

# Appendix 14.1

## Visual Receptor Assessment Results

Transport Scotland

August 2018



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# 1. Introduction

## 1.1. Assessment of Visual Receptors

- 1.1.1. Table 1.1 sets out the assessment of the visual receptors in relation to construction impacts and Table 1.2 sets out the assessment of the visual receptors in relation to operational impacts. Both assessments inform the ES Chapter 14: Visual.
- 1.1.2. The table provides the viewpoint number and location (based on the approx. chainage where this is relevant and the distance from the nearest point of the Proposed Scheme. The sensitivity rating, (see methodology in Chapter 14), is given.
- 1.1.3. A description of the existing view is given in order that the context supporting the magnitude of impact is clearly justified. The magnitude of impact and significance of impact at both the winter of year 1 and the summer of year 15 is given, based on embedded mitigation, and additional mitigation, in line with the methodology set out in Chapter 14. Mitigation is set out in Chapter 21: Schedule of Environmental Commitments.

**Table 1.1: Assessment of Visual Receptors During Construction**

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
1	Dalraddy Farm cluster Viewpoint on track to north/northwest of cluster looking west  Approx. chainage 0  Medium sensitivity	Views are restricted from one residential property by intervening topography and vegetation. The other property has views predominantly north and south. From the track, vehicle movement and a recent bare embankment from current A9 dualling works is clearly visible. The focus of the view is to the rocky hills to the west.	Felling and earthworks to the mainline are already part of the baseline experience due to the current construction of the Kincaig to Dalraddy dualling project. Magnitude of impact is low as the existing A9 embankment and traffic movement is clearly visible – so construction of the Dalraddy to Slochd project may be experienced visually as an extension of this. The focus of the view will not change.  Significance of impact is judged to be <b>slight – moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied.  The significance of impact is judged to be <b>slight adverse</b> .
2	B9152 Loch Alvie  Chainage N/A  Medium sensitivity	Although the B9152 has tree lined verges, occasional opportunities of open views across Loch Alvie arise such as here, just north of Alvie Bridge (and also at Alvie Bridge itself). The A9 is screened due to being in false cutting, combined with vegetation cover and intervening topography. The focus of the view is Loch Alvie and the white painted Alvie Manse which is a central feature of the view with the open moorland hills to the west providing a backdrop.	Construction activity associated with felling operations and mainline earthworks will be perceptible in the middle distance of the view. The focus of the view of the Loch and Alvie Manse will not change. The magnitude of impact is low, the significance of impact is judged to be <b>slight adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied.  The significance of impact is judged to be negligible- <b>slight adverse</b> .
3	Ballinluig Viewpoint is on access track between two	Views of the A9 are restricted by mature trees and a band of conifers affording only glimpses of traffic. The focus of the view is Torr Alvie with	Construction activity comprising of changes to mainline earthworks and associated felling operations will be visible in the middle distance of the	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is judged to

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
	residential properties and looking east to A9.  Approx. chainage 1600  Medium sensitivity	the Duke of Gordon's Monument in the middle distance and the Cairngorm Mountains beyond.	view. The focus of the view will remain Torr Alvie and the Duke of Gordon's Monument atop. The magnitude of impact is medium.  The significance is considered to be <b>moderate adverse</b> .	be low-medium and the significance of impact <b>slight-moderate adverse</b> .
4	Duke of Gordon's Monument Viewpoint at the monument atop Tor Alvie  Approx. chainage N/A (due to elevated distant Viewpoint not aligning with road chainages)  Medium sensitivity	Views from the Monument extend to north, east, and west (restricted to the south by path and woodland). The view towards the A9 is elevated over Loch Alvie and is extensive to include the hills to the west and north - the focus of the view. A9 traffic is intermittently visible in the middle distance.	Construction activity associated with mainline widening, addition of the ASJ, and retaining walls south of Aviemore will be perceptible over an extensive area in views north from the monument. The magnitude of impact is medium.  The significance of impact is <b>slight-moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is judged to be low-medium. The significance of impact is judged to be <b>slight adverse</b> .
5	Druim Mhor Viewpoint is on northbound verge of A9.  Approx. chainage 2200	Views to A9 are restricted by topography, and a band of conifers. The A9 is unlikely to be visible, though high sided vehicles and glimpses may be visible from the upper dormer window of the property with the elevated hill beyond.	Construction activity associated with mainline widening and associated felling operations will be evident from this receptor. The magnitude of impact is medium-high. The significance of impact is <b>moderate-substantial</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
	Medium sensitivity			
6	Railway Cottages Viewpoint is on B9154 looking west to A9.  Approx. chainage 2900  Medium sensitivity	Views towards the A9 are restricted by conifers between the property and the B9152 and birch on the B9152 verge. Views along the B9152 are restricted by trees to the east and west of the cottages.	Construction activity relating to upgrading of the B9152, to include the installation of noise barriers, will be in close proximity. A9 mainline construction and activity associated with the Aviemore South Junction may be visible in the middle distance of the view. The magnitude of impact is medium and the significance of impact is <b>moderate</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact <b>slight-moderate</b> .
7	Farm Cottage, Lynwilg Viewpoint from access track to property.  Approx. chainage 2900  Medium sensitivity	Views southwest are restricted by mature woodland. Views northeast are aligned along the broadleaf wooded slope and the mature tree-lined access track, becoming more open across the fields in the centre of the view with the band of mixed woodland screening the A9, and Lynwilg Farmhouse, comprising the extreme right-hand side of the view. The horizon is open moorland hills which are the focus of the view.	Construction activity relating to formation of earthworks and associated felling for mainline widening, plus the formation of drainage features will be perceptible from this receptor. The magnitude of impact will be medium and the significance of impact judged to be <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact is <b>slight-moderate</b> .
8	Lynwilg Farm Viewpoint from access track to house.  Approx. chainage 3000	No access to the aspect of the property closest to the A9 was possible. It is assumed that any views from there will be largely restricted by conifers. The focus of the view is to the Cairngorm Mountains.	Construction activity associated with formation of earthworks and associated felling for the mainline and NCN7 will be in close proximity with intervening established conifer trees being removed. For a limited period, this activity will become the focus of the view. The magnitude of impact is high	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact remains medium-high and the significance of impact is <b>moderate-substantial adverse</b> .

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	Medium sensitivity		and the significance of impact is judged to be <b>substantial adverse</b> .	
9	Oak Cottage, Lynwilg Viewpoint from access track east towards A9.  Approx. chainage 3200  High sensitivity	Views to the A9 are restricted by garden planting and a mixed band of conifer and deciduous trees between the property and the A9. The focus of the view is the hills to the east.	Construction activity associated with the formation of mainline earthworks, drainage features and access tracks, and associated felling will be visible across the middle distance of the view. However, the focus of the view is likely to be retained. The magnitude of impact is medium and the significance of impact is judged to be <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact is <b>slight-moderate adverse</b> .
10	Lynwilg House Viewpoint from access area between Lynwilg House and stables/outbuildings looking east to A9.  Approx. chainage 3400  Medium sensitivity	Views are restricted by garden vegetation and intervening vegetation (riparian associated with Allt na Criche and roadside vegetation) along northbound carriageway of A9. The focus of the view is the Cairngorm Mountains.	Construction activity associated with the formation of earthworks for mainline widening, the formation of retention ponds S4 and S5 plus access tracks and associated felling will be visible in the foreground of the view. The magnitude of impact is medium-high and the significance of impact is <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>slight-moderate adverse</b> .
11	B9152 and Speyside Way Extension, south of Aviemore/	Views from the B9152/Speyside Way Extension southwest toward the A9 (which also represent assumed similar views from the HML) are restricted by scrub and young birch on the embankment and by southbound roadside trees	Construction activity associated with the formation of earthworks and associated felling to facilitate mainline widening will be visible from this section of the B9152. The magnitude of impact is	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-

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	Approx. chainage 3500  Medium-High sensitivity	so that the focus of the view for the B9512 road user is focused to the hills on the horizon. Views northeast are similarly contained by birch and scrub between the B9152 and the A9 on one side and the B9152 and HML on the other.	medium. The significance of impact is <b>moderate adverse</b> .	medium and the significance of impact is <b>slight adverse</b> .
12	Kinakyle Viewpoint from access track to property.  Approx. chainage 4300  High sensitivity	Views towards the A9 are restricted by intervening roadside vegetation alongside the southbound verge of the A9 and the garden of property. Traffic movement may be visible from the upper level dormer window with the rock face (illuminated at night) beyond. The focus of the view is likely to be the Cairngorm Mountains from the large windows to the south aspect of the house.	Construction activity including formation of embankment and associated felling of trees and vegetation along with the addition of a combined mammal fence will be undertaken along the boundary of the property. Remedial works to the rock face parallel to the northbound carriageway will be defined at the detailed design stage, but activity will be perceptible. The magnitude of impact will be high and the significance of impact <b>substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> albeit for a limited period of time.
13	Birch View Viewpoint from access track to property.  Approx. chainage 4570  High sensitivity	Windows to the north aspect have views along the access track to the property with the A9 largely screened by intervening vegetation. Access for survey to the rear was not possible, but a window to the gable end has views towards the A9 restricted by roadside embankment and intervening vegetation.	Construction activity including the formation of embankment, associated felling activity, and the addition of a combined mammal fence will be undertaken along the boundary of the property. Remedial works to the rock face parallel to the northbound carriageway will be defined at the detailed design stage, but activity will be perceptible. The magnitude of impact will be high and the significance of impact <b>substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> albeit for a limited period of time.



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14	March Cottage and Right of Way, Lag na Caillich  Approx. chainage 4610  High sensitivity	The A9 is clearly visible in the foreground of the view, albeit filtered by light birch and scrub between the house and the northbound verge. A band of mixed conifer and broadleaf on the southbound verge restricts views of the mountains to the east.	Construction activity the formation of embankment, retaining wall, the addition of a noise barrier, a combined mammal fence, re-aligned Right of Way, and associated felling activity will take place in close proximity to the property. The magnitude of impact will be high and the significance of impact <b>substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> albeit for a limited period of time.
15	Kinmundy and Right of Way, Lag na Caillich  Approx. chainage 4730  High sensitivity	The Craig Dhu Underpass and traffic on the A9, is evident in the foreground of the view from Kinmundy – a residential property elevated at the north end of the Lag na Caillich cluster, although neighbouring properties have restricted views due to denser garden planting. The existing underpass is lit.	Construction activity including the formation of embankment, addition of the new Craig Dhu Underpass and retaining wall, and a combined mammal fence will be in close proximity to the property. The magnitude of impact will be high and the significance of impact <b>substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> albeit for a limited period of time.
16	High Range House and Right of Way  Approx. chainage  High sensitivity	Assessment of the view from the west and south of High Range House was not possible, however views appear restricted by a combination of false cutting and trees. La Traviata restaurant and Right of Way is at a lower level and slightly further from the A9. The car park lies between the two. A lodge property is elevated nearby beyond which lies the caravan park. Receptors all have views of the A9 which are partially screened by intervening roadside vegetation on the southbound embankment. Directly beyond the A9 lies the	Construction activity including the formation of embankment and associated felling will be visible in close proximity. The magnitude of impact is medium - high. The significance of impact is <b>moderate-substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact is <b>slight-moderate adverse</b> .

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		rocky face of Craigellachie outcrop, which along with the Cairngorm Massif is the focus of the view from unrestricted areas of this cluster.		
17	Macdonald Hotel Car park of Morlich Hotel near play area  Approx. chainage 5500  Medium sensitivity	Views towards the A9 are partially screened by false cutting or birch trees/scrub. The focus of the view in the direction of the A9 is the Craigellachie outcrop.	Construction activity associated with the formation of new embankments and associated retaining wall, plus felling of trees to facilitate mainline widening will be visible in the middle distance. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .  Note: Views towards the A9 will also be screened by woodland proposed as part of the Macdonald consented development site of woodland lodges [CNPA Ref. 2016/0224/DET] though it is unclear whether this would be effective in the timeframe of the construction of the A9 dualling programme. *Consented development has not been considered as part of mitigation in this assessment.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact is <b>slight-moderate adverse</b> .
18	Macdonald Hotel Car park and Right of Way of Macdonald Highland Hotel  Approx. chainage 5870	Views to the A9 are restricted by the Macdonald Highland Hotel in the foreground and trees on the southbound embankment of the A9.	Construction activity due to the re-formation of part of the existing embankment and associated felling of some trees, plus the addition of a combined mammal fence will result in a high magnitude of impact and a <b>substantial adverse</b> impact.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .



VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
	Medium-High sensitivity			
19	Scandinavian Village  Approx. chainage 6000 Medium sensitivity	The Scandinavian Village is a cluster of timeshare buildings, two of which are closer in proximity to the A9 than the others and are two storeys with balconies, patio doors and picnic areas looking towards the A9. The view to the west comprises of the A9 embankment and birch trees.	Construction activity due to the re-formation of embankment and some associated felling, plus the addition of a mammal fence, will result in a high magnitude of impact and a <b>substantial adverse</b> impact.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .
20	Milton Wood from Core Path,  Approx. chainage 7050 Medium-High sensitivity	Milton Wood is designated open space [Adopted Local Development Plan 2015] and comprises of broadleaf woodland between the western fringe of the town of Aviemore and the A9. The waymarked Aviemore Orbital Path (Core Path) runs through the woodland. The view to the west comprises of the wooded A9 embankment.	Construction activity due to the re-formation of embankment and some associated felling, plus the addition of a mammal fence, will result in a high magnitude of impact and a <b>substantial adverse</b> impact.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .
21	Burnside, Aviemore from public footpath  Approx. chainage 7400 Medium sensitivity	The A9 embankment with recently planted trees is foreground in the view and traffic movement is clearly visible. The underpass is lit. The focus of the view is the Cairngorm Mountains.	Construction activity associated with felling to facilitate southbound widening which includes the Burnside Underpass, plus the addition of a combined mammal fence and retention pond S8, will result in a medium-high magnitude of impact and a <b>moderate adverse</b> impact.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact is <b>slight-moderate adverse</b> .
22	Corriegorm/The Steadings, Aviemore (from Core Path)	A mature beech hedge associated with the Steadings, and birch woodland between the properties and the A9, largely screens the embankment of the A9 and the NMU underpass.	Construction activity will include southbound embankment formation, a new NMU underpass at Milton and adjacent retaining wall and associated felling. The Core Path will be re-aligned	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of

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	Approx. chainage 7270  High sensitivity	The focus of the view is towards the Cairngorm Mountains.	and a combined mammal fence constructed. The magnitude of impact is high and the significance of impact is <b>substantial adverse</b> .	impact <b>moderate-substantial adverse</b> , albeit for a limited period of time.
23	Milton, Aviemore  Approx. chainage 7400  Medium-High sensitivity	Views from Milton area, representing residential properties, are across an undulating open area towards the birch-lined A9 embankment which runs across the centre of the view. The High Burnside Underpass is a feature to the left of the view. Beyond the A9, the horizon comprises of conifer plantation. The focus of the view for many properties is likely to be to the east to the Cairngorm Mountains.	Construction activity will include southbound embankment formation, a new NMU underpass at Milton and underpass at High Burnside and adjacent retaining walls plus associated reduction in woodland. The Aviemore Orbital Path will be temporarily re-aligned. The magnitude of impact is high and the significance of impact is <b>substantial adverse</b> .  Note: Views to the A9 and construction activity will be partially screened by the consented development [CNPA Ref. 2016/0224/DET] should this be in place at the time of A9 construction. *Consented development has not been considered as part of mitigation in this assessment.	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact <b>moderate- adverse</b> , albeit for a limited period of time.  Note: Views to the A9 and construction activity will be partially screened by the consented development [CNPA Ref. 2016/0224/DET] should this be in place at the time of A9 construction.
24	Shunem, Granish from NMU route  Approx. chainage 8400	Views from the rear/west of the property are restricted by topography and scattered trees – although there is a 'dip' where intermittent high-sided vehicle movement on A9 is visible.	Construction activity of mainline works, drainage feature (Retention Pond C1) and associated access track may be visible. Consented Development [CNPA Ref. 2012/0188/DET] may open up views due to changes to intervening topography and/or vegetation which	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>negligible-slight adverse</b> .

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	Medium sensitivity		currently afford screening. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .	
25	A95 Granish Junction  Approx. chainage 8750  Medium-High sensitivity	Views from the A95 towards the A9 are screened by mixed woodland both north and south of the existing Granish Junction. There are views toward the Granish at grade junction following along the existing link road. These views are channelled by mixed woodland towards the A9 and the conifer plantation to the west of the A9.	Construction activity associated with the changes at Granish Junction and roundabout to A95/B9152 will include formation of new slip roads and embankments, drainage feature (C15) and associated access tracks, lighting and resulting felling. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>slight-moderate adverse</b> .
26	Birch Cottage cluster Viewpoint from access track to property.  Approx. chainage 10090  Medium sensitivity	These receptors sit elevated to the west of Avie Lochan and the focus of the view is over Avie Lochan to the Cairngorm Mountains beyond. Views from the rear of the properties towards the A9 are restricted by a steep embankment with mixed woodland planting and beech hedge.	Construction activity will be limited to the upgrading and extension of the access track to retention pond C5. Magnitude of impact low and significance of impact <b>negligible</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>negligible</b> .
27	Avielochan Farm Viewpoint located in front (east) of the farm from access track to property.	This two-storey farmhouse sits elevated to the west of Avie Lochan and the focus of the view is over Avie Lochan to the Cairngorm Mountains beyond. It was not possible to access the rear of the property to determine views toward the A9 though it is likely that these will be restricted by intervening trees and perhaps limited to any upper level windows that may exist.	Construction activity associated with northbound mainline widening will include formation of new northbound embankments, and assumed felling activity associated with reduction in tree cover. A combined mammal fence will be constructed between the property and the A9. The upgrading of the	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>negligible-slight adverse</b> .

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	Approx. chainage 10250  Medium sensitivity		access track to retention on C5 may be perceptible. Magnitude of impact low and significance of impact <b>slight adverse</b> .	
28	Avielochan cluster - on Right of Way.  Approx. chainage 10300  Medium sensitivity	Properties in this cluster have restricted views of the A9 due to garden planting. Rowan Cottage is closer and may have views from the upper storey though from lower level views likely to be restricted by conifer hedge. Views toward the A9 are over open fields and the A95. The A9 is elevated but within woodland. For most properties, the focus of the view is likely to be Avie Lochan to the southeast. Views are also representative of users of the Right of Way travelling westwards.	Construction activity associated with northbound mainline widening will include felling associated with the formation of new northbound embankments. The upgrading of the access track to retention on C5 may be perceptible. Magnitude of impact low and significance of impact <b>slight adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>negligible-slight adverse</b> .
29	A95 south of Laggantygown  Approx. chainage 10980  Medium sensitivity	From the A95 views are across improved fields with scattered mature trees to the Cairngorm Mountains on the horizon. Westwards, the views include slope along which the A9 lies in the middle distance of the view with conifer covered hills beyond. Currently the A9 embankment is partially screened with trees, but there are sections that have little tree coverage where views of A9 traffic movement is evident. For travellers on the A95, the focus of the view is the Cairngorm Mountains, although for northbound travellers there is a large telecoms mast in close proximity breaking the skyline.	Construction activity will include felling associated with the formation of new mainline embankments and earthworks for the formation of infiltration basin C7. Upgrading of the shared access track to infiltration basin C7, C8 and C9A may be perceptible. Magnitude of impact low and significance of impact <b>slight - moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>slight adverse</b> .

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30	HML at Laggantygown Viewpoint at the elevated mast base south of the HML Bridge  Approx. chainage 11050  Medium sensitivity	Views to the A9 from this viewpoint are likely to be similar to those from the HML south of Laggantybridge and are elevated over the A95, across fields where the A9 traffic visibility is restricted by topography and vegetation. The focus of the view for HML travellers is likely to be the Cairngorm Mountains. Views from the HML from the north of the Laggantybridge may have visibility of the A9, reformed embankments and a series of drainage features.	Construction activity will include felling associated with the formation of new embankments and earthworks for the formation of infiltration basin C8. Upgrading of the shared access tracks to infiltration basin C7, C8 and C9A may be perceptible. Magnitude of impact low and significance of impact <b>slight - moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>slight adverse</b> .
31	Broom Cottages, Ellan Viewpoint located on Station Road – a Core Path and NCN7 route  Approx. chainage 16600  High sensitivity	Although views from the rear of Broom Cottages could not be confirmed, views to the A9 appear to be at least partially restricted by outhouses, and garden vegetation. The existing underbridge is in the foreground of the view of the view for users of Core Path and NCN7.	Construction activity associated with the installation of the new Dulnain Bridge crossing and retaining wall will be in very close proximity. There will be reduction in vegetation and the addition of an otter fence. The magnitude of impact is high and the significance of impact is <b>substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium-high and the significance of impact <b>moderate adverse</b> .
32	Sluggan Road and Core Path and NCN7 route  Approx. chainage N/A  Medium sensitivity	The view northeast is along the Sluggan road, lined with mature trees, over improved fields on the floor of the Dulnain strath. The A9 embankment, largely unvegetated crosses the middle distance of the view and is backclothed by afforested smooth hills, which are the focus of the view. This is assumed to be similar to views from Feith Mhor residential property.	Construction activity will be restricted to distant moving plant associated with the Dulnain Bridge addition and associated upgrades to the existing structure and the construction of detention basis N1 and associated access track. The magnitude of impact is low and the significance of impact is <b>negligible-slight adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>negligible</b> .

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
33	A9 at Black Mount  Approx. chainage 19200  Medium sensitivity	The view from the southbound verge of the A9 comprises of mainly conifer trees alongside the A9 with conifers also making up the horizon. Snow poles, telephone poles and signage repeats along the line of view.	Construction activity associated with and the formation of embankments and addition of retaining wall plus associated felling will be experienced by road users. The magnitude of impact is medium and the significance of impact is <b>moderate-substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low and the significance of impact <b>moderate adverse</b> .
34	Slochd Beag northbound on the unclassified road (south of Slochd Beag)- part of NCN7 route  Approx. chainage 21600  Medium-High sensitivity	The A9 bridge is visible when travelling on the old A9 which is crosses above. The railway is parallel to the unclassified road but is deep in cutting at a lower level than both roads. The A9 bridges above and across two rocky outcrops. The view is one of multiple scales and focuses on various layers of engineering infrastructure amidst the rocky pass.	Construction activity is mainly associated with the addition of the Slochd Beag Bridge and associated rock cuts. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .
35	Slochd Beag southbound on the unclassified road (north of Slochd Beag)- part of NCN7 route  Approx. chainage 21800  Medium-High sensitivity	A9 bridge is visible when travelling on the unclassified road which it crosses above. The railway is parallel to the unclassified road but is deep in cutting at a lower level than both roads. The A9 bridges above and across two rocky outcrops. The view is one of multiple scales and focuses on various layers of engineering infrastructure amidst the rocky pass.	Construction activity is mainly associated with the addition of the Slochd Beag Bridge and associated rock cuts. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .



VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
36	HML Viaduct at Ski Lodge Viewpoint to east of railway viaduct nr. ski lodge – part of NCN7 route  Approx. chainage 22100  Medium-High sensitivity	Views from the viaduct are assumed to be similar as those represented by the viewpoint location which is nearby. For travellers in carriages with windows facing the A9, views are partially restricted by intervening planting though traffic movement is likely to be visible. and there may be oblique views of the rockface at Slochd Beag.	Construction activity will be perceptible along the mainline, which will be graded out and felling associated with this. The rock cuts may be perceptible. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact <b>slight-moderate adverse</b> .
37	Rynaclarsach cluster, part of NCN7 route  Approx. chainage 22500  Medium sensitivity	The A9 embankment comprises the immediate horizon. The embankment is vegetated in front of one property by conifer and in front of the other by birch. Traffic is audible, and visible in the 'gap' between vegetation. Access was not possible to the rear, but views from the rear of the properties is assumed to cross a woodland ravine, to the railway, beyond which lie open moorland hills.	Construction activity associated with grading out of the mainline and associated felling will be in close proximity. Some upgrading of the unclassified road to facilitate and link to the LILO and the access to detention basin N7 will be perceptible in oblique views. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is low-medium and the significance of impact <b>slight-moderate adverse</b> .
38	Elevated path (Right of Way) just south of CNP boundary. Similar views/elevation to that from HML.	Views are restricted to the west by the railway embankment, and to the north and south by topography and vegetation so that views to the A9 are restricted to the east where the road lies at a lower elevation and only glimpses of traffic are visible through gaps in the tree line.	Construction activity associated with mainline widening will include formation of retention ponds N8 and N9 and associated access tracks with retaining walls, and associated felling. Rock cut work and slope profiling at Slochd includes removal of mesh and rock cuts at Slochd Summit. The iconic pinnacle	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
	Approx. chainage 23300  Medium-High sensitivity		rock plug at Slochd will be retained. To achieve its retention, the plug, which has some existing mesh will have the mesh extended. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	
39	NCN7 at Slochd  Approx. chainage 23800  High sensitivity	<p>Note: The viewpoint, at the time the survey was undertaken, was located on the existing NCN7 at Slochd (i.e. west side of A9). The NCN7 will be re-aligned so that at chainage 23800 it will be located on the east side of the A9.</p> <p>Views from the realigned NCN7 are therefore assumed only. Given the realignment proposal, this is the only way to represent the NCN7 at Slochd and the gateway to the CNP in this assessment.</p> <p>Views for cyclists in both directions are constrained by the rocky pass through which the A9 and cycle route are contained. The rock cuts are a feature of the cycle route at this location and the mesh covered Slochd Summit is the focus of the view.</p>	The NCN7 will be re-routed via two new underpasses – Slochd Mhuic South - to the southbound side of the A9 before routing via a second underpass - Slochd Mhuic North - back to the northbound side. Construction activity associated with mainline widening will include the formation of these two underpasses, an enhanced lay-by on the northbound side, and rock cut work at Slochd southbound. The iconic pinnacle rock plug at Slochd will be retained, maintaining the sense of drama. To achieve its retention, the plug, which has some existing mesh will have the mesh extended. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .
40	A9 north of CNP boundary – part of NCN7 route	Views from the southbound verge of the A9 are channelled through the rocky pass at Slochd, with rock stabilisation measures (mesh) clearly visible. The feature of the view is the iconic 'rock	Construction activity associated with mainline widening will include rock cut work and removal of mesh at Slochd Summit. The iconic pinnacle rock plug	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Magnitude of Impact and Visual Impact Significance without Mitigation Considered	Visual Impact Significance with Mitigation Considered
	Approx. chainage 24230  Medium-High sensitivity	plug' between the A9 and the HML. Telecoms masts atop the hills are detractors from the view.	at Slochd will be retained. To achieve its retention, the plug, which has some existing mesh will have the mesh extended. The new NCN7 Slochd Mhuic North underpass works will be visible. The existing HML hardstanding area adjacent to the northbound carriageway will be resurfaced. The magnitude of impact is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	and the significance of impact <b>moderate adverse</b> .
41	GWMR at Slochd – Right of Way  Approx. chainage 24450  Medium-High sensitivity	Views towards the A9 are across 'interlocking' open moorland hills. Two telecoms masts are within the view – one very prominently skylined in views south. A steel tower over head line is also a prominent element, partially skylined in views to the south. The focus of the view south when visibility is good is the Cairngorm Massif. The focus of the view north is the smooth open moorland hills.	Construction activity will include mainline widening will include vegetation clearance for mainline and upgrading of the HML hardstanding area and associated access. The iconic pinnacle rock plug at Slochd will be retained, maintaining the sense of drama. To achieve its retention, the plug, which has some existing mesh will have the mesh extended. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .	The construction phase standard mitigation [SMC S1-S4 and SMC LV1-LV7] will be applied. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b> .

**Table 1.2: Assessment of Visual Receptors During Operation**

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
1	Dalraddy Farm cluster Viewpoint on track to north/northwest of cluster looking west  Approx. chainage 0  Medium sensitivity	Views are restricted from one residential property by intervening topography and vegetation. The other property has views predominantly north and south. From the track, vehicle movement and a recent bare embankment from current A9 dualling works is clearly visible. The focus of the view is to the rocky hills to the west.	Southbound slope profiles will be steepened to avoid the floodplain and Allt na Fhearna watercourse which will result in loss of vegetation. This will be evident in views north from the receptor in the winter of year one where grass seeding [P11-LV19] has taken place but mixed woodland mitigation planting has not yet established. Magnitude of impact is low as the existing A9 embankment and traffic movement is clearly visible. The focus of the view will not change. Significance of impact is judged to be <b>slight adverse</b> .	Mitigation planting in the form of mixed woodland [P11-LV18] will have reached a level of establishment whereby the road is integrated into the landscape and visibility of traffic movement is reduced. The magnitude of impact is low.  The significance of impact is judged to be <b>negligible</b> .
2	B9152 Loch Alvie  Chainage N/A  Medium sensitivity	Although the B9152 has tree lined verges, occasional opportunities of open views across Loch Alvie arise such as here, just north of Alvie Bridge (and also at Alvie Bridge itself). The A9 is screened due to being in false cutting, combined with vegetation cover and intervening topography. The focus of the view is Loch Alvie and the white painted Alvie Manse which is a central feature of the view with the open moorland hills to the west providing a backdrop.	The A9 is in false cutting or screened by intervening vegetation which will be retained [P11-LV14] through most of this area. Given this, and the distance from the receptor, there will be very little change/no change from this receptor beyond some potential glimpses of HGV traffic – magnitude of impact is low. The significance of impact is <b>slight adverse</b> .	Mitigation planting in the form of mixed woodland [P11-LV18] will have reached a level of establishment whereby the road is integrated into the landscape and visibility of traffic movement is reduced. Magnitude of impact is low.  The significance of impact is judged to be <b>none</b> .
3	Ballinluig	Views of the A9 are restricted by mature trees and a band of conifers	New earthworks will necessitate felling of trees for mainline widening, and will increase visibility of	Mitigation planting comprising coniferous woodland and aspen

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
	Viewpoint is on access track between two residential properties and looking east to A9.  Approx. chainage 1600  Medium sensitivity	affording only glimpses of traffic. The focus of the view is Torr Alvie with the Duke of Gordon's Monument in the middle distance and the Cairngorm Mountains beyond.	traffic movement. Combined otter/badger/wildcat fencing will be an additional element but will be partially screened by the retention of existing woodland [P11-LV14]. The focus of the view will remain Torr Alvie and the Duke of Gordon's Monument atop. The magnitude of impact is medium. The significance is considered to be <b>moderate adverse</b> in the winter of year one given the open elevated location of the receptor and the proximity of the A9.	woodland [P11-LV18] will have reached a level of establishment whereby the road is integrated into the landscape and visibility of traffic movement is reduced. The magnitude of impact is low.  The significance of impact is judged to be <b>negligible-slight adverse</b> .
4	Duke of Gordon's Monument Viewpoint at the monument atop Tor Alvie  Approx. chainage N/A (due to elevated distant Viewpoint not aligning with road chainages)  Medium sensitivity	Views from the Monument extend to north, east, and west (restricted to the south by path and woodland). The view towards the A9 is elevated over Loch Alvie and is extensive to include the hills to the west and north - the focus of the view. A9 traffic is intermittently visible in the middle distance.	Aviemore South Junction (ASJ) will be partially screened by the tops of birch trees close to the Duke of Gordon's Monument. The junction slopes have been sensitively graded to achieve best landscape fit [P11-LV8]. The focus of the view will remain Loch Alvie and the hills to the west and north. The magnitude of impact is low.  The significance of impact is <b>slight adverse</b> .	Mitigation planting comprising areas of coniferous, aspen and birch woodland at ASJ [P11-LV18] will have reached a level of establishment whereby the junction is integrated into the landscape and visibility of traffic movement is reduced. Summer tree cover on Torr Alvie will further screen the ASJ. The focus of the view will not change. The magnitude of impact is low. The significance of impact is <b>negligible</b> .
5	Druim Mhor Viewpoint is on northbound verge of A9.	Views to A9 are restricted by topography, and a band of conifers. The A9 is unlikely to be visible, though high sided vehicles and glimpses may be visible from the	Vegetation loss to the northbound side of the A9 is mainly light birch and broom, which will be reduced to facilitate upgrading to a local access track. There will also be upgrading to access tracks to the south-southeast of Druim Mhor to	Mitigation planting comprising of scattered trees and mixed woodland northbound [P11-LV18] will have reached a level of establishment whereby the proposed scheme is

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
	Approx. chainage 2200  Medium sensitivity	upper dormer window of the property with the elevated hill beyond.	facilitate access to SuDS maintenance [Retention Pond S3 – verge seeding will soften the edges [P11-LV19]. Combined otter/badger fencing along the A9 will be a new element. The focus of the view will not be adversely affected. The magnitude of impact is low. The significance of impact is <b>slight adverse</b> .	integrated into the landscape. The upgraded access tracks will have 'softened' and not be a noticeable element in the view. The magnitude of impact is low and the significance of impact is <b>negligible</b> .
6	Railway Cottages Viewpoint is on B9154 and Speyside Way extension looking west to A9.  Approx. chainage 2900  Medium sensitivity	Views towards the A9 are restricted by conifers between the property and the B9152 and birch on the B9152 verge. Views along the B9152 are restricted by trees to the east and west of the cottages.	Tree loss along the verges of the B9154 to facilitate upgrading works would open up views of B9152 and A9 traffic. However, proposed 1.4m high noise barriers will afford visual screening of both the B9152 and the A9. The magnitude of impact is low and the significance of impact is <b>negligible</b> .	The ability of the noise barrier to screen traffic movement will remain in place in year 15. The visual impact of the barrier will be reduced by the use of appropriate native planting [P11- LV10]. Therefore, the magnitude of impact remains low and the significance of impact <b>negligible/none</b> .
7	Farm Cottage, Lynwilg Viewpoint from access track to property.  Approx. chainage 2900  Medium sensitivity	Views southwest are restricted by mature woodland. Views northeast are aligned along the broadleaf wooded slope and the mature tree-lined access track, becoming more open across the fields in the centre of the view with the band of mixed woodland screening the A9, and Lynwilg Farmhouse, comprising the extreme right-hand side of the view. The horizon is open moorland hills which are the focus of the view.	Mature woodland and undulating topography will restrict views of the Aviemore South Junction. The A9 mainline is in cutting here. However, felling of trees along the northbound carriageway to facilitate widening and local access tracks may afford visibility of high sided vehicles on the A9 mainline – excepting the band of large specification trees at Lynwilg Farm [P11-LV20]. A newly seeded embankment [P11-LV19] associated with the access track to Lynwilg House will be a new element in the view. The hills will remain the focus of the view. The magnitude of	Mitigation planting, comprising coniferous woodland, associated with the mainline will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced [P11-LV18]. Scattered trees planted along the embankment of the access track to Lynwilg House will have established and helped to soften this element [P11-LV18]. The open moorland hills

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
			impact will be low-medium and the significance of impact judged to be <b>slight-moderate adverse</b> .	will remain the focus of the view. The magnitude of impact is low and the significance of impact is <b>negligible</b> .
8	Lynwilg Farm Viewpoint from access track to house.  Approx. chainage 3000  Medium sensitivity	No access to the aspect of the property closest to the A9 was possible. It is assumed that any views from there will be largely restricted by conifers. The focus of the view is to the Cairngorm Mountains.	Mainline alignment will result in the A9 being at a higher level than currently. There will be loss of the conifers northbound along the A9 verge to facilitate mainline widening and a drainage ditch. A new access track to drainage feature [Retention Pond S4] will be visible. These changes will result in traffic movement being closer to the property. Large specification pine trees will provide some filtering of views [P11-LV20] and will screen the proposed combined otter/badger fence. The Cairngorm Mountains will remain the focus of the view. The magnitude of impact is medium and the significance of impact is judged to be <b>moderate adverse</b> .	Mitigation planting in the form of coniferous woodland along the A9 northbound [P11-LV18], mixed woodland and scattered trees along the upgraded access track to the property and the track to Retention Pond S4 [P11-LV18], and woodland around S4 [P11-LV18], will have reached a level of establishment whereby screening or softening of the A9 mainline and access tracks is afforded. The Cairngorm Mountains will remain the focus of the view. The magnitude of impact is low and the significance of impact is <b>negligible-slight adverse</b> .
9	Oak Cottage, Lynwilg Viewpoint from access track east towards A9.  Approx. chainage 3200  Medium sensitivity	Views to the A9 are restricted by garden planting and a mixed band of conifer and deciduous trees between the property and the A9. The focus of the view is the hills to the east.	Mainline alignment will result in the A9 being at a higher level than currently. There will be loss of the band of conifers and deciduous trees along the northbound embankment of the A9 to facilitate mainline widening and a new road between the Aviemore South Junction and Lynwilg running parallel to the A9. New drainage feature [S4] and associated access track will be perceptible. A combined otter/badger fence will be introduced. These changes will result in traffic movement being closer to the property and visible from it.	Mitigation planting [P11-LV18] associated with the mainline and access road between the ASJ and Lynwilg House will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
			The magnitude of impact is medium and the significance of impact is judged to be <b>moderate adverse</b> .	
10	Lynwilg House Viewpoint from access track between Lynwilg House and stables/outbuildings looking east to A9.  Approx. chainage 3400  Medium Sensitivity	Views are restricted by garden vegetation and intervening vegetation (riparian associated with Allt na Criche and roadside vegetation) along northbound carriageway of A9. The focus of the view is the Cairngorm Mountains.	Mainline alignment will result in the A9 being at a higher level, partially in cutting and with new embankment formation. Associated loss of trees on the northbound verge are assumed to open up views of traffic movement in the centre of the view from the upper levels of the property. The views will include drainage features [Retention Pond S4] and associated access tracks. The focus of the view will remain the Cairngorm Mountain horizon. The magnitude of impact is low-medium and the significance of impact is <b>slight-moderate adverse</b> .	Mitigation planting [P11-LV18] associated with the mainline and drainage feature [Retention Pond S4] will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced. The magnitude of impact is low and the significance of impact is <b>negligible-slight adverse</b> .
11	B9152 and Speyside Way Extension, south of Aviemore  Approx. chainage 3500  Medium-High sensitivity	Views from the B9152/Speyside Way Extension southwest toward the A9 (which also represent assumed similar views from the HML) are restricted by scrub and young birch on the embankment and by southbound roadside trees so that the focus of the view for the B9512 road user is focused to the hills on the horizon. Views northeast are similarly contained by birch and scrub between the B9152 and the A9 on one side and the B9152 and HML on the other.	Mainline realignment, including an associated drainage ditch, will result in the reduction of the very sparse existing vegetation between the A9 and the B9152. Combined otter/badger fencing will be an additional visual element in views southwest from the B9152. The magnitude of impact is low. Given the vegetation along the railway embankment will remain, views from the HML will also have a low magnitude of impact. In views northeast there will be loss of existing birch and scrub. Combined otter/badger/wildcat fencing will be an additional visual element. The magnitude of impact is low. The hills on the horizon will remain the focus of the view but the A9 will be slightly more obvious for	Mitigation planting [P11-LV18] comprising of aspen woodland from the south of Allt na Criche northwards along the A9 mainline southbound embankment will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced. Combined mammal fencing will be softened and partially screened by proposed aspen woodland [P11-LV18]. Views southwest will remain more open which aligns with the current



VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
			walkers/cyclists moving more slowly through this area. The significance of impact is <b>slight-moderate adverse</b> .	localised landscape character. The magnitude of impact is low and the significance of impact is <b>negligible-slight adverse</b> .
12	Kinakyle Viewpoint from access track to property.  Approx. chainage 4300  High sensitivity	Views towards the A9 are restricted by intervening roadside vegetation alongside the southbound verge of the A9 and the garden of property. Traffic movement may be visible from the upper level dormer window with the rock face (illuminated at night) beyond. The focus of the view is likely to be the Cairngorm Mountains from the large windows to the south aspect of the house.	Southbound embankment formation will introduce new earthworks and reduce roadside vegetation currently providing screening of the A9. This will open up views to traffic on the A9. Combined otter/badger/wildcat fencing will be an additional element. Reduction in broadleaf tree cover associated with a drainage ditch to the north-northeast may be visible from the property. Proposed large specification aspen, birch and pine trees will help to reduce the impact in the winter of year one [P11-LV20]. The magnitude of impact will be medium and the significance of impact <b>moderate adverse</b> .	Mitigation planting in the form of trees [P11-LV18] to replace trees lost will have reached a level of establishment whereby they will perform a similar level of screening as is current. Combined mammal fencing will be softened and partially screened by mitigation planting [P11-LV18]. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .
13	Birch View Viewpoint from access track to property.  Approx. chainage 4570  High sensitivity	Windows to the north aspect have views along the access track to the property with the A9 largely screened by intervening vegetation. Access for survey to the rear was not possible, but a window to the gable end has views towards the A9 restricted by roadside embankment and intervening vegetation.	Southbound embankment formation, and the introduction of a drainage ditch, will introduce new earthworks resulting in reduction of vegetation and resulting in the opening up of views of the A9 from the receptor. Combined otter/badger fencing will be an additional element. Therefore, the magnitude of impact is medium-high and the significance <b>moderate adverse</b> .	Mitigation planting [P11-LV18] will have reached a level of establishment whereby it will be effective in filtering views of the A9. Combined mammal fencing will be softened and partially screened by proposed mitigation planting [P11-LV18]. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .
14	March Cottage and Right of Way, Lag na Caillich	The A9 is clearly visible in the foreground of the view, albeit filtered by light birch and scrub	Hybrid widening will bring the A9 closer to the property and result in reduction of intervening vegetation. The introduction of a 2.2m high noise	Mitigation planting [P11-LV18] comprising of a strip of mixed woodland (birch and pine) will, on

VP No.	Location Approx. Chainage  Distance (to nearest point of A9)  Sensitivity	Description of Existing View to A9	Visual Impact (WY1) with Embedded Mitigation Considered [Codes from Schedule of Commitments]	Visual Impact (SY15) with Mitigation Considered [Codes from Schedule of Commitments]
	Approx. chainage 4610  High sensitivity	between the house and the northbound verge. A band of mixed conifer and broadleaf on the southbound verge restricts views of the mountains to the east.	barrier and combined otter/badger fencing will be an additional element in the view. To the west of the property the 2m wide tar surfaced re-aligned Right of Way will be perceptible. The magnitude of impact is low-medium. The significance of impact is <b>slight-moderate adverse</b> .	establishment, help to soften new elements including the noise barrier and combined mammal fencing. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .
15	Kilmundy and Right of Way, Lag na Caillich  Approx. chainage 4730  High sensitivity	The Craig Dhu Underpass and traffic on the A9, is evident in the foreground of the view from Kilmundy – a residential property elevated at the north end of the Lag na Caillich cluster, although neighbouring properties have restricted views due to denser garden planting. The existing underpass is lit.	The new Craig Dhu Underpass and associated adjoining retaining wall incorporate a natural stone treatment as part of embedded mitigation [P11-LV11] designed to align with the rural localised landscape character. Reformation of the embankment, and associated loss of a band of birch woodland, will result in A9 traffic movement more visible. The proposed underpass will be lit as is the case with the existing underpass. A combined otter/badger fence will be installed. The magnitude of impact will be medium. The significance of impact due to the larger new structure and new retaining wall and seeded embankment is <b>moderate adverse</b> .	Mitigation planting comprising mixed woodland and aspen woodland [P11-LV18], along the northbound embankment will have reached a level of establishment whereby it will help to soften the structural elements, help to screen traffic movement and screen the combined mammal fence. The magnitude of impact is judged to be low-medium. The significance of impact is <b>slight adverse</b> .
16	High Range House and nearby Right of Way  Approx. chainage 4900  High sensitivity	Assessment of the view from the west and south of High Range House was not possible, however views appear restricted by a combination of false cutting and trees. La Traviata restaurant and a Right of Way is at a lower level and slightly further from the A9. The car park lies between the two. A lodge property is elevated nearby beyond	Southbound widening will reduce trees and rock bund on the southbound verge currently providing some screening of A9 traffic for High Range House. From the car park, restaurant and nearby lodge property the reformed embankment, retaining wall and associated tree reduction will be evident. The Cairngorm Massif will remain the focus of the view. Combined otter/badger fencing will an additional element in the view. Of this cluster of receptors, the magnitude of impact is	Mixed woodland [P11-LV18], provided as mitigation planting to replace lost trees [P11-LV15], will have established to a level whereby it is expected it will provide replacement screening of the A9 and will soften and screen the retaining wall and combined mammal fence [P11-LV18]. The magnitude of

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		<p>which lies the caravan park. Receptors all have views of the A9 which are partially screened by intervening roadside vegetation on the southbound embankment. Directly beyond the A9 lies the rocky face of Craigellachie outcrop, which along with the Cairngorm Massif is the focus of the view from unrestricted areas of this cluster.</p>	<p>slightly higher for High Range House in views to the A9 due to proximity to the A9 – medium. Proposed acid grassland seeding of newly formed embankments will help integrate these in views [P11-LV19]. The significance of impact is <b>moderate adverse</b>.</p>	<p>impact is low and the significance of impact is <b>slight adverse</b>.</p>
17	<p>Macdonald Hotel Car park of Morlich Hotel near play area Approx. chainage 5500  Medium sensitivity</p>	<p>Views towards the A9 are partially screened by false cutting or birch trees/scrub. The focus of the view in the direction of the A9 is the Craigellachie outcrop.</p>	<p>Mainline widening will result in the formation of new embankments, and the inclusion of a retaining wall with associated reduction in tree cover and existing vegetation. Combined otter/badger/wildcat fencing will be an additional new element. The magnitude of impact is medium and the significance of impact <b>moderate adverse</b>.  Note: Views towards the A9 will also be screened by woodland proposed as part of the Macdonald consented development site of woodland lodges [CNPA Ref. 2016/0224/DET] though it is unclear whether this would be effective in the timeframe of the opening year of the A9 dualling programme. *Consented development has not been considered as part of mitigation in this assessment.</p>	<p>Mitigation planting comprising birch woodland (chainage 5400-5500) [P11-LV18] will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced. Combined mammal fencing will be softened and partially screened by the birch wood mitigation planting [P11-LV18] and retention of existing woodland [P11-LV14]. The magnitude of impact is low and the significance of impact is <b>slight adverse</b>.  Note: Views towards the A9 will also be screened by woodland proposed as part of the Macdonald consented development site of woodland lodges [CNPA Ref. 2016/0224/DET] which is likely to have reached a level of establishment by the</p>

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				summer of year 15 of the A9 dualling programme. However, mitigation planting proposals makes provision for screening which does not rely on this additional tree cover.
18	Macdonald Hotel Car park and of Right of Way at Macdonald Highland Hotel  Approx. chainage 5870  Medium-High sensitivity	Views to the A9 are restricted by the Macdonald Highland Hotel in the foreground and trees on the southbound embankment of the A9. It is assumed there are views from the upper levels of the hotel towards the A9 which are likely to be partially screened by existing vegetation.	Southbound widening of the A9 will result in the road being closer to the Macdonald Highland Hotel and associated reduction of existing trees. The existing bund will be retained between chainage 5650-5675 and the existing landform squared off to provide screening for receptors. It is anticipated that views of the A9 from the upper levels of the hotel will be restricted by a combination of the bund and mitigation planting. Combined otter/badger fencing will be introduced along this embankment. Large specification birch and pine tree planting [P11-LV20], in combination with planting retained [P11-LV14], will result in a low magnitude of impact and a <b>moderate adverse</b> impact in the winter of year one.	Mitigation planting [P11-LV18] will have reached a level of significance whereby it is expected to soften and afford greater screening of the combined badger/otter fence [P11-LV18]. The magnitude of impact is judged to be low. This will result in a <b>slight-negligible adverse</b> impact.
19	Scandinavian Village  Approx. chainage 6000  Medium-High sensitivity	The Scandinavian Village is a cluster of timeshare buildings, two of which are closer in proximity to the A9 than the others and are two storeys with balconies, patio doors and picnic areas looking towards the A9. The view to the west comprises of the A9 embankment and birch trees.	A9 widening will result in a newly formed embankment at closer proximity and reduction of existing trees. Combined otter/badger fencing will be an additional element along the lower level of the embankment. Large specification birch and pine trees planted as part of mitigation [P11-LV20] will aid screening of traffic movement and backcloth the mammal fence in the winter of year one. The magnitude of impact is medium and the	Planting mitigation comprising of mixed woodland [P11-LV18] will have reached a level of establishment whereby it is expected to provide an element of screening to the A9 traffic. The magnitude of impact is low and the significance of impact is <b>slight- adverse</b> .

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			significance of impact is <b>moderate adverse</b> in the winter of year 1.	
20	Milton Wood from Core Path  Approx. chainage 7050  Medium-High sensitivity	Milton Wood is designated open space [Adopted Local Development Plan 2015] and comprises of broadleaf woodland between the western fringe of the town of Aviemore and the A9. The waymarked Aviemore Orbital Path (Core Path) runs through the woodland. The view to the west comprises of the wooded A9 embankment.	A9 widening will result in a newly formed embankment and a reduction of the existing trees. Combined otter/badger fencing will be an additional element along the lower level of the embankment. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> in the winter of year 1.	Planting mitigation comprising of mixed woodland [P11-LV18] will have reached a level of establishment whereby it is expected to provide an element of screening to the A9 traffic. The magnitude of impact is low and the significance of impact is <b>slight- adverse</b> .
21	Burnside, Aviemore from public footpath  Approx. chainage 7400  Medium sensitivity	The vehicular underpass, which is lit, and the A9 embankment, with recently planted trees, is foreground in the view and traffic movement is clearly visible. The focus of the view is the Cairngorm Mountains.	A9 widening is southbound here. Drainage feature [Retention Pond S8] will be visible. Combined otter/badger/wildcat fencing will be an additional element in the view. Retention of existing young planting [P11-LV14] and addition of large specification birch and pine trees [P11-LV20] will reduce impact. The focus of the view will not change. Magnitude of impact is low, and significance of impact is <b>negligible-slight adverse</b> .	Planting comprising of woodland mix [P11-LV18] around the drainage feature [Retention Pond S8] will have reached a level of establishment whereby it will integrate the drainage feature into the landscape. Existing recent young planting along the northbound verge will be retained [P11-LV14] and have become established and will soften the combined mammal fencing [P11-LV18]. Magnitude of impact is low and significance of impact is <b>negligible</b> .
22	Corriegorm/The Steadings, Aviemore	A mature beech hedge associated with the Steadings, and birch woodland between the properties	A new NMU underpass structure at Milton incorporating a full height retaining wall [P11-LV8] will be required. Southbound widening will result	Mitigation planting comprising mixed woodland [P11-LV18] will have reached a level of establishment

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	(from Core Path)  Approx. chainage 7270 High sensitivity	and the A9, largely screens the embankment of the A9. The focus of the view is towards the Cairngorm Mountains.	in the formation of new embankment and associated reduction of the birch woodland. Views from lower height properties are assumed to be restricted by garden planting. The underpass and retaining wall will have natural stone treatment to retain the 'human scale' of the existing NMU underpass and the rural elements of the landscape character [P11-LV11]. The Core Path will be re-aligned here. Combined otter/badger fencing will be an additional element. Large specification birch and pine trees will afford a level of screening of the A9 and associated mammal fencing in views [P11-LV20]. The magnitude of impact is medium-high and the significance of impact is <b>moderate – substantial</b> in the winter of year 1.	whereby it is expected to provide an additional level of screening of the A9 and traffic movement. The magnitude of impact is low and the significance of impact <b>slight adverse</b> .
23	Milton, Aviemore  Approx. chainage 7400  Medium-High sensitivity	Views from Milton area, representing residential properties, are across an undulating open area towards the birch-lined A9 embankment which runs across the centre of the view. The High Burnside Underpass is a feature to the left of the view. Beyond the A9, the horizon comprises of conifer plantation. The focus of the view for many properties is likely to be to the east to the Cairngorm Mountains.	Southbound widening and the accommodation of a consented development site [CNPA Re. 2016/0224/DET] will result in the addition of a retaining wall between Milton NMU underpass and chainage 7380 [P11-LV8]. The newly formed embankment will result in the loss of existing birch woodland. The retaining wall will have natural stone treatment to better reflect the rural elements of the landscape character and human scale of the experience for local receptors including those using the Core Path which will be re-aligned here [P11-LV11]. A combined otter/badger/wildcat fence will be a new element. The magnitude of impact is medium-high and the significance of	Embedded mitigation in the form of natural stone treatment to the retaining wall between Milton NMU and High Burnside Underpass is the only form of mitigation available due to the restricted room between the A9 and the new housing development. However immediately north of High Burnside Underpass, scrub planting [P11-LV16] with scattered trees [P11-LV18] will break up the form of an embankment atop the retaining wall, and the mixed woodland [P11-LV18] on the embankment will, at establishment,

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			<p>impact is <b>moderate adverse</b> in the winter of year 1.</p> <p>Note: Views to the A9 and associated retaining wall will be screened by the consented development [CNPA Ref. 2016/0224/DET]. *Consented development has not been considered as part of mitigation in this assessment.</p>	<p>afford filtering of traffic. The focus of the view for most properties is likely to remain towards the Cairngorm Mountains. The magnitude of impact at summer year 15 is low and the significance of impact <b>slight adverse</b>.</p> <p>Note: Views to the A9 and associated retaining wall will be screened by the consented development [CNPA Ref. 2016/0224/DET]. However, mitigation planting proposals make provision for screening which does not rely on this additional tree cover.</p>
24	<p>Shunem, Granish from NMU route</p> <p>Approx. chainage 8400</p> <p>Medium sensitivity</p>	Views from the rear/west of the property are restricted by topography and scattered trees – although there is a ‘dip’ where intermittent high-sided vehicle movement on A9 is visible.	While currently it is only possible to glimpse high sided vehicles, due to the intervening topography, it is possible that the regrading of the access track to the drainage feature [Retention Pond C1] and the changes to facilitate access to the caravan park development may open up views to the proposed scheme. Views might then be afforded of the re-seeded southbound embankment and traffic movement more visible. Magnitude of impact low. Significance of impact is <b>slight adverse</b> .	Mitigation planting comprising of aspen woodland [P11-LV18] along the southbound embankment will have reached a level of establishment whereby the proposed scheme is integrated into the landscape and visibility of traffic movement is reduced. The magnitude of impact remains low and the significance of impact is <b>negligible</b> .
25	<p>A95 Granish Junction</p> <p>Approx. chainage</p>	Views from the A95 towards the A9 are screened by mixed woodland both north and south of the existing Granish Junction. There are views	The addition of a new roundabout at the A95-A9 link and associated woodland reduction to accommodate sightlines on the approaches, along with woodland reduction to facilitate the addition	Mitigation planting comprising of aspen woodland and mixed woodland [P11-LV18] will have reached a level of establishment

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	8750  Medium-High sensitivity	toward the Granish at grade junction following along the existing link road. These views are channelled by mixed woodland towards the A9 and the conifer plantation to the west of the A9. The existing junction is unlit.	of drainage features [infiltration basin C15], and the Granish Underpass and slip roads will result in a greater awareness of the Granish Junction and traffic movement. A combined otter/badger fence will be introduced. The roundabout and underpass will introduce lighting to this area. As part of embedded mitigation, the lighting columns will be restricted in height to below the apparent tree line and the luminaires selected to avoid upward light [P11-LV25]. Natural stone walling at the roundabout and alongside the link road to the underpass [P11-LV12], along with large specification aspen trees, will provide embedded mitigation to enhance landscape character and the 'gateway' to Aviemore. The magnitude for change is medium-high and the significance of impact is <b>moderate-substantial adverse</b> .	whereby it will afford an element of screening and/or softening of the junction, including the combined mammal fence, for users of the A95. However, the scale of the new junction and the lighting associated with it will result in a low-medium magnitude of change have a <b>slight adverse</b> impact in the summer of year 15.
26	Birch Cottage cluster Viewpoint from access track to property.  Approx. chainage 10090  Medium sensitivity	These receptors sit elevated to the west of Avie Lochan and the focus of the view is over Avie Lochan to the Cairngorm Mountains beyond. Views from the rear of the properties towards the A9 are restricted by a steep embankment with mixed woodland planting and beech hedge.	The A9 mainline will be widened northbound at this location. An existing track will be upgraded and extended to facilitate a new drainage feature [retention pond C5]. This retention pond has been located south of the cluster of mature trees at Birch Cottage so that these trees will remain [P11-LV14]– the retention pond, and proposed combined otter/badger fence along the A9 embankment, will not be visible from the receptor. The magnitude of impact is low and the significance of impact is <b>negligible</b> .	The upgrade to the access track will have softened and blended in by the summer of year 15. The magnitude of impact is considered to be low. The significance of impact is <b>none-negligible</b> .
27	Avielochan Farm	This two-storey farmhouse sits elevated to the west of Avie Lochan	The A9 mainline will be widened northbound at this location. Some tree loss on the northbound	Mitigation planting northbound comprising of mixed woodland [P11-





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	Viewpoint located in front (east) of the farm from access track to property.  Approx. chainage 10250  Medium sensitivity	and the focus of the view is over Avie Lochan to the Cairngorm Mountains beyond. It was not possible to access the rear of the property to determine views toward the A9 though it is likely that these will be restricted by intervening trees and perhaps limited to any upper level windows that may exist.	verge of the A9 may potentially be visible from the upper levels of the property as may tree loss associated with the culvert [A91170 C23]. Retention of southbound woodland will afford screening of the combined otter/badger fence and culvert [P11-LV14]. The magnitude of impact is low and the significance of impact is <b>negligible-slight adverse</b> .	LV18] will have established to a level where it will replace woodland lost which may be visible in views from the upper levels of Avielochan Farm. The magnitude of impact is low and the significance of impact is <b>none-negligible</b> .
28	Avielochan cluster – on Right of Way  Approx. chainage 10300  Medium sensitivity	Properties in this cluster have restricted views of the A9 due to garden planting. Rowan Cottage is closer and may have views from the upper storey though from lower level views likely to be restricted by conifer hedge. Views toward the A9 are over open fields and the A95. The A9 is elevated but within woodland. For most properties, the focus of the view is likely to be Avie Lochan to the southeast.	The A9 mainline will be widened northbound at this location and some reduction in the density of tree cover is likely to be perceptible in the middle distance of the view from this location. Tarmacadam surfacing to the access track to the drainage feature [Retention Pond C5] may be a slight change in views from Rowan Cottage; the retention pond will not be visible. The magnitude of impact low. Significance of impact is <b>negligible</b> in the winter of year 1.	Mitigation planting northbound comprising of mixed woodland [P11-LV18] will have established to a level where it will replace woodland lost which may be visible in views from this location. The upgrading of the access track will have softened somewhat during this time. The magnitude of impact is low and the significance of impact is <b>none-negligible</b> .
29	A95 south of Laggantygown  Approx. chainage 10980	From the A95 views are across improved fields with scattered mature trees to the Cairngorm Mountains on the horizon. Westwards, the views include slope along which the A9 lies in the middle distance of the view with conifer covered hills beyond.	Earthworks southbound have been relaxed to 1:4 as part of embedded mitigation for improved landscape fit [P11-LV8]. and seeded with an acid grassland mix [P11-LV19]. A drainage feature [Infiltration Basin C7] will be a new addition perceptible in the view. Upgrading of the existing field access track facilitate maintenance of both this drainage feature and also Infiltration Basin C8	Mitigation planting comprising of mixed woodland and scattered trees on the relaxed southbound embankment will have reached a level of establishment such that it affords screening of the A9 traffic movement [P11-LV18]. Scattered trees at drainage feature C7 will

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	Medium sensitivity	Currently the A9 embankment is partially screened with trees, but there are sections that have little tree coverage where views of A9 traffic movement is evident. For travellers on the A95, the focus of the view is the Cairngorm Mountains, although for northbound travellers there is a large telecoms mast in close proximity breaking the skyline.	and C9A further north may result in some reduction in northbound roadside vegetation clearance to maintain sight lines. The focus of the view will not change. The magnitude of impact is low and the significance of impact <b>slight adverse</b> in the winter of year 1.	soften the feature in the view [P11-LV15 and P11- LV18]. The magnitude of impact is low and the significance of impact is <b>negligible</b> .
30	HML at Laggantygown Viewpoint at the elevated mast base south of the HML Bridge  Approx. chainage 11050  Medium sensitivity	Views to the A9 from this viewpoint are likely to be similar to those from the HML south of Laggantybridge and are elevated over the A95, across fields where the A9 traffic visibility is restricted by topography and vegetation. The focus of the view for HML travellers is likely to be the Cairngorm Mountains. Views from the HML from the north of the Laggantybridge may have visibility of the A9, reformed embankments and a series of drainage features.	The access track to infiltration basins C8 will be perceptible. To the north of the Laggantybridge (which for the purposes of this assessment was not safely accessible), fleeting views from the HML are assumed to include the newly formed embankment, retaining walls [P11-LV8], traffic movement due to tree loss on the southbound verge and a series of drainage features Infiltration basins [C8 and C9A]. For rail travellers moving at speed, the magnitude of impact is low and the significance of impact at winter of year 1 is <b>slight adverse north of the Laggantybridge and negligible/none south of the Laggantybridge</b> .	Mitigation in the form of scattered trees planting along the embankments and around drainage features [Infiltration basins C8 and C9A] will have established to a level that will provide screening and softening of the features and integrate them into the landscape [P11-LV18]. Scrub planting at the base of the retaining walls (approx. chainage 11600-11700) will reduce perceptibility of these elements from the HML [P11-LV18]. The magnitude of impact is low and the significance of impact is <b>negligible</b> .
31	Broom Cottages, Ellan Viewpoint located on Station Road – Core Path and NCN7 route	Although views from the rear of Broom Cottages could not be confirmed, views to the A9 appear	The southbound widening of the Dulnain Crossing will bring the A9 closer to the property in the form of the Dulnain Bridge structure. Views south will include the structure and associated new	Mitigation planting comprising coniferous woodland [P11-LV15] on the embankment to the south will have reached a level of

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	Approx. chainage 16600  High sensitivity	to be at least partially restricted by outhouses, and garden vegetation.	embankment which will result in tree loss. A retaining wall [P11-LV8] to the north of the river (up to 9.4m high) may be partially visible in views from the rear (not determined due to access restrictions). Otter fencing will be an additional element in close proximity. Due to the proximity of the existing A9 and the HML railway and bridge, the magnitude of impact is medium-high. The significance of impact is <b>substantial adverse</b> .	establishment whereby it is expected to provide a level of screening and softening of the proposed scheme. However, it is not possible to provide planting which would mitigate the structure, or potential/assumed views (access not possible to north of property). Therefore, the magnitude of impact is medium and the significance of impact remains <b>moderate adverse</b> .
32	Sluggan Road – Core Path and NCN7 route  Approx. chainage N/A  Medium sensitivity	The view northeast is along the Sluggan road, lined with mature trees, over improved fields on the floor of the Dulnain strath. The A9 embankment, largely unvegetated crosses the middle distance of the view and is backclothed by afforested smooth hills, which are the focus of the view.	Due to southbound widening of the Dulnain Crossing, there will be little or no change beyond construction visibility for this receptor. Drainage feature [Detention Basin N1] and associated access track will not be visible. Acid grassland seeding of the currently largely bare embankment would be beneficial change [P11-LV19]. Magnitude of impact is low and significance of impact is <b>slight beneficial</b> .	No requirement for mitigation though scattered trees [P11-LV18] have been proposed along with acid grassland seeding of the largely bare embankment. The magnitude of impact is judged to be low. This is a beneficial change – <b>slight beneficial</b> .
33	A9 at Black Mount  Approx. chainage 19200  Medium sensitivity	The view from the southbound verge of the A9 comprises of mainly conifer trees alongside the A9 with conifers also making up the horizon. Snow poles, telephone poles and signage repeats along the line of view.	A reduction in trees to facilitate the introduction of the Black Mount Junction, its associated retaining wall [P11-LV8] and mainline widening will increase the extent of skyline and extensive conifer plantation visible. Although retention of existing conifer is anticipated, there will be a disjoint between the clearance of the existing conifer blocks and that which is retained [P11-LV14]. New formed verges will be seeded with a dry heath mix [P11-LV19] to reduce impact in the	Mitigation planting comprising of coniferous woodland [P11-LV15] and scattered trees [P11-LV18] will have reached a level of establishment whereby it integrates with existing/retained conifers [P11-LV14]. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .

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			WY1. Rocks and boulders will be incorporated into the design of the junction to align with local landscape character and create a gateway to Carrbridge [P11-LV13].  The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> in the winter of year 1.	
34	Slochd Beag northbound on the unclassified road (south of Slochd Beag) – NCN7 route  Approx. chainage 21600  Medium-High sensitivity	The A9 bridge is visible when travelling on the unclassified road which it crosses above. The railway is parallel to the unclassified road but is deep in cutting at a lower level than both roads. The A9 bridges above and across two rocky outcrops. The view is one of multiple scales and focuses on various layers of engineering infrastructure amidst the rocky pass.	The new Slochd Beag bridge will be an additional man-made structure to the engineered landscape at this location running parallel to the existing A9 structure. Although vegetation is sparse here, and its reduction will not necessarily be visually adverse, the requirement for rock reconfiguration to the southbound verge of the unclassified road (which comprises the near horizon) will be a noticeable change. Careful design of the rock cuts as part of embedded mitigation will be undertaken [P11-LV8]. The sense of drama at this location will not be lost by the addition of a new structure, the abutments of which will create a vertical feature of similar scale to the existing rock face. The magnitude of impact is medium. The significance of impact at winter of year 1 is <b>moderate adverse</b> .	Acceleration of the conditions under which natural regeneration of the new rock cuts by vegetation takes place (e.g. by hydroseeding) is part of mitigation [P11-LV21]. As vegetation of local species becomes established the appearance of the rock faces will improve further. The magnitude of impact is low – medium and the significance of impact is <b>slight adverse</b> .
35	Slochd Beag southbound on the unclassified road (north of Slochd Beag) – NCN7 route	A9 bridge is visible when travelling on the old A9 which it crosses above. The railway is parallel to the unclassified road but is deep in cutting at a lower level than both roads. The A9 bridges above and across two rocky outcrops. The	The new Slochd Beag bridge will be an additional man-made structure to the engineered landscape at this location running parallel to the existing structure so that they are read 'as-one' [P11-LV11]. The structure will appear skylined across the near horizon in the view. The magnitude of	The rock cuts will not be visible from this location, and there will be little or no loss of vegetation here. There is no way to mitigate the introduction of the bridge structure in the foreground of the view, however, this in the context of the topography and

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	Approx. chainage 21800 Medium-High sensitivity	view is one of multiple scales and focuses on various layers of engineering infrastructure amidst the rocky pass.	impact is low-medium. The significant of impact at winter of year 1 is <b>slight adverse</b> .	existing structure it is considered that the magnitude of impact remains low-medium and the significance of impact remains <b>slight adverse</b> .
36	HML Viaduct at Ski Lodge Viewpoint to east of railway viaduct nr. ski lodge – NCN7 route  Approx. chainage 22100  Medium-High sensitivity	Views from the viaduct are assumed to be similar as those represented by the viewpoint location which is nearby. For travellers in carriages with windows facing the A9, views are partially restricted by intervening planting though traffic movement is likely to be visible. and there may be oblique views of the rockface at Slochd Beag.	There may be some visibility to changes made to the rock face at Slochd Beag [P11-LV8]. Mitigation proposals effective at winter of year one include acid grassland on northbound embankment [P11-LV19]. The magnitude of impact for HML travellers is low-medium due to the likely fleeting nature of the view and the significance of impact <b>slight-moderate adverse</b> .	Mitigation planting comprising mixed woodland and scattered trees northbound and southbound will integrate the mainline, soften rock cuts and filter views of traffic [P11-LV18]. The magnitude of impact will be low and the significance of impact <b>slight adverse</b> .
37	Rynaclarsach cluster and NCN7 route  Approx. chainage 22500  Medium sensitivity	The A9 embankment comprises the immediate horizon. The embankment is vegetated in front of one property by conifer and in front of the other by birch. Traffic is audible, and visible in the 'gap' between vegetation. Access was not possible to the rear, but views from the rear of the properties is assumed to cross a woodland ravine, to the railway, beyond which lie open moorland hills.	Grading out of the embankment to the front of the properties will be undertaken; existing trees to be replaced with a mixed woodland mix (80:20 broadleaf conifer) [P11-LV15]. There will be a new left-in-left-out junction to the north resulting from a change to the A9 access and formation of new layout and embankments – this will not be visible from the northernmost property which has garage buildings to this aspect though oblique views from the properties may be possible. A new drainage feature will be located nearby [Detention Basin N7]. The magnitude of impact is low-medium and the significance of impact is <b>slight-moderate adverse</b> .	Mitigation planting (80:20 broadleaf conifer and scattered trees) along the A9 northbound embankment and at the Left-in-left-out junction to the north of the properties (mixed woodland) and around the drainage feature [Detention Basin N7] will have reached a level of establishment whereby it will afford a level of screening and softening of these elements in the view [P11-LV18]. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .



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38	Elevated path and Right of Way just south of CNP boundary  Approx. chainage 23300  Medium-High sensitivity	Views are restricted to the west by the railway embankment, and to the north and south by topography and vegetation so that views to the A9 are restricted to the east where the road lies at a lower elevation and only glimpses of traffic are visible through gaps in the tree line.	Although the drainage features [Retention Ponds N9] and associated tracks will be obscured by the treeline along the track and its embankment, mainline widening and associated loss of vegetation will be visible. The main change is likely to be from work to the rock cuts southbound A9 which form the focus of the view from parts of this elevated track. Embedded mitigation in the form of naturalistic reconfiguration of the rock faces [P11-LV8] and the promotion of natural regeneration [P11-LV21] on any associated benches or bunds to reduce the linear nature of the rock cut is considered as embedded mitigation in the assessment of impact. The magnitude of impact is medium and the significance of impact is <b>moderate adverse</b> .	Naturalistic rock cut treatments will have had the advantage of time for natural regeneration to take place (accelerated by topsoil to select areas P11--LV21). This, coupled with mitigation planting [P11-LV18] on the mainline embankments, which will have reached a level of establishment whereby the embankments are less obvious, will result in a magnitude of impact of low and a significance of impact of <b>negligible- slight adverse</b> .
39	NCN7 at Slochd Approx. chainage 23800  High sensitivity	Note: The viewpoint, at the time the survey was undertaken, was located on the existing NCN7 at Slochd (i.e. west side of A9). The NCN7 will be re-aligned so that at chainage 23800 it will be located on the east side of the A9.  Views from the realigned NCN7 are therefore assumed only. Given the realignment proposal, this is the only way to represent the NCN7 at Slochd and the gateway to the CNP in this assessment.	The NCN7 will be realigned parallel to the southbound A9 carriageway via a new underpass – Slochd Mhuic North before realigning to the northbound side via another new underpass – Slochd Mhuic South. A cascade/drainage channel will run along the side of the re-aligned NCN7. The upper cross section will be graded back and naturalised to improve the visual impact of the channel [P11-LV8]. Landform shall be squared off to maintain or create a bund to contribute to screening of this channel views for receptors and natural boulders [P11-LV13] and native planting used to soften and integrate the channel to the landscape. The NMU underpasses form part of the 'gateway' to the CNP experience	Beyond the embedded mitigation associated with the rock cuts and NMU underpasses, and the use of reinstatement dry heath, mitigation is limited to natural regeneration of the rock areas accelerated by select topsoil placement [P11-LV21]. Scrub and scattered trees [P11-LV18] will help soften the drainage channel. In time, the magnitude of impact is low and the significance of impact is judged to be <b>slight beneficial</b> .

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		Views for cyclists in both directions are constrained by the rocky pass through which the A9 and cycle route are contained. The rock cuts are a feature of the cycle route at this location and the mesh covered Slochd Summit is the focus of the view.	for users and will receive treatment appropriate to this status at the detailed design stage to include natural stone treatment to the splayed wing walls and entrances as part of embedded mitigation. Also as part of embedded mitigation, the luminaires will be selected to avoid upward light [P11-LV25]. There is an opportunity to improve the appearance of the Slochd Summit rock cut area (currently mesh covered) which includes removal of the mesh and maximisation of the drama [P11-LV8]. The iconic rock plug/pinnacle between the A9 and the HML will remain in situ and but the existing mesh treatment will be improved in line with best practice guidance (see Appendix 13.2: Rock Cuts). The focus of the view will be the drama of the rocky pass associated with the walls of rock at this pinch point. Embedded mitigation in the form of rock cut design to ensure the sense of drama at the gateway to the CNP is maintained [P11-LV8], retention of the iconic rock plug, and dry heath re-instatement [P11-LV19] will be a noticeable change and mean that the magnitude of impact is considered to be medium. The significance of impact is <b>slight beneficial</b> because the main rock face will be improved and the mesh removed.	
40	A9 north of CNP boundary – NCN7 route  Approx. chainage	Views from the southbound verge of the A9 are channelled through the rocky pass at Slochd, with rock stabilisation measures (mesh) clearly visible. The feature of the	Mainline widening involving rock cuts at Slochd Summit, improvements to the access track to the Network Rail turning/maintenance area, and the re-routing of NCN7 cycle route (the NCN7 will be located at the viewpoint). The NMU underpasses	Most of the mitigation is embedded in the design year (rock cuts). However, mitigation planting to soften the A9 embankments and along the NCN7 will have reached a

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	24230  Medium-High sensitivity	view is the iconic 'rock plug' between the A9 and the HML. Telecoms masts atop the hills are detractors from the view.	form part of the 'gateway' to the CNP experience for users and will receive treatment appropriate to this status at the detailed design stage to include natural stone treatment to the splayed walls and entranceway. As part of embedded mitigation, the luminaires will be selected to avoid upward light [P11-LV25]. Views looking west and north are quite open and the HML is clearly visible, so that the removal of relatively light vegetation will not be a significant change. Rock cuts at Slochd Summit will be the main change in views. While the rock cuts are comprehensive, they also afford an opportunity to remove the existing mesh which is currently a detractor in views [P11-LV8]. The iconic rock plug/pinnacle between the A9 and the HML will remain in situ and mesh treatment will be extended but in an improved application in line with best practice guidance (see Appendix 13.2: Rock Cuts) [P11-LV18]. The magnitude of impact to the area overall therefore, is medium. The significance of impact is judged to be <b>slight beneficial</b> on the basis that the changes are likely to have positive impact so that the result cannot be anticipated to be adverse.	level of establishment whereby these elements are integrated and softened in the view [P11-LV18]. The magnitude of impact is low-medium and the significance of impact remains <b>slight beneficial</b> given that the main change was to the rock cuts and these are considered to have a positive impact. It is considered that the impact cannot reduce to 'none' due to the fact that dense planting for screening of the A9 and HML is not suitable at this location where the drama of the open rocky pass is characteristic.
41	GWMR at Slochd – Right of Way  Approx. chainage 24450	Views towards the A9 are across 'interlocking' open moorland hills. Two telecoms masts are within the view – one very prominently skylined in views south. A steel tower over head line is also a prominent element, partially	Dry heath vegetation will integrate and soften the A9 mainline widening in views west and north [P11-LV19]. The area of hardstanding provided for HML will be softened with some scrub planting [P11-LV16]. The NCN7 will be visible in close proximity at a lower level but will incorporate embedded mitigation in the form of natural rock	Mitigation planting (beyond scrub) for screening purposes is not suitable here due to the open landscape character [P11-LV23]. The NCN7, access track and HML hardstanding area plus the A9 verges will soften in time as scrub





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	Medium-High sensitivity	skylined in views to the south. The focus of the view south when visibility is good is the Cairngorm Massif. The focus of the view north is the smooth open moorland hills.	treatment application to the splayed wing walls and entranceway in keeping with its status as the NMU 'gateway' to the CNP. Rock cuts and treatments will not be visible. The magnitude of impact is low and the significance of impact is <b>slight adverse</b> .	establishes. The magnitude of impact will remain low and the significance of impact <b>negligible</b> .