and these core paths offer views (on descent) to the existing A9. The summit of Ben Vrackie (Photograph 14.17) and the core paths located on the south-east facing slopes also offer views (on descent) to the existing A9.

**Photograph 14.17: Existing view looking south towards Pitlochry and the existing A9 from the summit of Ben Vrackie**



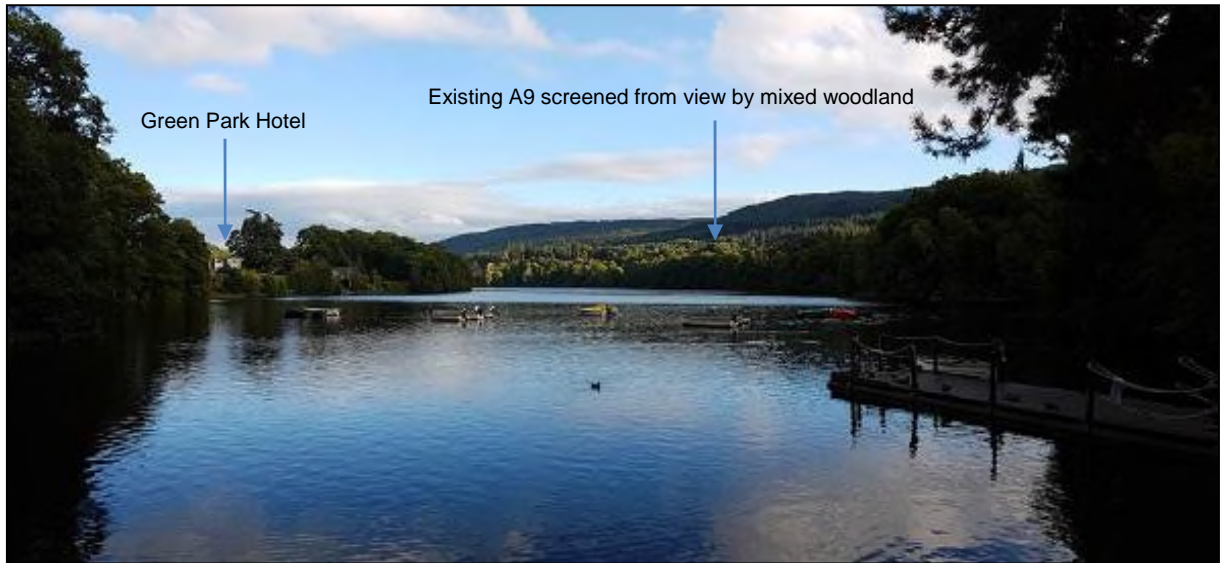
*Walkers on Local, Non-designated Paths*

- 14.3.37 A large number of local paths are present in the study area on either side of the Tummel Valley; however, they are largely forest tracks where walkers have little to no views of the existing A9.
- 14.3.38 Other footpaths where walkers may be visual receptors include those within Forestry Commission woodland found on Dunmore Hill, on the northern shore of Loch Faskally, and on the north-east facing slopes of Clunie Wood and Carra Beag. Additional information on paths within the study area is provided in Chapter 9 (People and Communities – All Travellers).

*Recreational Receptors*

- 14.3.39 The study area includes a range of visitor attractions where the setting and visual amenity experienced are an aspect of the visit. Key visitor attractions with potential views of the existing A9 include:
- Pitlochry Dam Visitor Centre and Fish Ladder;
  - Explorers Garden next to Pitlochry Festival Theatre;
  - Dunfallandy Stone;
  - Tay Forest Park (including Craigower viewpoint);
  - Faskally Wood (including the Enchanted Forest seasonal sound and light show);
  - Loch Faskally (including the Clunie Footbridge, boating station (refer to Photograph 14.18) and picnic areas); and
  - Pitlochry Golf Course.

**Photograph 14.18: Existing view south from Pitlochry Boating Station across Loch Faskally**



- 14.3.40 Although the Tummel Shingle Island Nature Reserve is located within the study area, the proposed scheme is unlikely to discernibly change the views experienced by visitors to it, due to the nature reserve's lower-lying elevation and separation from the proposed scheme.
- 14.3.41 Loch Faskally is a manmade reservoir, fed by the rivers Tummel and Garry, with paths and popular attractions along its shores, enabling views across and along the loch, enclosed by woodland and steep-sided hill slopes. The visitor attractions located along the loch include Pitlochry Power Station Dam and Fish Ladder, and Pitlochry Boating Station. There are a number of linked core paths around the loch.
- 14.3.42 The Enchanted Forest (refer to Photograph 14.19) is an annual outdoor lighting show taking place in Faskally Wood in the autumn. Views of the existing A9 are not experienced by visitors due to its location within mature woodland and the fact that the show starts after sunset, although glimpses of headlights may be available.

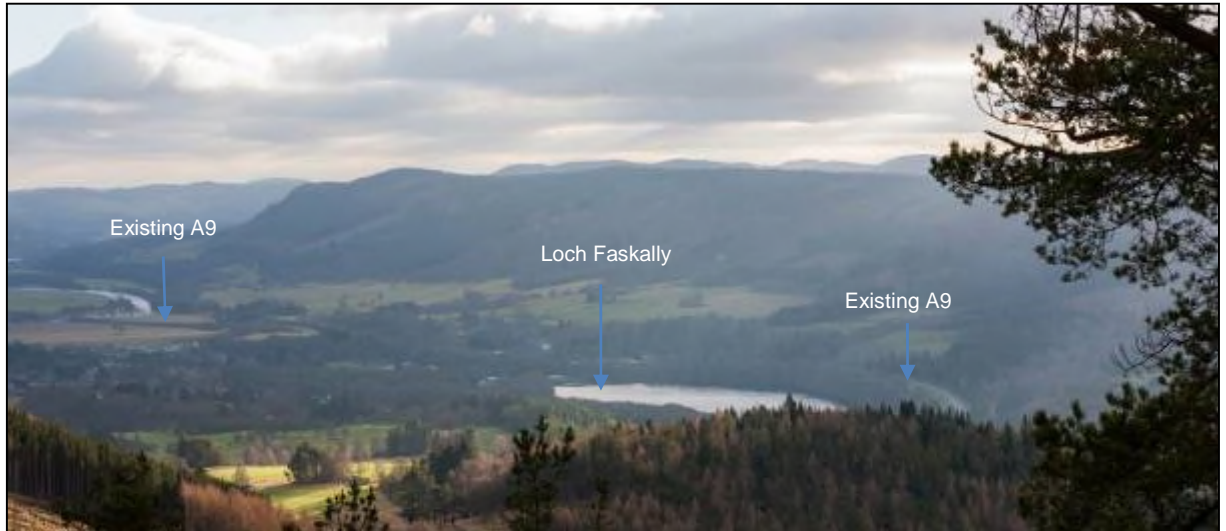
**Photograph 14.19: Enchanted Forest is a popular sound and light show which takes place in Faskally Wood every autumn**



- 14.3.43 To the north of Faskally Wood, Craigower viewpoint in the Tay Forest Park provides a view south towards Loch Faskally and the existing A9 (refer to Photograph 14.20). The Tay Forest Park extends either side of the existing A9 and includes Faskally Wood (south of Faskally Caravan Park). Faskally Wood adjoins the Forestry Commission School at Craiglunie, which is currently used to train foresters,

as well as being a popular recreational destination with sign-posted paths. Dunmore Hill and Loch Dunmore and the surrounding wood form the backdrop to the Enchanted Forest autumn light display.

**Photograph 14.20: Existing view looking south towards Loch Faskally and the existing A9 from Craigower Hill viewpoint**



- 14.3.44 Pitlochry Golf Course is located on the south-east facing slopes at the foot of Craigower to the north-west of Pitlochry (refer to Photograph 14.21). Black Spout Wood is located to the east of Atholl Palace Hotel but does not experience views of the existing A9. Views from the playing fields on the northern bank of River Tummel towards the existing A9 are screened by mature riparian vegetation.

**Photograph 14.21: Existing view looking south-east from the top of Pitlochry Golf Course towards the existing A9**



## **14.4 Potential Impacts**

- 14.4.1 This section provides a brief summary of the potential visual impacts that could occur during construction and operation in the absence of mitigation. Mitigation of visual impacts would predominantly be achieved through refinement of the horizontal and vertical alignment, earthworks and landscaping measures, which are incorporated into the design as assessed and reported in this ES and described in detail in Chapter 4 (Iterative Design Development) and Chapter 5 (The Proposed Scheme). The proposed online widening between ch0 and ch4400 and between ch5900 and ch6500 limits the potential visual impact of the proposed scheme to some extent by following the alignment of the existing A9 between these chainages. The key mitigation measures such as road alignment, limiting the extent of the cutting slopes and loss of woodland that provides screening, and the design of the bridge structures are all embedded

in the design. It is therefore not practicable to undertake an assessment of the potential visual impacts of the construction and the operational scheme in the absence of these aspects of mitigation.

### **Construction**

- 14.4.2 The following activities typically associated with the construction of road schemes generally cause temporary visual impacts on receptors:
- removal of vegetation near Pitlochry as well as rural and scattered properties and outdoor receptors (including NMU routes) along the A9 corridor;
  - 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 site compound areas including site accommodation and parking;
  - temporary soil-storage heaps and stockpiles of construction materials;
  - lighting associated with night-time working and site accommodation;
  - traffic congestion and queuing during work to tie new road with existing road;
  - temporary works associated with bridge construction operations; and
  - traffic management measures.
- 14.4.3 Potential impacts on visual amenity during construction are likely to result from the construction of the two new bridges across Loch Faskally and the River Tummel, and the grade-separated junctions at Pitlochry South and Pitlochry North with their associated roundabout, bridges and large-scale earthworks. At Pitlochry North the removal of woodland and creation of earthworks associated with the new junction construction would open up views. Significant cutting and earthworks would be required on the lower slopes of Craigower and Creag na Ciche, and these also have potential to be visible from the surrounding area (Figure 14.8).
- 14.4.4 A number of other structures, such as rail underbridges, overbridges and underpasses, culverts and retaining walls, would also be constructed in phases, taking between less than a month and up to approximately 24 months to be completed, depending on the structure, with the average time per structure estimated between approximately 6 and 12 months. The total time period for construction of the proposed scheme is estimated to be approximately 37 months.
- 14.4.5 Drainage (SuDS) features would also be required to provide a level of treatment for any surface water runoff during the construction of the proposed scheme. It is anticipated that construction SuDS features would be in similar locations to those associated with the operation of the proposed scheme, as shown on Figure 13.5.
- 14.4.6 Visual impacts on built and outdoor receptors are detailed in Appendix A14.1 (Built Receptor Assessment) and Appendix A14.2 (Outdoor Receptor Assessment) respectively. All impacts during construction would be temporary and adverse. The significant visual impacts (Moderate or greater) are summarised in Table 14.6. Mitigation measures including programming works to minimise disruption, careful selection of plant and machinery, limiting night-time working and encouraging appropriate siting of plant and material storage areas to minimise their visual impact were taken into account in the assessment.

## **Operation**

- 14.4.7 Potential impacts on visual amenity during operation are described below for the proposed scheme. All impacts are considered adverse unless otherwise stated. The majority of impacts would be caused as a result of one or more of the following:
- Increased visibility of traffic due to changes in horizontal and/or vertical road alignment.
  - Loss of screening vegetation for residential properties at Easter Ballinluig of Dunfallandy, Littleton of Fonab, Balmore Cottages and Faskally Cottages along the A9 corridor, opening up views of traffic (including headlights at night) and the proposed scheme.
  - Changed appearance of the landform along the road corridor as a result of large-scale earthworks and/or rock cuttings on the hillside and the potential requirement for reinforced slopes and/or retaining structures within the rural landscape.
  - Increased extents of visible road infrastructure including the widened mainline, realigned side roads and local access and NMU track diversions.
  - Introduction of additional bridge structures over watercourses, including the Clunie Underbridge over Loch Faskally (ch4200) and the bowstring arch Tummel Underbridge (ch900).
  - Introduction of retaining structures, including Clunie-Foss retaining wall.
  - Introduction of a grade-separated junction including retaining structures, and underbridges at Rob Roy Way/Explorers Garden (ch2500), Faskally Cottages (ch4700) and to the west of Creag na Ciche (ch5400).
  - Introduction of SuDS features along the route.
  - Introduction of mammal fencing along the route.
  - Introduction of noise barriers.
  - Introduction of road lighting at Pitlochry North Junction and on the approaches to Rob Roy Way underpass.
  - Alteration of vegetation patterns as a result of tree loss and stripping of groundcover vegetation and topsoil, followed by reinstatement and new planting.
- 14.4.8 Visual impacts on the built receptors are detailed in Appendix A14.1 (Built Receptor Assessment) and outdoor receptors in Appendix A14.2 (Outdoor Receptor Assessment). The significant visual impacts (Moderate or greater) are summarised in this chapter in Table 14.8. Mitigation measures incorporated within the design of the proposed scheme, including planting and grading of cutting and embankment slopes to shallower gradients to improve integration with the surrounding landform, are taken into account in the assessment.

## **14.5 Mitigation**

### **Embedded Mitigation**

- 14.5.1 The alignment of the proposed scheme has been developed through an iterative design process (initiated as part of the DMRB Stage 2 assessment), involving both engineering and environmental specialists. The process has comprised three design iterations, each of which has been informed and reviewed by landscape specialists in order to reduce potential landscape and visual impacts and integrate the road with the surrounding landscape. These inputs have influenced the following embedded mitigation measures:
- the route alignment;
  - the form and extents of earthworks along the length of the route, including those associated with junctions; and
  - the location and form of SuDS features.

- 14.5.2 These measures have been adopted in order to avoid or reduce potential impacts on sensitive visual receptors such as residential properties and scenic recreational areas and routes.
- 14.5.3 Further details of embedded mitigation are provided in Chapter 4 (Iterative Design Development). Further details of the alternative options considered at DMRB Stage 2 are provided in Chapter 3 (Alternatives Considered).

#### **Standard and Project-specific Mitigation**

- 14.5.4 As explained above, much of the mitigation of visual impacts is embedded in the design of the proposed scheme. However, landscape mitigation proposals were also developed to further reduce visual impacts. These include grading out and rounding at the top and bottom of embankment and cutting slopes to blend them into existing landforms and new planting to screen the proposed scheme and help integrate it with the surrounding landscape. The landscape design also considered opportunities to maintain or enhance open views. The effectiveness of the new planting is expected to increase over time as vegetation matures.
- 14.5.5 Details of the visual mitigation measures for both construction and operational phases are as per the landscape mitigation set out in Section 13.5 of Chapter 13 (Landscape) and illustrated on Figure 13.5, and are not replicated here but also include mitigation of lighting which is discussed below. These measures have been informed by the Design Forum which was set up in order to help ensure a consistency of approach that would reinforce the overall identity of the A9 between Perth and Inverness. Specialist aesthetic advice informed the design of elements of the proposed scheme, such as rock cuttings, bridges, retaining walls, SuDS and planting, providing details of how specific mitigation measures, including those to reduce visual impacts, are to be implemented.
- 14.5.6 Details of the mitigation measures that would help to reduce visual impacts at specific receptor locations are provided in Section 14.6 and in Appendices A14.1 and A14.2. The effects of proposed planting in mitigating impacts over time are described in Section 14.6.

#### Lighting

- 14.5.7 The introduction of artificial lighting from road lighting and other fixtures may create or contribute to light pollution in the form of sky glow, glare and/or light trespass/spill. It is therefore beneficial to minimise these potential adverse effects on landscape character and protect views of dark skies in rural areas.
- 14.5.8 Where lighting is essential, it has been incorporated into the design of the proposed scheme such that the effect on the night sky is minimised. The proposed scheme would avoid excessive, unnecessary and obtrusive lighting through the appropriate selection, location and arrangement of lighting elements to achieve the necessary safety standards of useful light, while minimising intrusiveness in the form of spillage, glare and reflection.
- 14.5.9 Road lighting is proposed at the roundabout on the southbound side of Pitlochry North Junction and its approaches, the approaches to Rob Roy Way underpass and part of the Middleton of Fonab Cottages access track. No other operational lighting is proposed.
- 14.5.10 To limit light pollution from the proposed street lights, Light Emitting Diodes (LEDs) or similar which can be dynamically controlled according to traffic flows would be utilised on the proposed scheme. This form of lighting, known as Full Cut Off lighting, directs light of appropriate strength where it is needed and controls the unwanted dispersion of obtrusive artificial light by eliminating the emission of light upwards. This choice of luminaire also enables maximum spacing between lighting columns and ensures that the minimum amount of lighting is used, without compromising safety (**Mitigation Item P04-LV21**).
- 14.5.11 Special attention would be given to minimising the landscape and visual impacts of the lighting columns and fixings and to prevent unnecessary glare or light spill. LEDs or similar providing a directional light source with minimal light spillage shall be used and consideration shall be given to use of low height flat beam lighting fixtures (**Mitigation Item P04-LV21**).
- 14.5.12 Consideration has also been given to meeting light mitigation requirements by installing passive lighting in the form of reflective road markings and signage wherever possible (**Mitigation Item P04-LV21**).



## **14.6 Residual Impacts**

- 14.6.1 Residual significant impacts that would remain once the described mitigation measures have been implemented are described below.
- 14.6.2 For details of numerical references for built receptors, see Figure 14.3 and Appendix A14.1 (Built Receptor Assessment). For outdoor receptors, see Figure 14.4 and Appendix 14.2 (Outdoor Receptor Assessment), and for additional details of all NMUs including local paths see Table 9.11 in Chapter 9 (People and Communities – All Travellers).

### **Construction**

- 14.6.3 The DMRB Stage 3 visual assessment has identified a number of likely impacts on built and outdoor receptors associated with the construction of the proposed scheme, as listed in Appendix A14.1 (Built Receptor Assessment) and A14.2 (Outdoor Receptor Assessment) respectively. All of these impacts would be temporary and adverse. Significant residual impacts that would be experienced by receptors at these locations are summarised below.

#### Built Receptors

- 14.6.4 **Substantial** impacts are predicted during construction at the properties at Westhaugh of Dalshian (Grianach House, Stiomrabhagh, The Bungalow and Acorn Bank Cottage) (receptor 10), as a result of Pitlochry South Junction construction activities taking place in close proximity to the location of these receptors.
- 14.6.5 Impacts are predicted to be **Substantial** at Mains of Dunfallandy and Dunfallandy Cottage (receptor 14) and at Dunfallandy Home Farm (receptor 15) as a result of the proposed new Tummel Underbridge and earthwork construction activities taking place in close proximity to these receptor locations.
- 14.6.6 Littleton of Fonab (receptor 17) and Easter Ballinluig of Dunfallandy (receptor 18) are predicted to experience **Substantial** impacts during construction of the proposed scheme, as a result of open views of earthworks construction activities taking place in close proximity to these receptor locations. Receptors at Littleton of Fonab would also have the additional impact of construction activities associated with the proposed new access track.
- 14.6.7 At 1-2 Balmore Cottages (receptor 32) and Faskally Cottages (receptor 46), receptors are predicted to experience **Substantial** impacts as a result of gaining open views of construction activities taking place in close proximity to both of these locations.
- 14.6.8 Receptors at Pitlochry Boating Station (receptor 45) are predicted to experience **Substantial** impacts during construction of the proposed scheme, as a result of the proposed new Clunie Underbridge and associated large-scale earthworks construction activities and the removal of existing woodland screening taking place in close proximity to this location.
- 14.6.9 Five built receptors (receptor numbers 19, 41, 42, 44 and 50) are predicted to experience **Moderate/Substantial** impacts and eleven built receptors (receptor numbers 4, 7, 8, 9, 21, 28, 31, 47, 48, 51 and 52) are predicted to experience **Moderate** impacts during construction of the proposed scheme.
- 14.6.10 Further information is provided in Table 1 of Appendix A14.1 (Built Receptor Assessment).

#### Outdoor Receptors

- 14.6.11 **Substantial** impacts are predicted during construction at Dunfallandy Stone Cross Slab (receptor O8), as a result of earthworks associated with the widening of the mainline and the proposed SuDS feature in close proximity to this receptor.
- 14.6.12 Impacts are predicted to be **Substantial** during construction at the local path between Foss Road and Core Path PLRY/30 along the A9 (receptor O13), due to the proposed widening of the mainline and the

resultant realignment of the core path. **Substantial** impacts are also predicted to be experienced at Core Path PLRY/30, Killiecrankie Path: Port-na-Craig to Foss Road (receptor O14), a section of which currently runs alongside the A9 and would be realigned as part of the proposed scheme.

- 14.6.13 **Substantial** impacts are predicted during construction at Core Path PLRY/106 (receptor O29), Clunie Footbridge/Core Path PLRY/111 (receptor O30), Core Path PLRY/19 (receptor O31), and at Pitlochry Boating Station (receptor O36) and from Loch Faskally (receptor O37), as a result of the proposed mainline widening and associated retaining wall construction along Foss Road, the proposed new Clunie Underbridge structure crossing Loch Faskally, and associated large-scale earthworks to the immediate north of the crossing.
- 14.6.14 The local path between A924 at Faskally Cottages and forest tracks below Craigower (receptor O27) and the Highland Main Line railway – Ballinluig to Pitlochry (receptor O1B) are predicted to experience **Substantial** impacts during construction of the proposed scheme. These impacts would be as a result of the proposed extensive earthworks associated with the proposed Pitlochry North Junction.
- 14.6.15 Three outdoor receptors (receptors O3A, O3B and O15) are predicted to experience **Moderate/Substantial** impacts and a further three outdoor receptors (receptors O4, O5 and O10) are predicted to experience **Moderate** impacts during construction of the proposed scheme.
- 14.6.16 Further information is provided in Table 1 of Appendix A14.2 (Outdoor Receptor Assessment).

### **Operation**

- 14.6.17 Visualisations from selected viewpoint locations are shown on Figures 14.6 to 14.10 and the locations of the viewpoints are shown on Figure 14.5. The visualisations are intended to be illustrative of the nature of the changes to views resulting from the proposed scheme; they have not been used as a tool in the assessment of impact significance, nor are they intended to focus only on significant impacts. The viewpoints selected are all publicly accessible outdoor locations. Views from private properties were not included. Visualisations were prepared for the following locations:
- Viewpoint 1 (Figure 14.6): Existing View from Summit of Ben Vrackie looking south towards Pitlochry and Dunfallandy Hill;
  - Viewpoint 2 (Figure 14.7): Existing View from Minor road near Mains of Dunfallandy /NCR7 looking north towards Ben Vrackie;
  - Viewpoint 3 (Figure 14.8): Existing View from Minor road above Clunie Power Station looking east towards Craigower;
  - Viewpoint 4 (Figure 14.9): Existing View from Green Park Hotel looking west towards Clunie Bridge; and
  - Viewpoint 5 (Figure 14.10): Existing View from Local path near Middlehaugh of Dalshian looking north-west towards Tummel Crossing.

### Built Receptors

#### *General*

- 14.6.18 The following section provides a summary of the detailed visual impact assessment presented in Appendix A14.1 (Built Receptor Assessment) for built receptors and highlights those locations that are likely to experience significant (Moderate and above) impacts post-mitigation.

*Scattered Properties around Dunfallandy (approx. ch0 to ch1800) (Figure 14.3a).*

- 14.6.19 Impacts for receptors around Dunfallandy (Photograph 14.22 and Figure 14.7) would range from Substantial to Slight, depending on their location and the screening by existing landscape elements.

**Photograph 14.22: Existing view from local road at Mains of Dunfallandy looking north towards the existing A9, Atholl Palace Hotel and Ben Vrackie**



- 14.6.20 Impacts would be greatest (**Substantial**) during the winter of the year of opening at Mains of Dunfallandy and Dunfallandy Cottage (receptor 14) as a result of the introduction of the proposed new bow-string arch Tummel Underbridge, the proposed northbound widening, the introduction of a proposed layby, plus associated embankments, the introduction of a proposed SuDS feature, and proposed mammal fencing in close proximity to this receptor. However, these impacts are likely to reduce to **Moderate** by the summer after 15 years following the establishment of species-rich grassland to improve the visual integration of the proposed embankments (**Mitigation Item P04-LV19**), intermittent scrub planting to assist screening traffic in views (**Mitigation Item P04-LV16**) and riparian woodland planting to frame the proposed SuDS feature (**Mitigation Items P04-LV14 and P04-LV9**) and integrate with the adjoining woodland. Dunfallandy Home Farm (receptor 15) would experience **Moderate/Substantial** impacts during the winter of the year of opening and Tomdachoille (receptor 4) would experience **Moderate** impacts during the winter of the year of opening as a result of the proposed new Tummel Underbridge bow-string arch (Artist's Impression 14.1), the proposed northbound widening and associated embankments, introduction of a proposed SuDS feature, and the revised junction with associated earthworks to the south of Pitlochry. These impacts would reduce to **Moderate** and Slight respectively in the summer after 15 years following the establishment of species-rich grassland (**Mitigation Item P04-LV19**) and intermittent scrub planting (**Mitigation Item P04-LV16**) on the proposed embankments, riparian woodland adjacent to the proposed SuDS feature (**Mitigation Items P04-LV9 and P04-LV14**) and mixed woodland mitigation planting (**Mitigation Items P04-LV15 and P04-LV16**) at the Pitlochry South Junction.

**Artist's Impression 14.1: View of proposed Tummel Underbridge from the local road at Mains of Dunfallandy looking north-east**



- 14.6.21 The impacts would also be **Substantial** during the winter of the year of opening at Easter Ballinluig of Dunfallandy (receptor 18), as a result of the proposed mainline widening and associated embankments, the increased visibility of traffic (due to the elevated vertical alignment of the mainline) and proposed mammal fencing immediately to the south of this property. However, impacts are likely to reduce to **Moderate** in the summer 15 years after opening following the establishment of mixed woodland mitigation planting (**Mitigation Items P04-LV16 and P04-LV19**). Neighbouring receptor Wester Ballinluig of Dunfallandy (receptor 19) would experience **Moderate** impacts during the winter of the year of opening, as a result of the proposed mainline widening and associated embankments and proposed mammal fencing at this same location, and as a result of the proposed new Tummel Underbridge. The impacts are likely to reduce to Slight/Moderate in the summer 15 years after opening following the establishment of mixed woodland mitigation planting (**Mitigation Items P04-LV15, P04-LV16 and P04-LV19**).

*Scattered Properties around Rob Roy Way (approx. ch1800 to ch2300) (Figure 14.3a)*

- 14.6.22 Impacts would be greatest (**Substantial**) during the winter of the year of opening at Littleton of Fonab (receptor 17) as a result of the proposed northbound widening, the associated cutting and loss of mature woodland screening, and the introduction of a new access track for the property and associated cuttings at the front. This impact is likely to reduce to **Moderate** by the summer after 15 years, following the establishment of mixed woodland mitigation planting (**Mitigation Items P04-LV16 and P04-LV18**).
- 14.6.23 Milton of Fonab (receptor 21) would experience **Moderate** impacts during the winter of the year of opening, as a result of views to the proposed new Tummel Underbridge bow-string arch structure, and gaining open views of the proposed new embankments and proposed mammal fencing along the southbound side of the widened mainline. This impact is likely to reduce to Slight in the summer 15 years after opening and following the establishment of species-rich grassland on the proposed new embankments (**Mitigation Items P04-LV8, P04-LV12, P04-LV13, P04-LV14, P04-LV16, P04-LV18 and P04-LV19**).

*Scattered Properties to the west of Loch Faskally (approx. ch3500 to ch4300) (Figure 14.3b)*

- 14.6.24 1-2 Balmore Cottages (receptor 32) would experience **Substantial** impacts during the winter of the year of opening. This would be due to the proposed widening of the mainline along the southbound side of the existing road corridor, the introduction of two Advanced Direction Signs (ADS) (approx. ch3630 and approx. ch3795), proposed mammal fencing, the introduction of the diverted section of Foss Road plus associated earthworks, the associated junction with the southbound carriageway to the south of the property, and the resultant loss of existing roadside woodland. This is likely to reduce to

**Moderate/Substantial** by the summer after 15 years following the establishment of replacement mixed woodland planting and a proposed hedgerow between the widened mainline and the side road (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV16, P04-LV18 and P04-LV19**).

*Pitlochry (approx. ch2300 to ch3500) (Figure 14.3b)*

14.6.25 Dundarach Hotel (receptor 28) would experience **Moderate** impacts during the winter of the year of opening due to the introduction of proposed new embankments along the southbound side of the widened mainline, and the new bow-string arch Tummel Underbridge. This is likely to reduce to Slight by the summer after 15 years, following the establishment of species-rich grassland and mixed woodland mitigation planting on the proposed embankments (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV18 and P04-LV19**).

14.6.26 Fonab Castle Hotel (receptor 31) would experience **Moderate** impacts during the winter of the year of opening, due to the proposed southbound widening of mainline, the introduction of the VMS sign (approx. ch2970), the revised Foss Road Junction, plus the introduction of proposed mammal fencing at this location. This is likely to reduce to Slight by the summer after 15 years following the establishment of hedgerow screen planting adjacent to the revised Foss Road junction (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV16, P04-LV18 and P04-LV19**).

*Scattered Properties to the east of Loch Faskally (approx. ch4000 to ch4500) (Figure 14.3b)*

14.6.27 Green Park Hotel (receptor 41) and neighbouring receptors The Lodge (receptor 42) and Tiriach (receptor 44) would experience **Moderate** impacts during the winter of the year of opening, as a result of the proposed mainline widening and loss of existing mature woodland screening, and the introduction of the proposed Clunie-Foss Road retaining wall and the proposed new Clunie Underbridge and associated embankment. This impact is likely to reduce to **Slight/Moderate** by the summer after 15 years following the establishment of mixed woodland mitigation planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16 and P04-LV18**).

14.6.28 Pitlochry Boating Station and Cafe (receptor 45, Photograph 14.23) would experience **Moderate/Substantial** impacts during the winter of the year of opening, due to the proposed mainline widening and associated embankment bringing the proposed scheme closer to the receptor and due to the proposed new Clunie Underbridge structure; however, the main view across Loch Faskally would not be affected. This is likely to reduce to Slight/Moderate by the summer after 15 years once the proposed mixed woodland planting is established (**Mitigation Items P04-LV8, P04-LV12, P04-LV13, P04-LV14, P04-LV16, P04-LV18 and P04-LV19**). An assessment of the business viability of this receptor is included in Chapter 8 (People and Communities – Community and Private Assets).

**Photograph 14.23: Existing view from Pitlochry Boating Station looking west towards the existing A9 on the Clunie Underbridge**



*Faskally Cottages (approx. ch4500 to ch4900) (Figure 14.3b)*

14.6.29 Faskally Cottage East and Faskally Cottage West (receptor 46) would experience **Substantial** impacts during the winter of the year of opening, as a result of the proposed widening and realignment of the mainline and associated traffic immediately adjacent to the property, the introduction of a proposed Pitlochry North Rail Underbridge wing wall and high containment parapet, all associated earthworks and the resultant loss of existing mature AWI trees. This is likely to remain **Substantial** in the summer after 15 years, despite the proposed grading out of earthworks (**Mitigation Item P04-LV8**), mitigation seeding

and planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV18 and P04-LV19**).

*Drum Each House (approx. ch5500 to ch6000) (Figure 14.3b)*

- 14.6.30 Drum Each House (receptor 50, refer to Photograph 14.24) would experience **Moderate** impacts during the winter of the year of opening as a result of the proposed widening, proposed SuDS feature and associated cuttings and the introduction of a proposed ADS sign on the southbound side of the widened mainline (approx. ch6450). This is likely to reduce to Negligible/Slight by the summer after 15 years, following the establishment of wet grassland and mixed scrub woodland to frame the proposed SuDS feature as mitigation planting (**Mitigation Items P04-LV9, P04-LV8, P04-LV12, P04-LV13, P04-LV14, P04-LV16, P04-LV18 and P04-LV19**).

**Photograph 14.24: Existing view from the existing A9 travelling northbound towards properties at Tigh na Geat**



*Image from Google Street View captured Sept 2016 © 2017 Google*

### Outdoor Receptors

#### *General*

- 14.6.31 The following descriptions summarise the results of the visual impact assessment and highlight the predicted significant (Moderate and above) residual impacts on outdoor receptors. For detailed information on the impacts, mitigation and residual significance for all assessed receptors refer to Appendix A14.2 (Outdoor Receptor Assessment). In general, the greatest impacts would be experienced by visitors to attractions and users of routes located adjacent to the proposed scheme.

*Highland Main Line Railway (Figure 14.4b-c)*

- 14.6.32 Travellers on the Highland Main Line railway from Pitlochry to Killiecrankie (receptor O1B) would experience a **Substantial** impact during the winter of the year of opening as a result of the proposed road widening, the introduction of road signage (approx. ch4580 to ch7260), and associated embankments, retaining walls and SuDS features. The impact would reduce to **Moderate** by the summer 15 years after following the establishment of mitigation planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**) and the establishment of scrub and riparian woodland planting adjacent to proposed SuDS features (**Mitigation Item P04-LV9**).

*Cyclists on NCR7/NCR77 (Figure 14.4a-b and Figure 14.7)*

- 14.6.33 Cyclists on NCR7/NCR77 between Logierait and Tummel footbridge (receptor O3A, refer to Figure 14.7) would experience **Moderate** impacts during the winter of the year of opening. These would be as a result of the proposed widening of the mainline to the northbound side of the existing A9, and the

introduction of extensive associated embankments, retaining walls (associated with the proposed Foss Road Underbridge), and SuDS features along the route. Increased visibility of traffic on the elevated mainline would also contribute towards the visual impact. Proposed mammal fencing would be visible where the route passes below the proposed scheme at Dunfallandy. The impacts would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of the graded-out earthworks (**Mitigation Item P04-LV8**), species-rich grassland and mixed woodland mitigation planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**) and the establishment of scrub and riparian woodland planting adjacent to proposed SuDS features (**Mitigation Item P04-LV9**).

- 14.6.34 Cyclists on NCR7 between Tummel Crescent in Pitlochry and Garry Bridge/A924/B8019 (receptor O3B) would experience **Moderate/Substantial** impacts during the winter of the year of opening, as a result of the proposed widening of the mainline to the southbound side of the existing road and the introduction of the proposed new Pitlochry North junction, retaining walls, extensive embankments and SuDS features along the route. The introduction of the proposed ADS sign (ch6200) and Route Confirmatory Sign (ch6230) would be visible from the route. These impacts would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of mitigation planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**), and the SuDS design being integrated with the surrounding landform (**Mitigation Item P04-LV9**).

*Dunfallandy Stone (ch1000 to ch1400) (Figure 14.4a)*

- 14.6.35 Visitors to the Dunfallandy Stone Cross Slab (receptor O8, refer to Photograph 14.25) would experience **Substantial** impacts during the winter of the year of opening as a result of the proposed road widening and introduction of a proposed lay-by, associated embankments, increased visibility of traffic on the elevated mainline, proposed mammal fencing and a SuDS feature. The impacts would reduce to **Moderate** by the summer 15 years after opening following the establishment of species-rich grassland (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**) to soften the appearance and to help improve the visual integration of the proposed earthworks (**Mitigation Item P04-LV8**) and riparian woodland around the proposed SuDS feature (**Mitigation Item P04-LV9**).

Photograph 14.24: Existing view from Dunfallandy Stone looking north-east towards the existing A9



*Paths around Pitlochry (ch3200 to ch4400) (Figure 14.4b)*

- 14.6.36 Walkers on the Rob Roy Way from the Tummel footbridge to south of Netherton (receptor O10) would experience **Moderate** impacts during the winter of the year of opening as a result of the introduction of the new underpass and cuttings, the introduction of the Rob Roy Way Underpass retaining walls, and

the associated loss of woodland. Proposed lighting associated with the adjacent proposed new side road along the southbound side of the widened mainline (ch2400 to ch2650) would have a visual impact at night. These impacts would reduce to Slight/Moderate by the summer 15 years after opening, following the establishment mixed woodland planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**), grading out of earthworks (**Mitigation Item P04-LV8**), and the attention to aesthetics of proposed Rob Roy Way Underpass to allow the realigned path to pass below widened mainline at ch2550 (**Mitigation Item P04-LV11**).

- 14.6.37 Walkers on the Core Path PLRY/30 known as the Killiecrankie Path from Port-na-Craig to Foss Road (receptor O14) would experience **Substantial** impacts during the winter of the year of opening. These would occur as a result of the proposed widening of the mainline to the southbound side of the existing road, the introduction of a proposed side road and left-in left-out junction right next to the realigned core path, the introduction of the proposed Clunie-Foss Road retaining wall and proposed ADS signs (approx. ch3400 and approximately ch3630). These impacts would reduce to **Moderate** by the summer 15 years after opening following the establishment of species-rich grassland on the verge between the mainline and the proposed side road, the establishment of mixed woodland mitigation planting adjacent to the proposed left-in left-out junction (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17, P04-LV18 and P04-LV19**), grading out of earthworks (**Mitigation Item P04-LV8**), and the attention to aesthetics of proposed Clunie-Foss Road retaining wall (**Mitigation Item P04-LV11**).
- 14.6.38 Walkers on the local path between Foss Road and Core Path PLRY/30 along the A9 (receptor O13) would experience **Moderate/Substantial** impacts during the winter of the year of opening. These would be as a result of the proposed widening of the mainline to the southbound side of the existing road, the resultant realignment of the path alongside the southbound side of the proposed dual carriageway, and the introduction of the proposed ADS sign (approximately ch2880) and VMS sign (approximately ch2970). The proposed new side road and associated left-in left-out junction to the immediate south of 1-2 Balmore Cottages would be visible to the north of the realigned path. Introduction of proposed mammal fencing plus a proposed retaining wall (ch3180 – ch3250) adjacent to the realigned path and the proposed Rob Roy Way Underpass (ch2540) would also have a visual impact. Proposed lighting associated with the adjacent proposed new side road along the southbound side of the widened mainline (ch2400 to ch2650) would have a visual impact at night. These impacts would remain **Moderate/Substantial** by the summer 15 years after opening despite the establishment of species rich grassland along the verge of the widened mainline (**Mitigation Item P04-LV19**) and mixed woodland planting adjacent to the proposed Rob Roy Way Underpass (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**), as there is little opportunity for further mitigation.
- 14.6.39 Walkers on Core Path PLRY/106, also known as the Killiecrankie Path from Balmore to Clunie Footbridge, (receptor O29) would experience **Substantial** impacts during the winter of the year of opening, as a result of the proposed widening of the mainline to the southbound side of the existing road and the introduction of the proposed ADS signs (approx. ch3630 and approx. ch3795). This proposed southbound widening of the mainline would result in the introduction of a proposed Clunie-Foss Road retaining wall alongside this core path and the loss of existing roadside vegetation that currently screens views of the existing A9. These impacts would remain **Substantial** by the summer 15 years after opening, despite the attention to aesthetics of the Clunie-Foss Road retaining wall (**Mitigation Item P04-LV11**), as there is little opportunity for further mitigation.
- 14.6.40 Walkers on the Core Path PLRY/19 from Clunie Underbridge Road to Loch Dunmore (receptor O31) would experience **Substantial** impacts during the winter of the year of opening as a result of the proposed new Clunie Underbridge crossing Loch Faskally (Figure 14.9), proposed widening and realignment of the mainline, the introduction of the proposed Clunimore retaining wall alongside the mainline visible across Loch Faskally and the proposed SuDS feature and all associated embankments at the north end of the bridge. These proposals would together result in the loss of an area of existing mature woodland north of the existing A9 Clunie Underbridge. Impacts would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of replacement mixed and riparian woodland planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**).
- 14.6.41 Walkers on the Clunie Footbridge, Core Path PLRY/111, (receptor O30, refer to Photograph 14.26) would also experience **Substantial** impacts during the winter of the year of opening as a result of the



proposed new Clunie Underbridge crossing Loch Faskally, and the associated embankments at the north end of the bridge resulting in the loss of an area of existing mature woodland. These impacts would reduce to Slight/Moderate by the summer 15 years after opening following the establishment of replacement mixed woodland planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**).

Photograph 14.25: Existing view from Clunie Footbridge looking north towards the existing A9 Clunie Road Bridge



*Explorers Garden (ch2400 to ch2900) (Figure 14.4b)*

- 14.6.42 Visitors to the Explorers Garden (receptor O15) would experience **Moderate** impacts during the winter of the year of opening, as a result of the proposed mainline widening, the revised Foss Road Junction, and the introduction of proposed new access roads and associated proposed cuttings and underpass at ch2550. Proposed mammal fencing would also be visible along the southbound side of the widened mainline from this location. These impacts would reduce to Slight by the summer 15 years after opening, following the establishment of mitigation hedgerow and mixed woodland planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**).

*Pitlochry Boating Station and Loch Faskally (ch2400 to ch4500) (Figure 14.4b)*

- 14.6.43 Visitors to Pitlochry Boating Station (receptor O36) would experience **Substantial** impacts during the winter of the year of opening as a result of the proposed new Clunie Underbridge alongside the existing A9 Clunie Underbridge, the road widening and introduction of embankments immediately west of the station, and associated loss of mature woodland. These impacts would reduce to **Moderate** by the summer 15 years after opening following the establishment of replacement mixed woodland planting (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**). An assessment of the business viability of this receptor is included in Chapter 8 (People and Communities – Community and Private Assets).
- 14.6.44 Recreational users (e.g. people boating) on Loch Faskally (receptor O37) would experience **Moderate** impacts during the winter of the year of opening, as a result of the proposed new Clunie Underbridge alongside the existing A9 Clunie Underbridge, the road widening and introduction of embankments west of the boating station, and associated loss of mature woodland. These impacts would reduce to Slight by the summer 15 years after opening following the establishment of replacement mixed woodland

planting (**Mitigation Items P04-LV12, P04-LV14, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**).

*Walkers on Local, Non-designated Paths (Figure 14.4b-c)*

- 14.6.45 Walkers on the local path between the A924 at Faskally Cottages and forest tracks below Craigower (receptor O27) would experience **Substantial** impacts during the winter of the year of opening as a result of the proposed realignment of the mainline, the proposed road signage (approximately ch6200 and ch4580), the introduction of the proposed new Clunie Underbridge, and the introduction of the proposed Pitlochry North Junction plus associated extensive earthworks. These impacts would reduce to **Moderate** by the summer 15 years after opening following the establishment of mixed and riparian woodland mitigation planting to offset the loss of existing AWI trees (**Mitigation Items P04-LV12, P04-LV13, P04-LV14, P04-LV15, P04-LV16, P04-LV17 and P04-LV18**).

## 14.7 Statement of Significance

- 14.7.1 This section provides a summary of the DMRB Stage 3 visual assessment of impacts for the proposed scheme, taking into account the proposed mitigation measures incorporated in the designs of the proposed scheme (e.g. alignment, design elements, grading out of earthworks), in addition to the mitigation measures described in Section 13.5 of Chapter 13 (Landscape).
- 14.7.2 The assessment has identified a number of likely impacts associated with the proposed scheme, as shown in Table 1 in Appendices A14.1 and A14.2. Potentially significant (**Moderate** and above) impacts on visual receptors, in the context of this assessment, associated with the proposed scheme during construction and operation are set out in Tables 14.7 and 14.8.

**Table 14.7: Summary of Residual Impacts during Construction (Moderate and above)**

Receptor Type	Total No. of Receptors and %	Construction Impact Significance			Total Significant Impacts
		Substantial	Moderate/ Substantial	Moderate	
Built	60	8	5	11	24
	100%	13%	8%	18%	40%
Outdoor	39	10	3	3	16
	100%	26%	8%	8%	41%

- 14.7.3 Approximately 24 built receptor locations (40%) and 16 outdoor receptor locations (41%) would be significantly affected during the construction phase of the proposed scheme; however, these impacts would be temporary (ranging in duration from under one month to approximately 37 months) and may not be significant for the full duration of their occurrence.

**Table 14.8: Summary of Residual Impacts during Operation (Moderate and above)**

Receptor Type	Total No. of Receptors and %	Operational Impact Significance						Total Significant Impacts	
		Substantial		Moderate/ Substantial		Moderate		Winter of the Year of Opening	Summer 15 Years after Opening
		Winter of the Year of Opening	Summer 15 Years after Opening	Winter of the Year of Opening	Summer 15 Years after Opening	Winter of the Year of Opening	Summer 15 Years after Opening		
Built	60	5	1	2	1	9	4	16	6
	100%	8%	2%	3%	2%	15%	7%	27%	10%
Outdoor	39	8	1	2	1	4	5	14	7
	100%	21%	3%	5%	3%	10%	13%	36%	18%

- 14.7.4 Impacts on people's views at built receptor locations during the winter of the year of opening would be limited by the fact that the existing A9 is visible from many locations and also due to the screening often

provided by the existing built form, landform and vegetation. However, 16 built receptor locations (27%) would be affected by significant adverse impacts in the winter of the year of opening.

14.7.5 A higher proportion of outdoor receptor locations (14; 36%) would be significantly affected during the winter of the year of opening, due largely to their position alongside extensive earthworks and/or retaining walls.

14.7.6 By the summer, 15 years after the proposed scheme opening, mitigation (mostly in the form of the establishment of new woodland planting) would reduce the total number of built receptor locations affected by significant adverse impacts to six (10%) as indicated in Table 14.9. For outdoor receptor locations, the total would reduce to seven (18%) as indicated in Table 14.10.

**Table 14.9: Summary of Significant Impacts on Built Receptors in Summer 15 Years after Opening (Moderate and above)**

Built Receptor No.	Receptor Name	Type (dw=dwelling, c=commercial)	Impact in Summer 15 Years after Opening
14	Mains of Dunfallandy and Dunfallandy Cottage	dw	Moderate
15	Dunfallandy Home Farm	dw	Moderate
17	Littleton of Fonab	dw	Moderate
18	Easter Ballinluig of Dunfallandy	dw + c	Moderate
32	1-2 Balmore Cottages	dw	Moderate/Substantial
46	Faskally Cottage West and Faskally Cottage East	dw	Substantial

**Table 14.10: Summary of Significant Impacts on Outdoor Receptors in Summer 15 years after Opening (Moderate and above)**

Outdoor Receptor No.	Receptor Name	Type (f=footpath, c=cycleway, r=road, rw=railway, o=outdoor recreation space)	Impact in Summer 15 Years after Opening
O1B	Highland Main Line railway – Ballinluig to Pitlochry	rw	Moderate
O8	Dunfallandy Stone Cross Slab	o, f	Moderate
O13	Local path between Foss Road and Core Path PLRY/30 along the A9	f	Moderate/ Substantial
O14	Core Path PLRY/30 – Killiecrankie Path: Port-na-Craig to Foss Road	f	Moderate
O27	Local path between A924 at Faskally Cottages and forest tracks below Craigower	f	Moderate
O29	Core Path PLRY/106 – Killiecrankie Path: roadway, Balmore to Clunie Underbridge	f	Substantial
O36	Pitlochry Boating Station	o	Moderate

## 14.8 References

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