

14 Visual

14.1 Introduction

- 14.1.1 This chapter presents the assessment of the potential visual effects of the proposed A9 Dualling Project 9 – Crubenmore to Kincaig. Details of the Proposed Scheme being assessed are described in **Chapter 5**.
- 14.1.2 The study area for the Proposed Scheme is highly scenic and sits within the Cairngorms National Park (CNP) and a Highland Council Special Landscape Area designation. The River Truim, which flows into the River Spey, runs within close proximity to the A9, allowing open views over its floodplains in places. Mountain ranges form the backdrop to views in most directions. The towns of Newtonmore and Kingussie are visible to the west of the A9.
- 14.1.3 **Drawing 14.1** in **Volume 3** shows the Proposed Scheme extents on Ordnance Survey (OS) topography data. It includes an expansive landscape of a spectacular and dramatic nature, typical of the central Scottish Highlands. The scenic assets of this area are particularly important.
- 14.1.4 One of the most stunning sections of this project is the River Spey crossing, encompassing many important designations. Views open up over the Insh Marshes National Nature Reserve (NNR) and the historic Ruthven Barracks Scheduled Monument that rises above the strath to the east. This creates a highly impressive travelling experience with a variety of features throughout this area.
- 14.1.5 The Visual impact assessment includes the following:
- Baseline conditions within the study area relating to visibility of the existing road
 - Potential effects of the Proposed Scheme with regard to the identified baseline conditions
 - Anticipated mitigation measures that allow subsequent identification of potential residual effects
 - A summary of the visual impact assessment identifying significant residual effects taking into account any required mitigation.

14.2 Approach and Methods

- 14.2.1 The approach and methodology for this assessment has been applied in accordance with best practice and has been refined to enable a bespoke approach that enables a thorough evaluation of the potential visual effects within this highly scenic landscape.

Scope and Guidance

- 14.2.2 This assessment was undertaken with reference to the *Highways Agency et al, Interim Advice Note (IAN) 135/10 and DMRB Volume 11, Section 3, Part 5, Landscape Effects, 1993* and *The Scottish Government Planning Advice Note 1/2013 Environmental Impact Assessment*.
- 14.2.3 The visual assessment was also undertaken in accordance with other guidance, which included *'Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA 3) (Landscape Institute and the Institute of Environmental Management and Assessment)' (2013)* and *'Fitting Landscapes: Securing more sustainable landscapes' (Transport Scotland, 2014)*.

- 14.2.4 The A9 Dualling Programme Strategic Environmental Assessment (SEA) Environmental Report, 2013, includes a series of strategic considerations and key design implications. These have been taken into account within this visual assessment and the design and mitigation proposals for the Proposed Scheme.
- 14.2.5 Landscape architects across the A9 Dualling Programme responsible for assessing Landscape and Visual effects formed a Landscape Forum sub-group of the A9 Dualling Environmental Steering Group. The Forum worked together to agree a common approach to assessment, including utilisation of a similar methodology and terminology.
- 14.2.6 In accordance with the Highways Agency et al, IAN 125/09 2009 the assessment of views from the road is reported in **Chapter 9**.

Study Area

- 14.2.7 The study area for this assessment includes the visual envelope of the existing A9 between Crubenmore and Kincaig. **Drawing 14.1** in **Volume 3** indicates the topography of the area, and **Drawing 14.2** in **Volume 3** identifies a theoretical Zone of Visual Influence (tZVI) for the existing A9. The extent of the tZVI has been set to 10km around the existing A9.
- 14.2.8 **Drawing 14.3** in **Volume 3** identifies the proposed tZVI based upon the Proposed Scheme. The tZVI is based upon bare ground topography and does not take into account any screening or filtering of visibility by local vegetation or built form, and is therefore a worst-case indication of theoretical visibility. The tZVI of the Proposed Scheme is used to identify sensitive visual receptors. **Appendix 14.1** in **Volume 2** provides a description of the methodology behind the proposed tZVI.
- 14.2.9 Based on the extent of theoretical visibility indicated on **Drawings 14.2** and **14.3** in **Volume 3**, and due to the nature of the upland terrain that the A9 passes through, the visual assessment study area has been set at 5km either side of the A9, with the greatest effects anticipated within 2km of the Proposed Scheme. These distance buffers are shown on **Drawings 14.2** and **14.3** in **Volume 3**.
- 14.2.10 The tZVI of the Proposed Scheme is used to identify sensitive visual receptors. **Table 14-7** and **Table 14-9** sets out what these sensitive receptors are, as identified on **Drawings 14.4** and **14.5** in **Volume 3**.
- 14.2.11 **Drawing 14.1** in **Volume 3** indicates the topography of the area; this has also been taken into consideration when defining the study area, as indicated above.

Baseline Data Sources

Site Walkover and Surveys

- 14.2.12 Detailed site assessments have been carried out by landscape architects over a series of site visits in 2015, 2016, 2017 and 2018. The site assessments identified and considered:
- Built receptors including residential properties, workplaces and recreational buildings
 - Outdoor receptors including minor roads, the Highland Main Line railway (HML), footpaths, cycleways and equestrian routes. The summits of surrounding Munros and other hills adjoining the road corridor are also included as popular recreational destinations.
- 14.2.13 Representative Viewpoints, typical of the visual receptors likely to be affected by the Proposed Scheme, have been identified and are set out in **Section 14.3**. These Representative Viewpoints were agreed with the Cairngorms National Park Authority (CNPA) in September 2017 and have been updated throughout the assessment process, to respond to specific stakeholder concerns, for use in this visual assessment.

14.2.14 Site assessments were carried out on foot and by car, to consider both winter and summer scenarios. Data was collected using a standardised checklist, as well as photographs of the current A9 alignment and potential views that may be physically affected by construction and operation of the Proposed Scheme. Photographs were taken to/ from Representative Viewpoints that have potential visibility of the Proposed Scheme.

Desk-based Assessment

14.2.15 Baseline information was collected through a desk-based assessment, which including a review of the following:

- 1:5,000, 1:1000, 1:25,000 and 1:50,000 scale Ordnance Survey (OS) mapping
- Google Earth web-based photography
- Aerial photography
- Geographical Information System (GIS) datasets (including those obtained through the CH2M Fairhurst Joint Venture (CFJV) GIS team in liaison with relevant stakeholders)
- Three-dimensional visualisation model of the existing A9 and of the Proposed Scheme
- Fitting Landscape: Securing more Sustainable Landscapes (Transport Scotland, 2014)
- Planning Advice Note (PAN) 1/2013: Environmental Impact Assessment (Scottish Government, 2013)

Scoping and Consultation

14.2.16 Ongoing consultation on design development and the scope of assessment with Scottish Natural Heritage (SNH), the Cairngorms National Park Authority (CNPA), Historic Environment Scotland (HES) and The Highland Council (THC) was facilitated via the A9 Dualling Environmental Steering Group (ESG) and the Landscape Forum sub-group. Further details on wider consultation are provided in in **Chapter 7**.

Impact Assessment

14.2.17 The impact assessment has been undertaken using the approach outlined below. The level of significance is assessed based on the sensitivity to change of the visual receptors, and the magnitude of effect (change) experienced during the construction and operation of the Proposed Scheme.

Sensitivity to Change

14.2.18 In accordance with GLVIA 3, the assessment of sensitivity for visual effects combines judgements on the value attributed to the existing view, and the susceptibility of the receptor (people) to changes in visual amenity arising from the specific type of development proposed.

Value of Views

14.2.19 Value can be related to the hierarchy of designation, for example, the value attached to particular views in relation to heritage assets, or through planning designations. Value attached to views can also be expressed through published or interpretive material.

14.2.20 The criteria in **Table 14-1** have been used, along with professional judgement, to determine the value of the views experienced by each visual receptor.

Table 14-1: Value of views

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

Susceptibility

- 14.2.21 The susceptibility of different visual receptors is mainly a function of:
- The occupation or activity of people experiencing the view at particular locations
 - The extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.
- 14.2.22 The criteria in **Table 14-2** (based on GLVIA 3 guidance) has been used, along with professional judgement, to evaluate the susceptibility of different types of receptors.

Table 14-2: Visual receptor susceptibility to change

| Susceptibility | Receptor Type |
|----------------|--|
| High | Residents People engaged in outdoor recreation, including users of public rights of way, whose attention is likely to be focused on the landscape and on particular views Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience Communities where views contribute to the landscape setting and are enjoyed by residents Travellers on scenic routes where awareness of views is likely to be particularly high |
| Medium | Travellers on road, rail or other transport routes likely to have an awareness of views of their surroundings. People at their place of work whose focus may be on the setting or surroundings as part of their work. |
| Low | People engaged in outdoor sport or recreation which does not involve appreciation of views. People at their place of work, whose focus is not normally on the setting or surrounding. |

Evaluation of Visual Sensitivity

- 14.2.23 The sensitivity of visual receptors to changes in their views has been evaluated in accordance with the criteria provided in **Table 14-3**, based on the receptor susceptibility to change and the value of views.

Table 14-3: Visual receptor sensitivity to change

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

Assigning Magnitude of Effect

- 14.2.24 The magnitude of visual effect takes into consideration the duration and reversibility of the effect. Short-term, reversible visual effects from temporary construction operations are generally considered to be of lower magnitude than long-term or irreversible effects.
- 14.2.25 Criteria used to evaluate the magnitude of visual change on receptors are shown in **Table 14-4**.

Table 14-4: Magnitude of visual effects

| Magnitude | Criteria |
|---------------|---|
| High | Where the Proposed Scheme or elements of the Proposed Scheme will dominate the view and fundamentally change its character and components. |
| Medium | Where the Proposed Scheme or elements of the Proposed Scheme will be noticeable in the view, affecting its character and altering some of its components and features. |
| Low | Where the Proposed Scheme or elements of the Proposed Scheme will only be a minor element of the overall view that are likely to be missed by the casual observer and/ or scarcely appreciated. |

- 14.2.26 These criteria represent thresholds on a continuum and, where appropriate, the intermediate categories of low to medium and medium to high magnitude have also been used in the assessment.
- 14.2.27 In accordance with GLVIA 3, the duration of effects has been judged on the following scale:
- Short-term: under 1 year
 - Long-term: up to 15 years
(Note that in this location it will be necessary to consider effects over a longer time frame, up to 25 years, as vegetation establishment in areas with high altitude (and latitude), high rainfall and frequent low temperatures, such as found in the Proposed Scheme, will be slow. This is based on informed professional judgement as discussed through the A9 Dualling Landscape Forum)

Assigning Significance of Effect

- 14.2.28 The significance of visual effects has been determined using professional judgment through consideration of both the sensitivity of the visual receptors and the predicted magnitude of effect as a result of the Proposed Scheme.
- 14.2.29 GLVIA 3 advocates that the Landscape and Visual Impact Assessment (LVIA) process is an evidence-based process combined with professional judgement and that numerical scoring or weighting criteria should be avoided.
- 14.2.30 When GLVIA 3 was released the Landscape Institute noted that “*GLVIA 3 places greater emphasis on professional judgement and less emphasis on a formulaic approach*”. Therefore, a matrix of significance was not utilised and a reasoned justification for the allocated significance of the effect for each receptor is set out.
- 14.2.31 It should be noted that the significance categories can be either beneficial or adverse. Whilst the majority of effects are anticipated to be adverse, in some circumstances the addition of new features (e.g. such as art work or a distinctive bridge) could provide a beneficial effect.
- 14.2.32 **Table 14-5** sets out typical descriptors for each value of significance.

Table 14-5: Significance of visual effect

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

- 14.2.33 In most circumstances, any effect that has been identified as Substantial or Moderate is deemed to be significant and requires detailed investigation of mitigation in order to reduce the effect wherever possible.
- 14.2.34 Professional judgement is required to make a balanced and objective assessment taking all criteria into account. In the event of an effect resulting in a Moderate/ Slight effect, whereby Moderate is considered significant and Slight is considered not significant, professional judgement has been used to consider and explain if that particular effect was considered to be significant or not significant, based upon the context of that individual receptor. This judgement has been explained where relevant within the assessment.

Assigning Mitigation

- 14.2.35 Potential mitigation measures to reduce the identified effects have been considered during this assessment and are discussed in **Section 14.5**. Embedded mitigation relevant to this chapter, i.e. features included in the Proposed Scheme design, is detailed in **Section 14.4**.

Limitations to Assessment

- 14.2.36 Limitations include assumed views from the more densely populated locations such as Newtonmore and Kingussie. Access into private properties/ gardens within these locations could not be gained and therefore Representative Viewpoints are identified from within built up areas. In general, there was also restricted access to privately accessed land/ properties.
- 14.2.37 Precise details of construction activities in specific locations are limited. Therefore, an indicative assessment of construction stage effects was made for the Representative Viewpoints.

14.3 Baseline Conditions

- 14.3.1 A schedule of potential visual receptors has been established. The schedule has been derived following a desktop assessment of OS maps and the existing and proposed tZVI (**Drawings 14.2 and 14.3 in Volume 3**). Each receptor is identified as Built (residential, commercial or other) or Outdoor (infrastructure or recreational).
- 14.3.2 The Proposed Scheme study area includes two principal settlements, Newtonmore, which is approximately 1km to the northwest of the A9, and Kingussie, the western edge of which is directly adjacent to the northwest of the A9, with populations of around 1,000 and 1,400 respectively. Approximately 2km south of the A9 is the small village of Insh, where some residents have long-distance views towards the road. There are also a number of other smaller settlements including, but not limited to, Ralia, Nuide, Ruthven and Lynchat that are within close proximity to the A9.
- 14.3.3 These settlements provide numerous potential residential, commercial and recreational receptors. However, in order to undertake the DMRB Stage 3 assessment, a number of typical representative receptors have been identified. The settlements referenced above, as well as the representative sensitive receptors, are shown on **Drawings 14.4 and 14.5 in Volume 3** and listed in **Table 14-6**.
- 14.3.4 The sensitivity of the view from each of these Viewpoints/ representative receptors has been assessed using the combination of value and susceptibility to change, as set out within the methodology in **Section 14.2** above.

Visual Receptors

- 14.3.5 **Table 14.6** comprises a comprehensive list of the likely visual receptors within the study area for the Proposed Scheme.

Table 14-6: Proposed Scheme Visual Receptors

| Project 9 Visual Receptors | | |
|----------------------------|---|---|
| Built | | |
| Residential | Griogchan, West Ralia Cottage and Ku-Ring-Gai | Properties along Perth Road |
| | Upper Nuide Cottage | Residents of Newtonmore |
| | Residents of Kingussie | Ruthven Park and Ruthven House |
| | Kerrow and Kerrow Cottage | Ruthven Cottage |
| | Residents of Lynchat village | Ruthven Steading |
| | Lynvoan Cottage | Meadowside House Holiday Cottages |
| | West Lodge | Dunachtonmore |
| | Balavil Cottage | Old Mill |
| | Mains of Balavil | Residents of Insh village |
| | Properties on B9150 | Birchwood, Glen View and Invermore Lodge |
| | Ralia Beg | Milton Lodge |
| | Ralia Lodge and Garden Cottage | Milton of Nuide Cottage |
| | Keepers Cottage | Knappach Cottage |
| | Upper Nuide Cottage and Nuide Farm | Kerrow Cottage |
| | Inverton House | Creag Bhalg |
| | Kingussie | Laggan Cottage, and Three Bridges (Laggan number 2) |
| | Kerrow Farm House | Hamlet of Lynchat |
| | Laggan Number 1 Croft | East Lodge |

| Project 9 Visual Receptors | | |
|----------------------------|---|--|
| | Lynvoan Cottage | Croftcarnoch (new house) and Croftcarnoch Farmhouse |
| | Balavil House | |
| Commercial | Invernahavon Caravan Site | Ralia Café |
| | Newtonmore Golf Course | Highland Folk Museum |
| | Spey Bridge Caravan and Camping Park | Nuide Farm |
| | Holiday lets along Perth Road | Farm on B970 to east of Ruthven |
| | Highland Wildlife Park | |
| Community | Glebe Ponds | |
| Outdoor | | |
| Infrastructure | A9 Users | NCN7 |
| | Highland Mainline Railway (HML railway) | General Wade's Military Road |
| | A86 | B970 |
| | B9152 | C1137 |
| Recreational | Highland Mainline Railway (HML railway) | NCN7 |
| | General Wade's Military Road | Informal recreational track that leads to CNP hill walking track 207 |
| | Falls of Truim and Truim Woods walking route | East Highland Way – Laggan to Newtonmore and Newtonmore to Kincaig |
| | Newtonmore Wildcat Trail | Users of road and Core Path leading to Ralia Café |
| | Ralia Picnic area and car park | Kingussie and Newtonmore via Loch Gynack walking route |
| | Ruthven Barracks (remains) | Ruthven and Glen Tromie Circuit walking route |
| | Scottish National Trail – Kingussie to Laggan | Gynack Mill Trail – Kingussie |
| | Insh Marshes Invertromie Trail | Creag Bheag and Tom Baraidh hill walking route |
| | Carn An Fhreicheadain hill walking route | Insh Marshes National Nature Reserve |
| | Glebe ponds and CNP Core Path in Kingussie | Highland Wildlife Park |
| | Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave) | |

Representative Receptor Viewpoints

- 14.3.6 Based on the visual receptors identified in **Table 14-6**, key representative Viewpoints have been selected to enable an assessment of the potential effects of the Proposed Scheme from a range of sensitive receptors. These representative visual receptors are identified in **Table 14-7** and the locations are shown on **Drawings 14.4** and **14.5** in **Volume 3**. The photography of views from these Viewpoints can be seen on **Drawings 14.6** to **14.47** in **Volume 3**; a winter (worst case) and summer view has been provided for each receptor.

Table 14-7: Project 9 representative Viewpoint receptors

| Representative Viewpoint Reference | Visual Receptor | Receptor Type | Grid Reference |
|------------------------------------|--|---------------------------|----------------|
| 1 | Invernahavon Caravan Site and Road C1137 | Commercial/ Recreational | NN 68808 94911 |
| 2 | Ralia Café and rest area | Commercial/ Recreational | NN 69787 96720 |
| 3 | Properties along road leading to Ralia Café | Residential | NN 70086 96919 |
| 4 | Unnamed road off the B9150 (near to cluster of properties and the HML railway) | Residential/ Recreational | NN 70528 97363 |
| 5 | U3063 Ralia – Nuide Road and residential receptors along this road | Residential | NN 70777 97345 |
| 6 | View from U3063 Ralia – Nuide Road | Recreational/ Outdoor | NN 72300 98070 |
| 7 | South western edge of Newtonmore, users of the Highland Mainline Railway and recreational users of the Wildcat trail | Residential/ Recreational | NN 71537 98361 |
| 8 | B9150 and residents to the western edge of Newtonmore | Residential | NN 71037 98497 |
| 9 | Hill walking routes and wildcat trail on the north western edge of Newtonmore | Recreational | NN 70717 99352 |
| 10 | Knock of Clune at north western edge of Newtonmore | Recreational | NN 70953 99469 |
| 11 | Residential receptors on the northern edge of Newtonmore on Strone Road | Residential | NH 71928 00004 |
| 12 | Users of the Newtonmore Golf Course and visitors to the Highland Folk Museum | Outdoor/ Commercial | NN 72563 99598 |
| 13 | Residents of Upper Nuide Cottage and users of road U3036 | Residential | NN 73033 98488 |
| 14 | Residential receptors of Milton of Nuide and users of General Wade's Military Road | Residential/ Recreational | NN 73580 97250 |
| 15 | Users of General Wade's Military Road | Residential/ Recreational | NN 74500 98400 |
| 16 | Users of NCN7 and other recreational routes between Newtonmore and Kingussie next to the A86 | Recreational | NH 74123 00177 |
| 17 | Residential receptors along West Terrace, Kingussie | Residential | NH 75021 00537 |
| 18 | Residents to the west of Kingussie along the A86 | Residential | NH 75308 00468 |
| 19 | Southern edge of Kingussie on the B970 near Kingussie High School (view south east) | Residential/ Commercial | NH 75745 00305 |
| 20 | Residential receptors in Kingussie | Residential | NH 76000 00580 |
| 21 | Residential receptors in Kingussie | Residential | NH 75950 00900 |
| 22 | Residential receptors at Hillside Avenue, Kingussie | Residential | NH 76320 00948 |
| 23 | Road users of the A86 to the east of Kingussie, to the north of Glebe Ponds and CNP Core Path | Recreational/ Community | NH 76382 00907 |
| 24 | Kerrow Cottage Residents | Residential | NH 76628 01224 |
| 25 | Users of General Wade's Military Road and CNP Core Path near Kerrow property | Recreational/ Residential | NH 76494 01349 |
| 26 | Recreational users of Glebe Pond and CNP Core Path | Recreational/ Community | NH 76427 00871 |
| 27 | Recreational users of the River Spey (fishing/ water sports) | Recreational | NN 75997 99764 |
| 28 | Users of the B970/ General Wade's Military Road, near properties at Ruthven | Recreational | NN 76253 99505 |

| Representative Viewpoint Reference | Visual Receptor | Receptor Type | Grid Reference |
|------------------------------------|---|--|----------------|
| 29 | Visitors to Ruthven Barracks Note that Chapters 13 and 15 also provide an assessment of potential effects upon the setting of this heritage feature; this chapter assesses views only | Recreational | NN 76427 99769 |
| 30 | Residents and employers/ visitors to the farm and properties on B970 to east of Ruthven | Commercial/ Infrastructure/ Residential | NN 76908 99674 |
| 31 | Recreational users at Insh Marshes National Nature Reserve Circular Hide Viewpoint (Viewpoint also representative of Gordonhall Hide and Invertromie Hide) | Recreational | NN 77476 99883 |
| 32 | Residents of Laggan One property and users of unnamed road | Residential | NH 76995 01332 |
| 33 | Visitors to Lynchat Cemetery | Recreational | NH 77250 01250 |
| 34 | West of Lynchat village residents and B915 road users | Residential/ Infrastructure | NH 78219 01693 |
| 35 | East of Lynchat village residents and B915 road users | Residential | NH 78501 01837 |
| 36 | Users of the B915 and residential properties east of Lynchat | Residential | NH 78937 02012 |
| 37 | Balavil property nearest to the A9 | Residential | NH 79040 02299 |
| 38 | Residents of Balavil House | Recreational/ Residential | NH 79112 02653 |
| 39 | Unnamed road to Croftcarnoch property along | Recreational | NH 79581 03150 |
| 40 | Residents of Insh Village on B970 | Residential/ Recreational | NH 81192 01624 |
| 41 | Visitors to the Highland Wildlife Park/ road to the Park adjacent to the B9152 | Recreational | NH 81108 03741 |
| 42 | Road users of the B9152 at junction with road to the Highland Wildlife Park | Infrastructure/ Recreational | NH 81206 03657 |
| 43 | Visitors to Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave) Note that Chapters 13 and 15 also provides an assessment of potential effects upon the setting of this heritage feature; this chapter assesses views only | Recreational | NH 77678 01934 |

14.3.7 Views from (or experienced by) users of the HML railway are also assessed. Views from the HML railway are transient in nature. Photographs that represent views from certain locations have been included in this assessment. Viewpoints 7, 12, 20, 36, and 42 (**Drawings 14.12, 14.17, 14.25, 14.41, and 14.47** in **Volume 3**) are representative of views from the HML railway at these points.

14.3.8 All representative Viewpoints will be considered within this assessment. In some instances, receptors have been grouped together, for example, 'Residents of Newtonmore' will be assessed, and this is represented by a number of Viewpoints. This will be explained in the baseline descriptions below.

Sensitivity of Representative Viewpoints

14.3.9 The sensitivity of the view from each of the representative visual receptor/ Viewpoint is assessed using the combination of value and susceptibility to change.

Users of Invernahavon Caravan Site and road C1137 – Viewpoint 1

14.3.10 Invernahavon caravan site is located approximately 400m north west from the A9, behind a dense border of mixed broadleaf and coniferous vegetation. The A9 is screened from this view due to

existing woodland planting. **Photograph 14.1** below is representative of the view. Due to its location within the CNPA and the caravan site being a popular attraction, the value of the view is high. The susceptibility to change is high/ medium as visitors here are aware of the landscape surrounding them. Therefore, a sensitivity of **high/ medium** is appropriate.



Photograph 14-1: NCN7 adjacent to the A9 on road to Invernahavon

Users of the Ralia Café and rest area – Viewpoint 2

- 14.3.11 Ralia Café is a well-used rest location adjacent to the A9, with formal car parking, amenities and links to local walking routes. The existing A9 road embankment separates the A9 and Ralia Café, and combined with an established tree belt, filters views towards the road. At Ralia Café there is also a circular woodland walk and a small viewing platform to the east of the A9. **Photograph 14.2** is representative of the prominent view of the woodland belt between the Ralia Café area and A9.



Photograph 14-2: Looking south west towards Ralia Café and the existing A9 embankment from the Ralia Café car park

- 14.3.12 Views from this area are partly concealed. Road noise makes users aware of the A9; however, there is limited visibility of the road due to woodland screening. Views are considered to be of high value. Considering the recreational uses and amenities within the site, as well as the close proximity to the A9, users have a high susceptibility to change. Users are considered to have a **high** sensitivity to the road widening, mainly due to the close proximity to the existing A9.

Residents of properties Griogchan, West Ralia Cottage and Ku-Ring-Gai along road leading to Ralia Café – Viewpoint 3

- 14.3.13 Viewpoint 3 (**Drawing 14.8, Volume 3**) represents the view from Griogchan, West Ralia Cottage and Ku-Ring-Gai properties on the road from Ralia Café and car park that connects to the B9150.. This road runs parallel and very close to the northbound carriageway of the A9; however, there is a woodland belt that screens views towards the A9, although glimpsed views of traffic are possible.
- 14.3.14 Views from the rear of these properties to the north are open and expansive.
- 14.3.15 Views are of high value. Residents of these properties have a high susceptibility to change, and they are considered to have a **high** sensitivity, due to their close proximity to the A9 and properties orientated to face the A9.

Unnamed road off the B9150 (near to cluster of properties and the HML railway) – Viewpoint 4

- 14.3.16 There are a small number of properties off the B9150 near to the junction with the U3063 Ralia - Nuide Road. This road (and the properties) sit within mixed deciduous and coniferous woodland, which screens the majority of views in all directions, including views towards the A9. The existing views are of high value and may be highly susceptible to change, and therefore these properties are assigned **high** sensitivity.

Users of U3063 Ralia - Nuide Road and residential receptors along this road – Viewpoint 5

- 14.3.17 The U3063 Ralia - Nuide Road is a single carriageway road that runs between the B9150 at its eastern extent and connects to the A9 further to the west at Nuide Farm. It runs parallel and to the north west of the A9.
- 14.3.18 To the south, the U3063 Ralia - Nuide Road is surrounded by mixed coniferous plantation providing a woodland buffer and screening views to the A9. **Photograph 14.3** below is representative of this view. Further east along this road, views open up to the north towards the River Spey.
- 14.3.19 Views from properties along the U3063 Ralia - Nuide Road are assigned high value due to being within the CNP. Road users are of medium susceptibility to change, with residents being of high susceptibility to change. Due to the close proximity of the road and properties to the A9, these receptors have a **high** sensitivity.



Photograph 14-3: View west along U3063 Ralia-Nuide Road from junction with Ralia Lodge property driveway

View from U3063 Ralia - Nuide Road and walking track – Viewpoint 6

14.3.20 Viewpoint 6 (**Drawing 14.11, Volume 3**) represents the view from the U3063 Ralia - Nuide Road between the River Spey and the A9. The view is to the south east towards the A9 where it sits above the immediate foreground, elevated from this location. It is screened by vegetation including coniferous and deciduous trees; however, views of existing vehicles are possible. Compared to the limited views to the south east, views north east offer wide and extensive panoramas of undulating mountains in the long distance.

14.3.21 The views from this location are of high value. Receptors here would have high susceptibility to the Proposed Scheme due to their proximity to the A9, and receptors have a **high** sensitivity.

South western edge of Newtonmore and recreational users of the Wildcat Trail – Viewpoint 7

14.3.22 Viewpoint 7 (**Drawing 14.12, Volume 3**) represents residential receptors in the southwest of Newtonmore, as well as users of the Wildcat Trail and the HML railway. Views southeast are towards the A9 and the River Spey, where the local landform is relatively flat towards the river, before rising to the south, with the A9 sitting above the immediate foreground within this view. Views to the northwest are predominately to the town of Newtonmore.

14.3.23 The view from this location is of high value with open views of the surrounding landscape. Receptors here would have a medium to high susceptibility to the Proposed Scheme. This is a **high to medium** sensitivity receptor, as changes within the view will not be critical to its amenity or nature.

Users of B9150 and residents to the western edge of Newtonmore – Viewpoint 8

14.3.24 Viewpoint 8, (**Drawing 14.13, Volume 3**) is representative of residential and commercial receptors on the western edge of Newtonmore. The view looks out over an agricultural landscape located in the floodplain of the River Spey. Mature vegetation screens the long-distance views of the A9. This view is of high value. The road users and commercial receptors have a medium susceptibility to change and the residential receptors have a high susceptibility to change. Overall views from this location have a **high to medium** sensitivity as changes within the view will not be critical to its amenity or nature.



Photograph 14-4: Agricultural landscape seen from the south western edge of Newtonmore

Residents of Newtonmore – Viewpoints 7, 9, 10 and 11

- 14.3.25 Few residential receptors within Newtonmore experience direct views towards the A9. This is due to the compact nature of the existing built development within the footprint of the town. There is unlikely to be any direct view of the A9 from these properties as intervening features (built form/vegetation) screen views. The A9 is approximately 1.4km from the centre of the town.
- 14.3.26 Views from the town are of high value. Residents have a high susceptibility to change. Overall there is a **high to medium** sensitivity due to the distance from the A9 and the focus of views being on the wider landscape, within which the existing A9 is barely perceptible as the changes within the view will not be critical to the amenity or nature of the view.

Recreational users of Newtonmore Golf Course and visitors to the Highland Folk Museum – Viewpoint 12

- 14.3.27 The River Spey and associated vegetation sit between these potential receptors and the A9. Recreational users will be concentrating on the activity they are undertaking, although they will also have an appreciation of their context with a National Park. The view from receptors in these locations are predominantly of the town setting of Newtonmore, the floodplain surrounding the River Spey in the foreground and mountain ranges of the CNP to the south, with the A9 forming a barely perceptible feature within this dramatic surrounding.
- 14.3.28 Views are of high value. Users of these areas have a low susceptibility to change and an overall **medium to low sensitivity** to the Proposed Scheme.

Residents of Upper Nuide Cottage and users of road U3036 – Viewpoint 13

- 14.3.29 Viewpoint 13 (**Drawing 14.18, Volume 3**) represents the view from the U3036 at the entrance to the curtilage of Upper Nuide Cottage. The residential property is within close proximity to the A9 with clear views of vehicles. The landform here is undulating in nature with small mounds in the foreground. The view includes the existing road corridor and lattice transmission towers.

- 14.3.30 The view has a high value and receptors have a high susceptibility to change. This gives these receptors an overall **high sensitivity** to the proposed A9 dualling.

Residential receptors of Milton of Nuide – Viewpoint 14

- 14.3.31 The view from this property is predominantly concentrated on undulating landform that contains scattered tree planting. In all views hill ranges in the mid to long distance are visible. To the north east the A9 is visible at an oblique angle, and vehicles are visible. This is a glimpsed view through the undulating landform and tree planting.

- 14.3.32 This view has a high value and receptors have a high susceptibility to change. This gives these receptors an overall **high sensitivity** to the proposed A9 dualling.

Users of General Wade’s Military Road – Viewpoint 15

- 14.3.33 The view from this recreational route at this location consists of undulating landform covered in heather. Topography steadily rises to the south and east into hill ranges. The A9 is visible as are timber post pylon lines and post and wire fences.

- 14.3.34 This view has a high value and receptors have a high susceptibility to change. This gives these receptors an overall **high sensitivity** to the proposed A9 dualling.

NCN7 and other recreational routes between Newtonmore and Kingussie next to the A86 – Viewpoint 16 and Viewpoint 18

- 14.3.35 This Viewpoint represents the view from the NCN7 adjacent to the A86 between Newtonmore and Kingussie; the NCN route is separated from the road by a wide verge. Views of the HML railway and surrounding mountains are more prominent in this view than the existing A9.



Photograph 14-5: View south from NCN7

- 14.3.36 The HML railway sits on a raised embankment within the foreground of this view. Views here are of a transient nature due to all users travelling along this route, however as this route is used to access the highlands by tourists and other recreational users (as well as other users), this is a valued

and scenic route where users focus will be on their surroundings. This location is approximately 1.5km from the A9, and the view here is of high value.

- 14.3.37 Users are of a high susceptibility to change with an overall **sensitivity of high** due to the distance and intervening features between this receptor and the A9.

Residents to the west of Kingussie – Viewpoint 17

- 14.3.38 Viewpoint 17 in **Drawing 14.22 Volume 3** represents the view from the A86 to the west of Kingussie; this gives an indication of the views from residential receptors to the west of Kingussie. The view looks out over an agricultural landscape located in the floodplain of the River Spey. Mature vegetation between this location and the A9 screens the long-distance views of the A9. This view is of high value. Residential receptors have a high susceptibility to change, although from this Viewpoint any changes to the A9 would be barely perceptible.
- 14.3.39 Overall views from this location have a **high to medium sensitivity** to change due to the view being valued, but the changes within the view will not be critical to the amenity or nature of the view due to distance and intervening features between receptors and the A9.

Residents to the south and east of Kingussie – Viewpoints 19, 20, 21 and 22

- 14.3.40 Viewpoint 19 in **Volume 3, Drawing 14.24** represents the view from B970/ Ruthven Road located to the south of Kingussie, and near Kingussie High School. From this view, the landform gently falls to the river corridor before rising with hills and mountains further south. There are glimpses of the elevated A9 to the southwest, but views here are currently generally screened by the woodland along the northbound carriageway of the A9 and within the river corridor. The view is of high value. Residents have a high susceptibility to change and users of the road have a medium susceptibility to change, though from this Viewpoint any changes to the A9 would be barely perceptible.
- 14.3.41 Around Kingussie, local landform is generally flat to the south of the A86 and begins to rise, steeply in places, to the north of the A86. Viewpoint 22 in **Volume 3, Drawing 14.27** represents the view from an elevated position within the residential area to the east of Kingussie.
- 14.3.42 From this view on Hillside Avenue within the residential estate, glimpsed views of the A9 are possible from a small number of properties through the coniferous tree cover that offers year-round screening.
- 14.3.43 However, due to the orientation of properties within the town and intervening features, such as other built development and vegetation, views towards the A9 are generally very restricted. Some upper floors of properties may have glimpsed views of the A9; however, the A9 would not be the main focus of the view. For properties where wider views are possible to the east, the view can be expansive over Kingussie in the mid distance and onto the hill ranges in the long distance. In these views, the A9 would be in the mid distance and would not be the focus of the view or be prominent within the view.
- 14.3.44 Viewpoints, 24 and 25 in **Volume 3, Drawings 14.27, 14.29 and 14.30** represent various views from residential receptors to the east of Kingussie that have views of the A9. Viewpoints 24 and 25 in **Volume 3, Drawings 14.29 and 14.30** at Kerrow properties are very close to the A9 and are therefore assessed separately (see Viewpoint 24 and 25 below).
- 14.3.45 These views are assigned high value. Receptors are of high susceptibility to change. Overall these receptors have a **high to medium sensitivity** to change due to many views within Kingussie generally being concerned with the residential nature of their setting due to property orientation.

Kerrow and Kerrow Cottage Residents – Viewpoints 24 and 25

- 14.3.46 Viewpoint 25 in **Volume 3, Drawing 14.29** is representative of the view from Kerrow and Viewpoint 24 in **Volume 3, Drawing 14.30** is representative of the view from Kerrow Cottage. These properties are located to the west of the existing A9, on the eastern edge of Kingussie and are accessed via General Wade’s Military Road.



Photograph 14-6: View towards the River Spey and the A9 from Kerrow Cottage

- 14.3.47 Kerrow Cottage is approximately 60m to the west of the A9, partially screened by a strip of deciduous woodland. Landform in this area is rising to the north; therefore, the residents in these properties have an elevated view of the landscape to the south, which includes the existing A9.
- 14.3.48 The views are of high value and residents would have a high susceptibility to change. Overall these receptors have a **high sensitivity**, due to their close proximity to the A9 and generally open views through intervening tree cover of the existing A9.

*Users of the A86 to the east of Kingussie, Glebe Pond and CNP Core Path
– Viewpoints 23 and 26*

- 14.3.49 Viewpoint 23 in **Volume 3, Drawing 14.28** represents the view from the A86 to the east of Kingussie at the existing junction with the northbound carriageway of the A9. Viewpoint 26 in **Volume 3, Drawing 14.31** represents the view from the CNP core path at Glebe Pond, adjacent to the A86 and the A9. This area is in close proximity to the existing A9 mainline and northbound on/off junction, and is in the area where the proposed Kingussie Junction is located.
- 14.3.50 The A9 sits at an elevated position in the landscape from these receptor locations. The views are generally concerned with the surrounding infrastructure associated with the A86 and A9, such as signs, lamp posts and timber pole telecommunication lines; however, there is also dense deciduous and coniferous woodland and scrub vegetation, which limits inter-visibility.
- 14.3.51 Views are of high value and local receptors will have a high susceptibility to change. Overall the receptors are assigned **high sensitivity** due to their close proximity to the Proposed Scheme.

Next to River Spey – Viewpoint 27

- 14.3.52 Viewpoint 27 in **Volume 3, Drawing 14.32** represents the view from a public footpath next to River Spey; therefore, receptors are recreational users of the River and the footpath. The view is by the riverside under the Ruthven Bridge; the A9 is also elevated and is visible to both users of the river, footpath and Ruthven Road. Most of the A9 is blocked by a woodland belt. Therefore, views here are short to medium distance. The view is of high value and receptors will have a high susceptibility to change. Overall the receptors have a **high sensitivity**.



Photograph 14-7: View towards A9 from River Spey and adjacent to Ruthven Bridge

B970 General Wade's Military Road, near properties at Ruthven – Viewpoint 28

- 14.3.53 Viewpoint 28 in **Volume 3, Drawing 14.33** represents the view from the properties at the corner of General Wade's Military Road and the B970 Ruthven Road. The panoramic view is of surrounding fields and woodland in the short distance. Kingussie village, A9 and Ruthven Barracks with the mountains rising up behind is in mid to long distance views. The B970 is a direct route from Kingussie to Ruthven Steading Cottages and Ruthven Barracks, and therefore a high sensitive receptor.
- 14.3.54 Views are of high value and receptors will have high susceptibility to change. Overall the receptors have **high sensitivity** due to its elevated Viewpoint and open character.

Visitors to Ruthven Barracks – Viewpoint 29

- 14.3.55 Viewpoint 29 in **Volume 3, Drawing 14.34** represents the view from Ruthven Barracks, a Scheduled Monument and Category A Listed Building. The Barracks are a dominant feature within the landscape due to its raised position situated on an alluvial mound.
- 14.3.56 The views from the Barracks are open and extensive. The A9 is clearly visible, with short to mid distance views of the existing River Spey Bridge crossing and A9 embankment through the Insh Marshes area. The panoramic view from the heritage feature looking towards the A9 and Kingussie with the mountains rising up behind is of high value. To the east and south the Insh Marshes can be seen as well as the mountain ranges to the south.

- 14.3.57 Receptors here are highly engaged with the surrounding view; therefore, they have a high susceptibility to change. Overall receptors have a **high sensitivity**. Note that **Chapters 13 and 15** also provides an assessment of potential effects upon the setting of this heritage feature.



Photograph 14-8: View from Ruthven Barracks towards Kingussie

Users of farm and properties on B970 to east of Ruthven – Viewpoint 30

- 14.3.58 Viewpoint 30 in **Volume 3, Drawing 14.35** is on the B970 adjacent to a farm and residential dwellings to the east of Ruthven. The view here is of the surrounding agricultural landscape with mid to long distance views towards Kingussie and the mountain ranges beyond. The A9 embankment to the south of Kingussie is visible as is the River Spey Bridge crossing. The views are of high value.
- 14.3.59 Receptors here have a high susceptibility to the A9 dualling, giving them an overall **high sensitivity**, due to the clearly visible River Spey Bridge crossing. The residential receptors here are more likely to be sensitive to change than road users, as road user view will be transient, whilst the residents/farm users have more static views.

Visitors to Insh Marshes National Nature Reserve – Viewpoint 31

- 14.3.60 Viewpoint 31 in **Volume 3, Drawing 14.36** represents the view from a viewing platform (referred to as the Circular Hide Viewpoint within the Insh Marshes National Nature Reserve (NNR) material from the RSPB) within the RSPB Insh Marshes National Nature Reserve. The area of the Insh Marshes forms part of the wider River Spey-Insh Marshes protection area with designations including:
- River Spey-Insh Marshes Ramsar (Wetland of International Importance)
 - River Spey-Insh Marshes Special Protection Area (SPA – EU Birds Directive)
 - River Spey Special Area of Conservation (SAC – EU Habitats Directive)
 - Insh Marshes Special Area of Conservation (SAC – EU Habitats Directive)
 - Insh Marshes National Nature Reserve (NNR – UK designation)
 - River Spey-Insh Marshes Site of Special Scientific Interest (SSSI – UK designation)

- 14.3.61 The international designations form part of a wider ‘Natura’ network of sites. Therefore, this is a very well protected area in terms of its designations, and the RSPB reserve attracts many visitors to the area into the appropriate areas for viewing the marshes (hides etc).
- 14.3.62 There are two other hides within the Insh Marshes NNR; Gordonhall Hide and Invertromie Hide. There are also walks and trails within the NNR, including the Invertromie trail, from which this Viewpoint is also located. There are also picnic areas. Some of the walks/ trails and picnic areas are within woodland.
- 14.3.63 The Circular Hide Viewpoint (Viewpoint 31) is approximately 1.15km from the Proposed Scheme. The Gordonhall Hide is approximately 1km from the Proposed Scheme. The Invertromie Hide is approximately 1.17km from the Proposed Scheme.
- 14.3.64 The Circular Hide Viewpoint provides long distance views of the surrounding landscape, which are of high value. The A9 is a mid-distance view, with the bridge over the River Spey a noticeable feature within the River Spey/ Insh Marshes floodplain. Receptors here are highly engaged with the surrounding landscape, resulting in a high susceptibility to change and overall a **high sensitivity**.

Users of unnamed road adjacent to Laggan One property – Viewpoint 32

- 14.3.65 Viewpoint 32 in **Volume 3, Drawing 14.37** represents a view from Laggan One property and curtilage as well as the unnamed road leading to Kerrow Farm and cottages in the west of the A9. Pastoral and agricultural fields are in the immediate east of the A9 corridor. Due to the relatively flat and open fields, the A9 is visible in the short distance, while long distance views are limited as the landform rises from the west of the existing A9 carriageway. The view here is of high value.
- 14.3.66 Receptors here will have a high susceptibility to change. With residential users more likely to be sensitive to change. Therefore, it has an overall **high sensitivity** due to its close proximity to the A9.

Lynchat Cemetery and B9152 users – Viewpoint 33

- 14.3.67 This receptor represents views from visitors to Lynchat Cemetery and users of B9152 looking north west towards the A9. In this direction, the view offers an open panoramic view of mountains that are framed by blocks of woodland in the landscape. The A9 is evident in the view from this location. Drivers along B9152 would not have a perceptible view of the A9 as they are travelling parallel to the A9 and would be more focussed on the road ahead rather than looking in a different westerly direction towards the A9.
- 14.3.68 The view here is of high value. Receptors here would have a high to medium susceptibility to change as views of A9 dualling works may be visible to receptors in the cemetery. Therefore, it has an overall **high/ medium sensitivity**.

Lynchat village residents and B9152 road users – Viewpoint 34, 35, and 36

- 14.3.69 The village of Lynchat is situated along the B9152 road, with properties located between the B9152 and the A9. Landform here is rising from the B9152 to the A9. The B9152 is located approximately 160m to the south of the A9 at its closest, and approximately 260m to the south of the A9 at its furthest. Residential properties are situated between the B1952 and A9 at varying distances from the A9, with some agricultural buildings that are in close proximity south of the A9. Therefore, this village is very close to the existing A9; however views are generally screened all year around by mixed tree planting along the A9.

- 14.3.70 There is a coniferous woodland belt between the A9 and the properties, which largely screens any view towards the A9. Viewpoint 34 in **Volume 3, Drawing 14.39** represents a view from the western edge of the village and the B9152. From this location, B9152 road users will have a barely perceptible view of the A9, as they are travelling parallel to the A9 and would be more focussed on the road ahead and there is intervening roadside vegetation between this road and the A9.



Photograph 14-9: View towards the A9, which is behind the line of coniferous trees, from the B9152 and residential receptors within Lynchat

- 14.3.71 Only glimpsed views of the A9 are likely; however, this would mainly be of larger vehicles that can be seen through the tree cover. Residents in properties and gardens in Lynchat will also be able to gain glimpsed views of the A9. Views to the south here are short distance to undulating local topography and tree cover. Views are of medium value.
- 14.3.72 Viewpoint 34 in **Volume 3, Drawing 14.39** represents a view from the western edge of the village and the B9152. Glimpsed views of traffic through the tree planting, from predominantly the farm buildings to the east of the village and closest to the A9 are possible.
- 14.3.73 The value of views from these receptors are high. Receptors are likely to have high susceptibility to A9 dualling and overall a **high sensitivity**.

Receptors from properties and roads at Balavil and Croftcarnoch – Viewpoints 37, 38, and 39

- 14.3.74 Viewpoints 37, 38 and 39 in **Volume 3, Drawings 14.42, 14.43, and 14.44** represent views of the A9 from properties and roads at Balavil that leads to General Wade's Military Road and various walking trails. Viewpoint 37 is adjacent to residential properties and has a clear view of the A9. Low stone boundary walls are present on both sides of road with mature vegetation. Some views of the A9 are blocked by this vegetation. The view is of high value. Residential receptors will have a higher susceptibility to change than road users due to the properties being in close proximity to the A9 and having a direct view of the A9.
- 14.3.75 Viewpoint 38 is taken from the garden of Balavil House, in front of the house, looking towards the A9. The garden to Balavil House is an undesignated designed landscape (refer to **Chapter 13** and **Chapter 15** for the assessments on the heritage assets at Balavil and the undesignated designed landscape). The Viewpoint overlooks the A9 to the southeast; however the view is largely screened by the mature garden vegetation. Parts of the A9 are clearly visible through the vegetation as is the

sound of traffic which heightens the viewer's awareness of the road presence. The view beyond the A9 opens up to the River Spey and mountains in the long distance. The view here is of high value. Receptors will have a high sensitivity to change.

- 14.3.76 Viewpoint 39 offers a panoramic view to the southeast, with gentle rolling hills in the mid-distance and mountains in the long distance. Glimpses of the River Spey are also in view from this location. Both the A9 and B9152 are blocked by mature screening vegetation across the landscape. The view is of high value. Receptors have a high to medium susceptibility to change as the A9 is close to these receptors and works will be noticeable within the view. Overall, receptors from this location are assigned **high sensitivity**.

Residents of Insh village – Viewpoint 40

- 14.3.77 Viewpoint 40 in **Volume 3, Drawing 14.45** represents the view from the east of Insh village. Insh is a small settlement located approximately 2km south east of the A9, on the opposite side of the Insh Marshes Reserve area. NCN7 and the East Highland Way are on-road along the B970 through Insh, which continues onto Kincaig.



Photograph 14-10: View towards the River Spey, Insh Marshes and the A9 from Insh

- 14.3.78 High value views to the north include the River Spey/ Insh Marshes floodplain interspersed with dense blocks of coniferous and broadleaf woodland limiting inter-visibility. The susceptibility is high to medium with an overall **high to medium sensitivity** due to the distance to the A9 and screened views as the A9 is barely perceptible in views.

*Road users of the B9152 at junction with road to the Highland Wildlife Park
– Viewpoints 41 and 42*

- 14.3.79 Viewpoints 41 and 42 in **Volume 3, Drawings 14.46** and **14.47** show views of the A9 underbridge that leads to the Highland Wildlife Park and Meadowside Holiday Cottages, which can be seen from the B9152.
- 14.3.80 The views of the surrounding landscape are concentrated on the existing A9 underbridge, with wider views screened by mature vegetation. Views here are of high value, with a high susceptibility

to A9 dualling. The B9152 is a well-used local road and the Highland Wildlife Park is a well-used tourist destination. Overall receptors from this location are assigned **high sensitivity**.



Photograph 14-11: A9 underbridge at the Highland Wildlife Park (from road leading to Highland Wildlife Park)

Visitors to Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave) – Viewpoint 43

- 14.3.81 Raitts Cave (Lynchat souterrain, 550m WNW of Kingussie) is an Iron Age Souterrain feature and Scheduled Monument. It is within the hillside that rises up to the west of the A9. Visitors to this feature will experience views predominantly to the east towards the A9. The A9 sits within a cutting and low in this view, however vehicles and particularly HGV's are clearly visible. There is a tree line along the northbound and southbound carriageway of the A9, including a mixture of deciduous and ever green trees. The view then consists of a patchwork of the landscape features including blocks of coniferous and deciduous woodland, undulating landform, scattered trees, dwellings and agricultural land. The land then dramatically rises to form hill ranges in the long distance, including summits of Meall Buidhe, Clach-mheall and Meall Dubhag. On the hill sides of these there are some coniferous woodland plantations.
- 14.3.82 Note that **Chapters 13 and 15** also provides an assessment of potential effects upon the setting of this heritage feature.



Photograph 14-12: View over Insh Marshes towards Spey crossing approach, and Kingussie

- 14.3.83 The value of this view is high. The susceptibility is high. The overall sensitivity of the receptor is therefore **high**.

Proposed Scheme A9 Representative Viewpoints

- 14.3.84 It is important to review the potential effects on A9 users. The view from the road is a key part of the visual experience as most people will experience this landscape from the road.
- 14.3.85 As noted above, views from the road in terms of users of the road are assessed within **Chapter 9**; however, DMRB, Volume 11, Section 3 Part 5, '*Landscape Effects*' notes that the visual effects of the Proposed Scheme should be assessed from the centre line of the existing road (as this is predominantly an online widening scheme). Therefore, to best represent this, views from existing A9 lay-bys have been identified to assist the assessment of the Proposed Scheme.
- 14.3.86 Views from on the A9 are listed in **Table 14-8** and are represented on **Drawings 14.4** and **14.5** in **Volume 3** of this report. The photography for these Viewpoints can be seen on **Drawings 14.48 – 14.67** in **Volume 3**.

Table 14-8: Representative views from existing lay-bys

| Existing lay-by reference | Existing lay-by Viewpoint receptor reference | | Grid Reference |
|---------------------------|--|---|----------------|
| 105 SB | View south | A | NN 69589 96258 |
| | View north | B | NN 69600 96278 |
| 106 SB | View south west | C | NN 70631 97124 |
| | View north east | D | NN 70675 97150 |
| 110 NB | View west | E | NN 74733 98956 |
| | View east | F | NN 74753 98962 |
| 111 SB | View north east | G | NN 75074 99016 |
| | View south west | H | NN 75047 99006 |
| 112 SB | View south west | I | NN 75828 99474 |
| | View north east | J | NN 75840 99486 |
| 113 NB | View south west | K | NN 75953 99627 |

| | | | |
|--------|-----------------|---|----------------|
| | View north east | L | NN 75958 99634 |
| 114 SB | View south west | M | NN 76241 99972 |
| | View north east | N | NN 76221 99941 |
| 115 SB | View west | O | NH 77699 01809 |
| | View east | P | NH 77705 01810 |
| 116 NB | View west | Q | NH 78012 01901 |
| | View east | R | NH 77997 01897 |
| 117 SB | View south west | S | NH 79263 02405 |
| | View north east | T | NH 79266 02408 |

14.3.87 Key representative Viewpoints presented in **Table 14-8** above, have been selected to enable an assessment of the potential effects of the Proposed Scheme from the road users. The representative Viewpoints that have been assessed as part of this chapter are set out in **Table 14-9** and can be seen on **Drawings 14.48, 14.50, 14.51, 14.52, 14.53, 14.56** and **14.66** in **Volume 3**. These Viewpoints, along with those in **Table 14.9**, are shown on **Drawings 14.4** and **14.5** in **Volume 3** and have been agreed with the CNPA in September 2017 and have been updated throughout the Stage 3 assessment process responding to specific Stakeholder concerns, for use in the DMRB Stage 3 visual assessment.

Table 14-9: Proposed Scheme on-road representative views (from lay-bys)

| Existing lay-by Viewpoint receptor reference | Existing lay-by reference | Grid Reference |
|--|---------------------------|----------------|
| A | 105 SB | NN 69589 96258 |
| C | 106 SB | NN 70631 97124 |
| D | | NN 70675 97150 |
| E | 110 NB | NN 74733 98956 |
| F | | NN 74753 98962 |
| I | 112 SB | NN 75828 99474 |
| S | 117 SB | NH 79263 02405 |

A9 Users

14.3.88 The study area is highly scenic, with a very strong Highland character. Views along the length of the Proposed Scheme vary between being enclosed with tree planting and undulating landform to either side, to open views of the neighbouring towns of Newtonmore and Kingussie and across the River Spey and the RSPB Insh Marshes National Nature Reserve. The gentle curves of the road alignment fit well with the undulating landscape. The River Spey meanders along its floodplain throughout the study area from the south to the north of the A9 and the heather-clad moorland hills rise up to rounded summits.

Types of Lay-bys

14.3.89 Regarding DMRB lay-by definitions as referred to below, a type A lay-by has a segregation island between the carriageway and the lay-by, and a type B lay-by is a more basic roadside bay with no physical segregation island.

Southbound lay-by 105 at grid reference NN 69589 96258 – Viewpoint A

14.3.90 The view from this type B lay-by is of short and long-distance, obstructed by woodland to the east and west; therefore, the view is restricted. To the south, a mountain is visible in the distance.

14.3.91 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Southbound lay-by 106 (View south) at grid reference NN 70631 97124 – Viewpoint C

14.3.92 The view from this type-A lay-by is of short distance, with woodland enclosing both sides of the A9; restricting views to the southeast.

14.3.93 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Southbound lay-by 106 (View north) at grid reference NN 70675 97150 – Viewpoint D

14.3.94 The view from this type-A lay-by is also short distance, with views of woodland to both immediate east and west of the A9.

14.3.95 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Northbound lay-by 110 (View west) at grid reference NN 74733 98956 – Viewpoint E

14.3.96 The view from this type-B lay-by is medium to long distance view, with part of the view obstructed by woodland along the north corridor and dramatic topography change on the south. Undulating hills with mountains rising are in the distance to the west.

14.3.97 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Northbound lay-by 110 (View east) at grid reference NN 74753 98962 – Viewpoint F

14.3.98 The view from this type-B lay-by is mid to long distance views with open moorland to the south with pylons and woodlands. Long distance views of undulating hills along the horizon. The topography drops along the western corridor of the A9, opening up views to the moorland and woodland along the horizon.

14.3.99 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Southbound lay-by 112 (View southwest) at grid reference NN 75828 99474 – Viewpoint I

14.3.100 The view from this type-B lay-by are of medium to long distance views to undulating hills on both sides of the A9 and with Ruthven Cottage and blocks of woodland to the south. To the west, the wide and extensive view offers a panorama of mountains in the long distance.

14.3.101 The view is of high value and high susceptibility, with an overall **high sensitivity**.

Southbound lay-by 117 (View southwest) at grid reference NN 79263 02405 – Viewpoint S

14.3.102 The view from this type-A lay-by has a restricted view along the south corridor of the A9. Mid-distance views are to the north with breaks of mature trees allowing views unto the rising hills.

14.3.103 The view is of high value and medium susceptibility, with an overall **medium sensitivity**.

Views from users of the Highland Mainline Railway

14.3.104 The HML railway is to the west of the Proposed Scheme through the majority of Project 9. It then crosses underneath the A9 to the east of Kingussie and then lies to the east of the road for the

remainder of Project 9. Views from users of the HML railway are transient in nature as trains pass through the area at speed. A perception of surrounding context is able to be formed. Viewpoint 7, **Drawing 14.12 in Volume 3**, is also considered representative of HML railway receptors within Newtonmore, as this Viewpoint is from next to the railway level crossing in Newtonmore.

- 14.3.105 The only place within Project 9 that receptors will be stationary is at both Newtonmore and Kingussie Stations. Views from the stationary train to the A9 will be very limited, if any view at all. This is due to the station building, residential properties and vegetation screening the views.
- 14.3.106 There is a range of ch.40,000 – 42,500 and 50,600 – 56,645 where the A9 and the HML railway are within close proximity to each other. To the southern end of Project 9 between ch. 40,000 and 42,500 the HML railway runs parallel to the A9, at this location the NCN7 lies between the two. This area is densely vegetated with broadleaf and coniferous trees lining the roadside; views towards the A9 are very limited. Viewpoint 2 **Drawing 14.7 in Volume 3** is representative of views from the HML railway at this location.
- 14.3.107 Between Newtonmore and Kingussie there are open views from the HML railway towards the A9 as the landscape here is open and relatively flat around the River Spey. These views are mid to long distance and would be transient in nature. Viewpoint 7 in **Drawing 14.13 in Volume 3** is representative of this view.
- 14.3.108 The HML railway crosses underneath the A9 at ch.50,500 to the east of Kingussie. The line then runs parallel to the east of the A9 between ch. 51,200 and 56,645, with the closest point at ch. 56,200. Through this section, the A9 sits at an elevated position to the B9152 and HML railway with deciduous vegetation lining the roadside. There would be opportunity for glimpse views towards the A9, however, these views would be transient in nature.
- 14.3.109 Viewpoints 2, 7, 12, 20, 36, and 42 give an indicative impression of the views expected from the HML railway around the settlements of Newtonmore and Kingussie.
- 14.3.110 The value of the views from the HML railway within Project 9 are high. Susceptibility is high as these users are travelling by rail, with many travelling for tourism and recreation and will have a high awareness of their scenic surroundings. Views will be transient. Overall **sensitivity is high**.

Views from individual residential receptors

- 14.3.111 Within 400m of the existing A9 there are a number of individual residential receptors. Due to the close proximity of these receptors to the Proposed Scheme, an assessment of the effect on these properties will be undertaken. The view from all of these receptors will be of high value. All of these receptors are **high sensitivity**. These properties consist of:
- Griogchan, West Ralia Cottage and Ku-Ring-Gai (Viewpoint 3)
 - R1 - Ralia Beg and Ptarmigan Lodge holiday let (Grid references NN 70416 97121 and NN 70449 97084)
 - R2 - Birchwood, Glen View and Invermore Lodge (Grid references NN 70577 97340, NN 70639 97369, NN 70704 97420)
 - R3 - Ralia Lodge and Garden Cottage (Grid references NN 71187 97562 and NN 71267 97617)
 - R4 - Milton Lodge (Grid reference NN 71317 97723)
 - R5 - Keepers Cottage and Kennels (Grid reference NN 71460 97544)
 - Upper Nuide Cottage and Nuide Farm (Viewpoint 13)

- Milton of Nuide Cottage (Viewpoint 14)
- R6 - Inverton House (Grid reference NN 74500 99252)
- R7 - Knappach Cottage (Grid reference NN 75528 99162)
- R8 - Ruthven Cottage (Grid reference NN 75863 99304)
- R9 - Ruthven Park and Ruthven House
(Grid references NN 76088 99441 and NN 76129 99465)
- Ruthven Steading (Viewpoint 28)
- Kerrow Cottage (Viewpoint 24)
- Kerrow Farm House (Viewpoint 25)
- R10 - Creag Bhalg (Grid reference NH 76790 01605)
- Laggan Number 1 Croft (Viewpoint 32)
- R11 - Laggan Cottage, and Three Bridges (Laggan number 2)
(Grid references NH 77078 01215 and NH 77057 01199)
- R12 - Lynvoan Cottage (Grid reference NH 78108 02014)
- R13 - West Lodge (Grid reference NH 78888 02016)
- R14 - Balavil Cottage (Grid reference NH 78878 02379)
- Mains of Balavil (Viewpoint 37)
- Balavil House (Viewpoint 38)
- R15 - East Lodge (Grid reference NH 79605 02699)
- Croftcarnoch (new house) and Croftcarnoch Farmhouse (Viewpoint 39)
- R16 - Meadowside House Holiday Cottages (Grid reference NH 80954 03669)

Baseline summary

14.3.112 **Table 14-7** and **Table 14-9** above provide a summary of the Viewpoints considered as part of this assessment. The key receptors upon which the impact assessment has been based include:

- The built environment within the study area, which includes residences at Newtonmore, Kingussie and Lynchat as well as a number of dwellings close to the A9.
- Users of infrastructure, including the HML railway and the existing A9
- Recreational resources, including hills and tracks
- Users of nearby areas of interest, such as the RSPB Nature Reserve

14.4 Potential Impacts

- 14.4.1 This section considers the temporary (construction) and permanent (operational) potential visual effects of the Proposed Scheme on the representative receptors identified in **Table 14-7** and **Table 14-9**.
- 14.4.2 All effects set out within this section are considered to be adverse, unless otherwise stated.
- 14.4.3 Through the environmentally led design process, embedded mitigation has been developed and is incorporated in the Proposed Scheme design. Embedded mitigation is further explained in paragraph **14.4.4**. All effects identified within this section have been assessed with the inclusion of embedded mitigation. Additional mitigation has been identified within **Table 14-10**.
- 14.4.4 The long term permanent effects, after years 15-25, identified in **Table 14-10**, are assessed to include the embedded and additional mitigation. Additional mitigation is further explained in **Section 14.5**.

Embedded (Primary) Mitigation

- 14.4.5 Through the DMRB Stage 3 iterative design process, environmentally led workshops considered each aspect of the developing design and made recommendations for certain features to be included in the next design iteration. These aspects have been defined as ‘embedded mitigation’ and, where they are included in the Proposed Scheme design, they are considered within the context of the impact assessment as providing mitigation to avoid or reduce environmental impacts, and in some cases, provide environmental benefits. Detail of the embedded mitigation is further explained in **Section 14.5**.
- 14.4.6 Within this assessment, ‘embedded’ mitigation is what GLVIA3 refers to as ‘primary’ mitigation. With respect to the landscape considerations in this chapter, the relevant aspects of embedded (primary) mitigation measures include:
- Preliminary form of cutting and embankment slopes (including any areas of rock cut) adjoining the mainline have been designed with the involvement of Landscape Architects to reflect local landform features where possible, within peat, habitat and flood zone constraints. There are several landform sensitive areas as set out within **Chapter 13** and the proposed slopes respond to these areas, to mimic the surrounding landform as much as possible. Through the design process, and as reflected within the Proposed Scheme, the desired gradients of all slopes adjoining the road have been set. Additional mitigation in the form of detailed design for some of these areas will be required to improve aesthetics and the landscape fit. This is set out within **Table 14-12**.
 - Preliminary design of rock cutting between ch. 43,670 and 43,900, and ch. 44,650 and 45,010
 - Preliminary form of sustainable drainage systems (SuDS), have been designed in conjunction with Landscape Architects to reflect local landscape characteristics and to replicate natural features where possible
 - Location of A9 lay-bys in areas of visual interest. All lay-bys will have a segregation island, which will allow users to feel and be safer when stopping in these
 - Designs to improve the aesthetics and local integration of structures (including the Spey Bridge), cascades and access tracks

- 14.4.7 Embedded mitigation specific to views from the road (**Chapter 9**) has also been developed through the environmentally-led design process, with input from Landscape Architects. This embedded mitigation includes:
- Landform refinement mainly of the cuttings and embankment slopes of the mainline and underbridge access proposals, adjoining the proposed road to the surrounding landscape
 - Design of access tracks/ realigned NMU routes
 - Design of drainage (SuDS) features
 - Design of retaining walls and other structures
 - Designs to improve the appearance and integration of structures (including the Spey crossing), cascades and access tracks
 - Input to the design of rock cuttings

14.4.8 While the impact assessment is undertaken in cognisance of the embedded (primary) mitigation features noted above, in order to ensure that all project mitigation requirements (including embedded (primary), standard and specific mitigation) are captured, they have been included within the **Section 14.5 Mitigation**, and the Schedule of Environmental Commitments contained in **Chapter 21**. The additional mitigation listed in **Section 14.5** is what GLVIA 3 refers to as secondary mitigation. Standard and specific mitigation has been identified within **Table 14-12**.

14.4.9 The long term permanent effects after years 15-25 identified in **Table 14-11** have been assessed as including the embedded and additional mitigation. The details of the proposed additional mitigation are further explained in **Section 14.5**.

Additional (Secondary) Mitigation

14.4.10 Additional visual mitigation is that which is necessary to reduce or minimise any likely long-term residual effects following the implementation of embedded visual mitigation measures. In general, this would comprise introducing planting that screens adverse views from sensitive receptors; replaces element of views that have been removed by the scheme; augments existing features; or enhances views by for example, creating a context or frame. Proposed additional mitigation measures are what GLVIA3 refers to as 'secondary' mitigation and are further explained in **Section 14.5**.

14.4.11 Additional mitigation, specific to views from the road, has also been developed through the environmentally-led design process, with input from Landscape Architects aligned to the key objectives for the landscape and visual design for the Proposed Scheme, as set out in **Appendix 13.2** in **Volume 2** including:

- Design of the roadscape environment including seeding and planted features, as shown on **Environmental Mitigation Drawings 6.1 – 6.12, Indicative Mitigation Cross Sections Drawing 6.13 – 6.19** and **Indicative SuDS Mitigation Drawings 6.20 – 6.23** in **Volume 3**
- Visual/ aesthetic treatment of concrete superstructure of retaining walls and some elements of bridges, subject to detailed design
- New embankments and cuttings to be specified at detailed design to feather into the toe and top of the adjacent (existing) gradients, at profiles in accordance with the construction contract specification, to form slopes of natural appearance similar to the topography within the Proposed Scheme context

- SuDS are to be further developed at detailed design stage including seeding and planted features, as shown on **Environmental Mitigation Drawings 6.1 – 6.12**, **Indicative Mitigation Cross Sections Drawing 6.13 – 6.19**, and **Indicative SuDS Mitigation Drawings 6.20 – 6.23** in **Volume 3**

Temporary Impact Assessment: Construction Phase

14.4.12 The likely construction activities that may affect the visual amenity of the study area will include:

- Site clearance and demolition
- Stock proof fencing
- Pre-earthworks drainage and temporary SuDS
- Earthworks general (cut/ fill)
- Material transfer via haul routes and temporary watercourse crossings
- Rock cuts and rock breaking
- Stockpiling and temporary lay-down
- Watercourse diversions and culverts
- Drainage networks, including SuDS basin and outfall installation
- Earthworks rolling and compaction
- Vehicles moving machinery and materials to and from the site
- Machinery, potentially including heavy excavators, earth moving plant, concrete batching plant and cranes
- Vegetation loss and exposed bare earth over the extent of the proposed works
- Road sub-layer formation
- Central reserve works
- Road pavement laying
- Structures demolition
- Bridge abutment construction
- Bridge structure and deck construction
- Road marking
- Signage installation
- Site restoration (ecological and landscape mitigation works)
- Active traffic management
- Temporary roads, access tracks, haul routes, etc.
- Temporary site compound areas including site accommodation and parking
- Vegetation protection fencing to protect existing vegetation to be retained

14.4.13 Construction activities may result in a high local magnitude of effect, but will be temporary and of relatively limited duration.

14.4.14 Effects of temporary works during the construction phase that will be in common for all the representative Viewpoints may include: the movement and presence of vehicles and machinery, vegetation loss, exposed earth, the imposition of structures and earthworks, access roads, material storage, and lighting.

14.4.15 **Table 14-10** below provides a detailed assessment of representative Viewpoints at construction phase for the Proposed Scheme. **Drawing 14.68** in **Volume 3** also notes the effects on the representative visual receptors during construction.

Table 14-10: Construction phase effects on representative visual receptors

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|--|-------------|----------------------------|---|
| Viewpoint 1 – Users of Invernahavon Caravan Site and road C1137 | Construction works will likely be perceptible within the view from this location; however they will only form a small portion of the view and would not obviously detract from the wider, densely vegetated view. There will be some tree loss on the northbound road side at ch. 40,600 due to an area of land required for construction works, which will have a limited detrimental effect on the view from this location. | High/medium | Medium/low | Slight |
| Viewpoint 2 – Users of the Ralia Café and rest area | Construction activity related to the Proposed Scheme will be visible in the short distance from this location. The trees between the rest area and the A9 will be retained as widening is taking place to the east, therefore views towards the A9 from this location will not be perceptibly altered. Works will take place along the minor road that access Ralia. There could be some tree loss associated with these works, thereby having a detrimental effect on the view west. | High | Medium/Low | Moderate/ slight not significant as the change to the view would be limited to small areas and trees between the Ralia Café and the mainline will remain in place |
| Viewpoint 3 – Residents of properties along road leading to Ralia Cafe | Similar to Viewpoint 2, this location is very close to the proposed scheme and construction activity related to dual the A9 will be visible in the short distance. Residential receptors at Griogchan are adjacent to the Proposed Scheme. Earthworks are pulled tight to the proposed road, so there is scope to retain some existing trees along this local road. As construction activities will be Contractor led, these trees may be removed; this assessment assumes they will be removed. With removal of the tree belt, receptors will be highly susceptible to earthwork and drainage changes, as well as construction works for the SuDS basin 427 and access roads. | High | High | Substantial/moderate as the works will dominate the view from the east facing side of the properties |
| Viewpoint 4 – Unnamed road off the B9150 (near to cluster of properties and the HML railway) (Refer to assessment of R2 - Birchwood, Glen View and Invermore Lodge for effects from these receptors) | Temporary works will affect any users of this road for construction of the SuDS basin 434 and associated track on the southern border of HML railway will be visible in the short distance. The woodland block will be removed, opening views from this location to the SuDS basin. | High | Medium | Moderate |
| Viewpoint 5 – Users of U3063 Ralia – Nuide Road and residential receptors along this road | Construction and temporary works will affect users of this junction due to various earthworks along the road to Ralia Lodge. Permanent works includes realignment of the road towards the Viewpoint and diversion of the watercourse which results in vegetation loss. Due to its proximity to the new Newtonmore Junction, extensive construction activity will be visible to receptors. | High | High | Substantial |
| Viewpoint 6 - View from U3063 Ralia – Nuide Road and walking track | This access track will be used for temporary works, existing vegetation screening the A9 will be removed and cause construction activity to be clearly visible to receptors. | High | High | Substantial |
| Viewpoint 7 – South western edge of Newtonmore and recreational users of the Wildcat Trail | Construction works will not be perceptible within the view from this location as the edge of the Proposed Scheme boundary lies on the south boundary of River Spey. The line of vegetation across the landscape from this location will most likely block all views of construction, however some elements may be perceptible | High/medium | Low | Slight/ negligible |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|--|-------------|----------------------------|--------------------|
| Viewpoint 8 – Users of B9150 and residents to the western edge of Newtonmore | Construction works will likely be perceptible within the view from this location; however they will form a small portion of the view and would not obviously detract from the wider, highly scenic view. | High/medium | Low | Slight/ negligible |
| Viewpoints 7, 9, 10 and 11 – Residents of Newtonmore | Construction works may be perceptible within the view from these locations; however, they will form a small portion of the view and would not obviously detract from the wider, highly scenic view. | High/medium | Low | Slight/ negligible |
| Viewpoint 12 - Recreational users of Newtonmore Golf Course and visitors to the Highland Folk Museum | Construction works may be perceptible within the view from these locations; however, they will form a small portion of the view and would not obviously detract from the wider, highly scenic view. | Medium/low | Low | Slight/ negligible |
| Viewpoint 13 – Residents of Upper Nuide Cottage and users of road U3036 | Construction works will be perceptible from this location. Most of the construction activity related to the Proposed Scheme is elevated from this location. Vegetation loss along the A9 will allow extensive construction for permanent SuDS basins 458 and 461, associated access tracks, compensatory flood storage and the left-in left-out access to be perceptible. | High | High | Substantial |
| Residential receptors of Milton of Nuide – Viewpoint 14 | The Proposed Scheme is widening to the south east, so towards this receptor at this location. There will also be upgrade works to the existing track that runs parallel to the A9. Some trees will be removed through the construction period. Construction activities will be noticeable within the view but would not entirely detract from the wider view. | High | Medium | Moderate |
| Users of General Wade's Military Road – Viewpoint 15 | The Proposed Scheme is widening to the south east, so towards this receptor at this location. Construction works will be noticeable within the view, particularly the closer this track gets to the Proposed Scheme. | High | Medium | Moderate |
| Viewpoint 16 and 18 – NCN7 and other recreational routes between Newtonmore and Kingussie next to the A86 | Construction works may be perceptible within the view from these locations; however, they will form a small portion of the view and would not obviously detract from the wider, highly scenic view. | High | Low | Slight/ negligible |
| Viewpoint 17 – Residents to the west of Kingussie | Construction works will not be perceptible within the view from this location for the majority of residents due to the dense woodland and other intervening features blocking views towards the A9. However, some properties are located in elevated positions with frontages facing south/ east and towards the Proposed Scheme. The Proposed Scheme is also within an elevated position within the landscape near Kingussie on the approach to and at the Spey crossing. All roadside vegetation, including mature trees will be removed through the construction works and therefore views are likely to open up towards the Proposed Scheme, especially for properties with open, elevated aspects. | High/medium | Low | Slight/ negligible |
| Viewpoint 19, 20, 21 and 22 – Residents to the south and east of Kingussie | Construction works may be perceptible within the view from these locations; however, they will form a small portion of the view and would not obviously detract from the wider, highly scenic view. The dense vegetation from Viewpoint 22 blocks most views of the A9, thus any construction works will barely be perceptible from this location. | High/medium | Low | Slight/ negligible |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|--|--|-------------|----------------------------|-----------------------------|
| Viewpoint 24 and 25 – Kerrow and Kerrow Cottage Residents | <p>These properties are very close to the Proposed Scheme with construction activity to be highly perceptible from these locations. The Proposed Scheme is widening to the east and is offline, therefore is moving away from these receptors.</p> <p>There would be construction of a new access road that will provide access between Kerrow Cottage and Creag Bhalg. Some vegetation on the west corridor will be removed. Construction activity will be perceptible in the short distance from Viewpoint 24, affecting receptors along General Wade's Military Road.</p> <p>However, the works would cause limited deterioration to Viewpoint 25.</p> | High | High | Substantial |
| Viewpoints 23 and 26 – Users of the A86 to the east of Kingussie, Glebe Pond and CNP Core Path | <p>Views of the proposed construction works will be noticeable within this view and may cause noticeable detracting from the scenic views of the existing pond.</p> <p>Some woodland vegetation near to the mainline and the Kingussie Junction in this area will be removed to allow for temporary works, a new junction and access road, therefore opening up the view towards the Proposed Scheme.</p> | High | High | Substantial |
| Viewpoint 27 – Next to River Spey | <p>Existing vegetation screening the A9 will be removed, thus construction works relating to the Proposed Scheme will be highly perceptible to receptors in this location and drivers along the B970 Ruthven Road.</p> <p>For recreational users of the River the view will be changed but the view will not be dominated by the Proposed Scheme.</p> | High | High/Medium | Moderate |
| Viewpoint 28 – B970 General Wade's Military Road, near properties at Ruthven | <p>Construction works may be perceptible within the view from this location; however, they will form a small portion of the view and would not obviously detract from the wider, highly scenic view.</p> | High | High | Substantial |
| Viewpoint 29 – Visitors to Ruthven Barracks Note that Chapters 13 and 15 also provides an assessment of potential effects upon the setting of this heritage feature, this chapter assesses views only. | <p>This receptor is approximately 270m from the Proposed Scheme. There is some woodland/ vegetation along the southern border of the A9 that slightly screens views towards the scheme. Construction works are likely to be to be highly visible within the view from the Barracks and would detract from the wider, highly scenic view from this location.</p> <p>The Proposed Scheme is offline at this location, with the road and bridge moving closer to this receptor and the bridge being constructed is much longer than the existing.</p> <p>The construction of SuDS basin 493 will also be visible to the south of this view.</p> <p>Woodland to the north and southbound near to the SuDS basin 493 is being removed and opening up the view in this location, making the Proposed Scheme more exposed within this view.</p> | High | High | Substantial |
| Viewpoint 30 – Users of farm and properties on B870 to east of Ruthven | <p>This receptor is approximately 700m from the Proposed Scheme. Construction works will be perceptible within the view from these locations; however, they will form a portion of the view and will likely detract from the wider, highly scenic view.</p> <p>The Spey Bridge works will be clearly visible within this view, including cranes.</p> | High | High/medium | Substantial/Moderate |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|--|-------------|----------------------------|--|
| Viewpoint 31 – Visitors to Insh Marshes National Nature Reserve | <p>Construction works will be perceptible within the view from this location.</p> <p>Works to the Spey Bridge will be visible, including cranes that will be noticeable.</p> <p>The works will form only a portion of the view and would obviously detract from the wider, highly scenic view.</p> <p>Within the Insh Marshes Nature Reserve there are two other hides.</p> <p>The Gordonhall Hide is slightly closer to the Proposed Scheme and has a more direct view of the Spey Bridge.</p> <p>The assessment of effects for the other hides is considered to be the same/ similar for this Viewpoint.</p> | High | High/medium | Substantial/Moderate |
| Viewpoint 32 – Adjacent to Laggan One property along unnamed road | <p>Construction activity will be perceptible in the short distance from this location and Laggan residents.</p> <p>Works for permanent SuDS basin 513 and a new access track will be visible.</p> | High | High | Substantial |
| Viewpoint 33 – Lynchat Cemetery | <p>Construction works may be perceptible from this view; however, they will form a small portion of the view and would not detract from the wider, highly scenic view.</p> | High/medium | High/medium | Moderate/ slight not significant as the construction works will not detract from the wider, highly scenic view |
| Viewpoints 34, 35, and 36 – Lynchat village residents and B915 road users | <p>Construction works may be perceptible within the view from the west of Lynchat; however, they will form a small portion of the view and would not obviously detract from view due to existing woodland/vegetation.</p> <p>Construction activity will be highly perceptible from the east of the village.</p> <p>Some vegetation/ woodland will be removed to afford SuDS basins 530 and 534.</p> <p>Adjacent to SuDS basin 530 a compensatory flood storage area will be constructed.</p> <p>New access roads to access the SuDS basins will also be constructed to link from B9152.</p> | High | High | Substantial/moderate as only part of the view from Lynchat will be affected |
| Viewpoint 37, 38, and 39 – Receptors from properties and roads at Balavil and Croftcarnoch (refer to Chapter 13 and Chapter 15 for the assessments on the heritage assets at Balavil and the undesignated designed landscape) | <p>Construction works will be highly perceptible within the view from these locations and will likely detract from the wider, highly scenic view throughout the construction phase.</p> <p>Works at Balavil include a left-in left-out onto the A9 at the Mains of Balavil and a compensatory flood storage area between ch. 53,200 and 53,500.</p> <p>The Kingussie to Kincaig NMU link will also be constructed alongside the mainline.</p> <p>An access for Balavil Estate use will be constructed part way up the undesignated designed landscape near to the mainline.</p> <p>At Croftcarnoch, vegetation along the mainline will be removed for the construction works.</p> <p>An access track will be provided utilising the Highland Wildlife Park existing track.</p> <p>A compensatory flood storage area will also be created in between the mainline and the access track.</p> | High | High | Substantial |
| Viewpoint 40 – Residents of Insh Village | <p>Construction works be barely perceptible within the view from this location due to the distance from the Proposed Scheme and it is anticipated that there will be no change to this view.</p> | High/medium | Low | Negligible |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|---|-------------|----------------------------|-----------------------------|
| Viewpoint 41 and 42 – Road users of the B9152 at junction with road to Highland Wildlife Park | <p>From these views, construction activity associated with the dualling, including the widening of the A9 underbridge and drainage works will be highly perceptible in a short distance and will dominate the view.</p> <p>Most of the existing vegetation along the north and south corridor will be removed, thus receptors in this area will be highly susceptible to construction works.</p> | High | High | Substantial |
| Viewpoint 43 - Visitors to Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave). Note that Chapters 13 and 15 also provide an assessment of potential effects upon the setting of this heritage feature, this chapter assesses views only. | <p>The Proposed Scheme is widening to the west, so towards the souterrain.</p> <p>This will create further cutting into this hillside from the mainline.</p> <p>There is also a lay-by located at ch. 52,000.</p> <p>Therefore, through the construction period there will be a high level of construction activity visible in the short distance.</p> <p>The trees along the road will be removed making the works more visible.</p> | High | High/medium | Substantial/moderate |
| View from HML Railway | | | | |
| Views from users of the HML Railway | <p>Between ch. 40,000 (the start of the Proposed Scheme) – 42,500 the HML railway runs parallel to the Proposed Scheme, with the NCN7 in-between.</p> <p>Between ch. 40,550 and 40,650 a new Glentruim rail underbridge is being constructed as part of the Proposed Scheme.</p> <p>This will cause deterioration to the view through this short section, which will be a glimpsed view.</p> <p>There is dense tree vegetation lining the HML railway, some of this may be removed through the construction period.</p> <p>Glimpsed views towards the Proposed Scheme will be possible in these locations.</p> <p>Between Newtonmore and Kingussie, ch. 42,500 – 49,300, there are open views from the HML railway towards the Proposed Scheme as the landscape here is open and relatively flat around the River Spey.</p> <p>These views are mid to long distance and would be transient in nature.</p> <p>The Proposed Scheme is in an elevated position from the HML railway.</p> <p>Construction activity will be visible, especially as roadside vegetation is removed.</p> <p>ch. 49,300 – 51,200, coming out of Kingussie the HML railway crosses underneath the mainline at ch. 50,500.</p> <p>Views will be disrupted here throughout the construction period, as the mainline and Kingussie Junctions are formed offline, a great deal of construction activity will be visible at these locations</p> <p>The HML railway then runs parallel to the east of the A9 between ch. 51,200 and 56,645 (the end of the Proposed Scheme), with the closest point at ch. 56,200.</p> <p>Construction activity will be clearly visible to this side of the train, especially as roadside vegetation is removed.</p> | High | Medium | Moderate |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|---|-------------|----------------------------|-----------------------------|
| Viewpoint Receptors – Existing A9 on-road representative views (from existing lay-bys) | | | | |
| Viewpoint A lay-by 105 at Grid Reference NN 69589 96258 | This lay-by is currently located northeast of the proposed new Junction. Therefore, changes happening in this location. The existing lay-by will be closed at some point during construction; however, this view is representative of views from users from the mainline. Construction works relating to the junction will be visible in the short distance from this location and receptors will be highly susceptible to change with vegetation loss along the existing A9 corridors. | Medium | High | Substantial/moderate |
| Viewpoint C lay-by 106 at Grid Reference NN 70631 97124 | This lay-by is currently located at the proposed new Newtonmore Junction. Therefore, there will be a lot of changes happening in this location. The lay-by will be closed at some point during construction works, however this view is representative of views from users of the mainline. The construction related to the junction at Newtonmore will take place east, west and southwest of here and will dominate the view for the duration of the construction period. | Medium | High | Substantial/moderate |
| Viewpoint D lay-by 106 at Grid Reference NN 70675 97150 | Similar to Viewpoint C, this view faces towards the new proposed Newtonmore Junction. Therefore, construction related to the junction will dominate the view for the duration of the construction period. Most of the woodland along the north bound corridor will be lost to allow for the junction and new drainage. | Medium | High | Substantial/moderate |
| Viewpoint E lay-by 110 at Grid Reference NN 74733 98956 | This lay-by is located east of the new proposed SuDS basin 474, adjacent to Burn of Inverton. Vegetation in this area will be lost to accommodate this new drainage feature and new access roads. This will be highly visible from this location. As the Proposed Scheme is widening of the existing road, construction works will dominate the views in this location. The lay-by will be closed at some point during construction works, however this view is representative of views from users of the mainline. | Medium | High | Substantial/moderate |
| Viewpoint F lay-by 110 at Grid Reference NN 74733 98962 | Similar to Viewpoint E, this lay-by will be closed at some point during construction works, however this view is representative of views from users of the mainline. | Medium | High | Substantial/moderate |
| Viewpoint I lay-by 112 at Grid Reference NN 75828 99474 | From this view, existing tree cover and vegetation will be removed through the construction period. As the Proposed Scheme is widening of the existing road, construction works will dominate the views in this location, including the construction of SuDS basin 493. The lay-by will be closed at some point during construction works, however this view is representative of views from users of the mainline. | High | High | Substantial |
| Viewpoint S lay-by 117 at Grid Reference NN 79263 02405 | During the construction of SuDS basin 537 and 534, existing vegetation along the south corridor will be removed to accommodate this feature. This will be highly visible from this location. As the Proposed Scheme is widening of the existing road, construction works will dominate the views in this location. The lay-by will be closed at some point during construction works, however this view is representative of the visual amenity from users of the mainline. | Medium | High | Substantial/moderate |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|--|---|-------------|----------------------------|--|
| Individual Residential Receptors Views | | | | |
| Grigochan, West Ralia Cottage and Ku-Ring-Gai | Assessment as Viewpoint 3 | | | |
| R1 - Ralia Beg and Ptarmigan Lodge holiday let | As some existing vegetation will need to be removed during construction there will be views toward the Proposed Scheme. | High | Medium | Moderate/ slight significant due to obvious deterioration to the view during construction works |
| R2 - Birchwood, Glen View and Invermore Lodge | Existing woodland will be removed for the creation of SuDS basin 434, thus opening up views towards the HML Railway line. There will be views toward the Newtonmore Junction area and removal of roadside vegetation. | High | High/medium | Substantial/moderate |
| R3 - Ralia Lodge and Garden Cottage | The Proposed Scheme will generally not be visible, and views will generally remain unchanged due to existing woodland and intervening vegetation around these properties and between them and the Proposed Scheme. Works to the U3063 will be partly visible through intervening vegetation/ features. | High | Low | Slight/ negligible |
| R4 - Milton Lodge | The dualled A9 will not be visible and views will generally remain unchanged due to existing woodland and intervening vegetation/ features around this property and between it and the Proposed Scheme. | High | Low | Negligible |
| R5 - Keepers Cottage and Kennels | This cottage is approximately 25m from the existing A9. It is surrounded by dense woodland and garden vegetation that will largely remain in place. The mainline is widening to the southbound side and thus away from this property, however some earthworks to the dualled northbound carriageway will be closer to this property. There will be the possibility of some direct and partial views of the Proposed Scheme through existing garden and woodland vegetation. | High | High/medium | Substantial/moderate |
| Upper Nuide Cottage and Nuide Farm | Assessment as Viewpoint 13 | | | |
| Milton of Nuide Cottage | Assessment as Viewpoint 14 | | | |
| R6 - Inverton House | Views will remain relatively unchanged, although there will be some vegetation loss close to the A9, which will be barely perceptible from this property due to existing intervening woodland vegetation. | High | Low | Slight/ negligible |
| R7 - Knappach Cottage | The road widens to the southbound side of the mainline and there will be a loss of existing vegetation including trees. Works to the south and east include land re-profiling and reinstatement of woodland. | High | High | Substantial |
| R8 - Ruthven Cottage | The road widens to the south and thus closer to the property. This property is elevated with open views to the west towards the Proposed Scheme. There is also a lay-by on the northbound side of the mainline proposed. Works to the south and west include land re-profiling and planting of woodland. | High | High/medium | Substantial/moderate |
| R9 - Ruthven Park and Ruthven House | The road widens to the south and thus closer to the properties. There is also a lay-by on the northbound side of the mainline proposed. Views towards the construction of SuDS basin 439 could also be possible once roadside vegetation and trees along the A970 are removed. | High | High/medium | Substantial/moderate |

| Viewpoint receptor and reference | Proposed Scheme feature and potential effects | Sensitivity | Magnitude of visual effect | Overall effect |
|---|--|-------------|----------------------------|--|
| Ruthven Steading | Assessment as Viewpoint 28 | | | |
| Kerrow Cottage | Assessment as Viewpoint 24 | | | |
| Kerrow Farm House | Assessment as Viewpoint 25 | | | |
| R10 - Creag Bhalg | The proposed mainline is aligned offline of the existing A9 to the south and therefore further away from this property. The Kingussie to Kincaig NMU link is also constructed on the northbound side of the mainline. There will be a small amount of existing vegetation lost along the roadside. Between this property and the existing A9 there is an earthwork mound that will remain untouched by the Proposed Scheme that provides screening to the south and east. | High | High/medium | Moderate |
| Laggan Number 1 Croft | Assessment as Viewpoint 32 | | | |
| R11 - Laggan Cottage, and Three Bridges (Laggan number 2) | The proposed mainline is aligned offline to the south of the existing A9 and therefore closer to these properties. There will also be views towards SuDS basin 513. | High | High/medium | Substantial/moderate |
| R12 - Lynvoan Cottage | The proposed mainline is widening to the northbound and therefore closer to this property. There will be works to access tracks and the Kingussie to Kincaig NMU link will be to the north of the mainline. There will be loss of vegetation along the road edge, opening up views of the road through the construction process. | High | High | Substantial |
| R13 - West Lodge | Views towards the Proposed Scheme will be possible as per the existing view, roadside vegetation will be removed, and SuDS basin 534 and its access track that connects to B9152 will also be visible. | High | High | Substantial |
| R14 - Balavil Cottage | The Proposed Scheme is widened to the northbound and the Kingussie to Kincaig NMU link it to the north of the mainline will be directly visible from this property. There is an area of compensatory flood storage to the south and east of this property that will also be constructed, leaving bare earth in this location until grass/ vegetation re-establishes. | High | High | Substantial |
| Mains of Balavil | Assessment as Viewpoint 37 | | | |
| Balavil House | Assessment as Viewpoint 38 | | | |
| R15 - East Lodge | The majority of existing woodland vegetation between the property and the road will be retained therefore views will remain relatively unchanged. | High | Low | Negligible |
| Croftcarnoch (new house) and Croftcarnoch Farmhouse | Assessment as Viewpoint 39 | | | |
| R16 - Meadowside House Holiday Cottages | Existing tree planting along the roadside will be removed leaving more open views toward the widened road, however intervening woodland/ scrub planting and fencing between these properties and the mainline will remain intact and will help to screen views towards the mainline. | High | Medium | Moderate/ slight not significant due to the works not entirely detracting from views from these properties |

14.4.16 Visual intrusion from construction activities can impact on views and also reduce the enjoyment of the landscape/ visual amenity. **Table 14-10** above highlights that, of the 54 visual assessments of receptors, it is anticipated that there will be significant construction stage effects for 38 of them. The most significant effects are experienced where receptors are in close proximity to the Proposed Scheme and larger new infrastructure, such as junctions.

- 14.4.17 The Viewpoints that do not have significant effects are generally at a distance from the Proposed Scheme where the view will not be significantly affected by the construction works.
- 14.4.18 As **Table 14-10** above highlights, it is anticipated that during the construction phase there will be significant effects on views from the HML railway and the seven of the seven representative Viewpoints from the existing A9 carriageway and 11 of the 16 individual residential receptors. In general, these receptors are within close proximity to major works and therefore there will be a detrimental effect on views during the construction period.

Permanent Impact Assessment: Operational Phase

- 14.4.19 **Figures 14-1 to 14-8** below are screen shots taken from the 3D rendered model, depicting elements of the Proposed Scheme that are likely to be visible from some of the representative receptors. Note these images are indicative and that limits are set to this model, and therefore the entire surrounding context is not included, such as mountain ranges. These images are indicative but help provide a visual impression of the Proposed Scheme from various locations as identified below. The model also only shows elements of the Proposed Scheme within the surrounding context without additional mitigation, such as planting.
- 14.4.20 **Table 14-11** below provides a detailed impact assessment of the representative Viewpoints for the Proposed Scheme at operation year 1 (just after scheme opening) and then to operation years 15-25 (considering potential effects after a period of time for landscape, visual and ecological mitigation to develop).
- 14.4.21 **Drawing 14.69** in **Volume 3** illustrates the effects as set out in **Table 14-11** below, on the representative visual receptors at operation year 1 and **Drawing 14.70** in **Volume 3** shows the effects on the representative visual receptors during operation years 15-25.

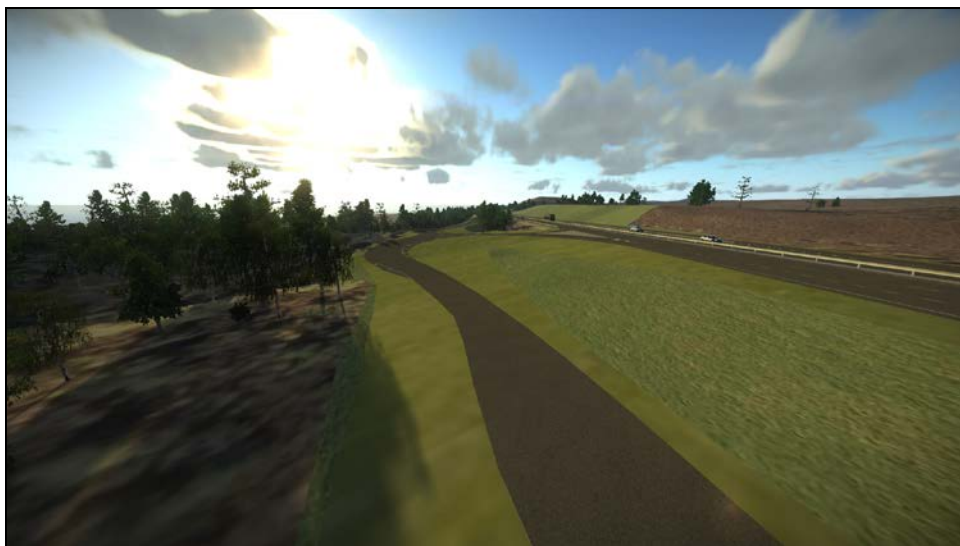


Figure 14-1: Indicative view north east towards the Ralia and Glen Truim left-in left-out access from track adjacent to the northbound carriageway

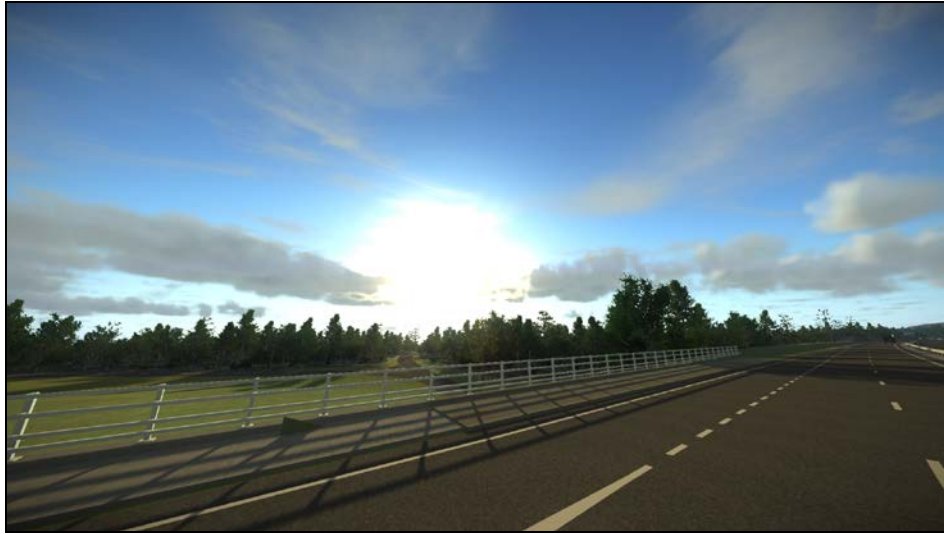


Figure 14-2: Indicative view north from northbound carriageway at Newtonmore Junction

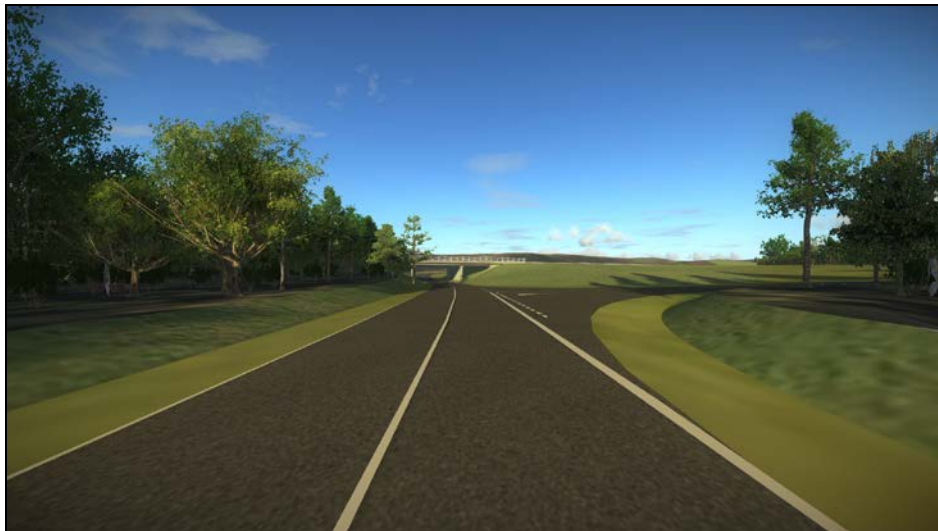


Figure 14-3: Indicative view towards Newtonmore Junction and underbridge from link road

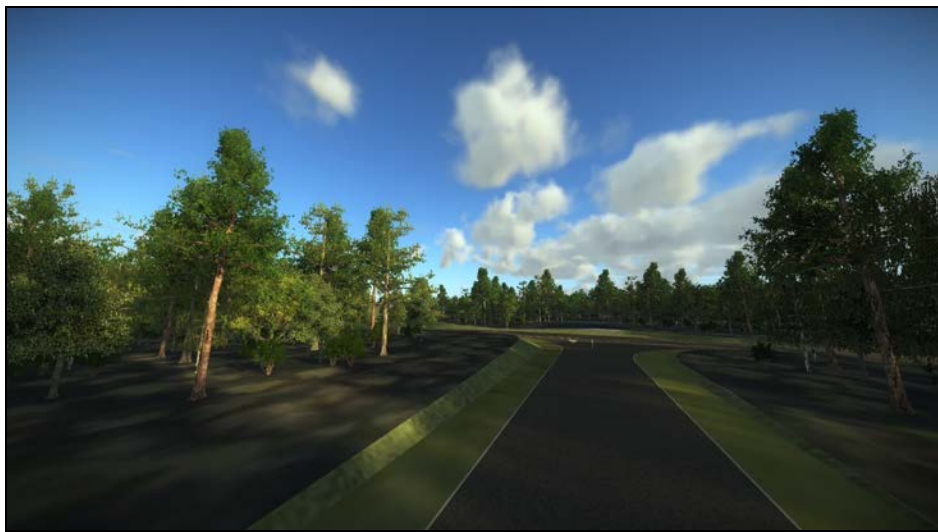


Figure 14-4: Indicative view from U3063 road towards Newtonmore Junction link roads

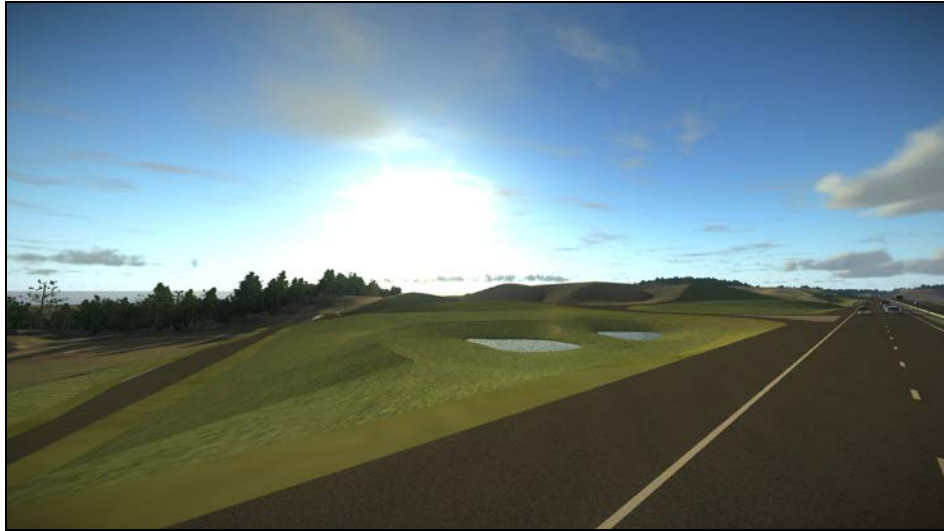


Figure 14-5: Indicative view from northbound carriageway towards SuDS basin 461 at Nuide

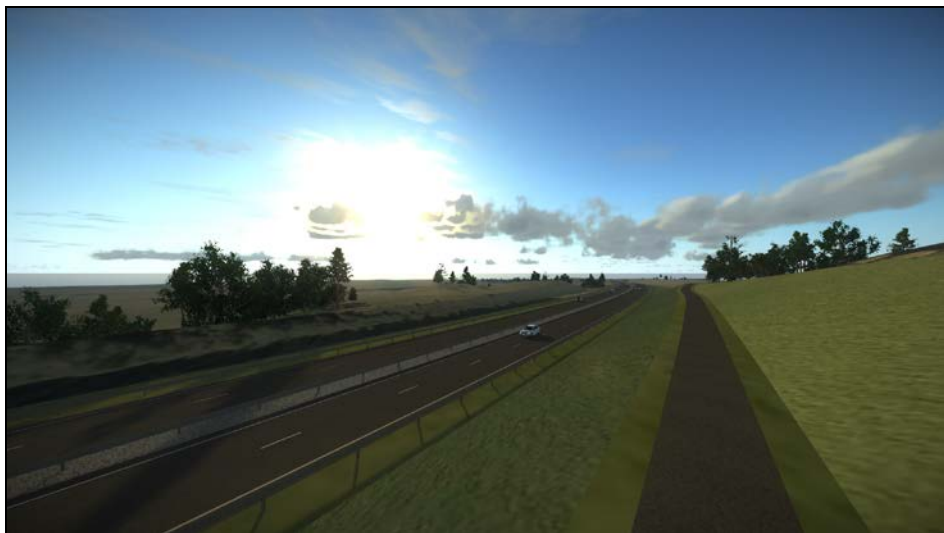


Figure 14-6: Indicative view towards mainline from access track near Knappach property

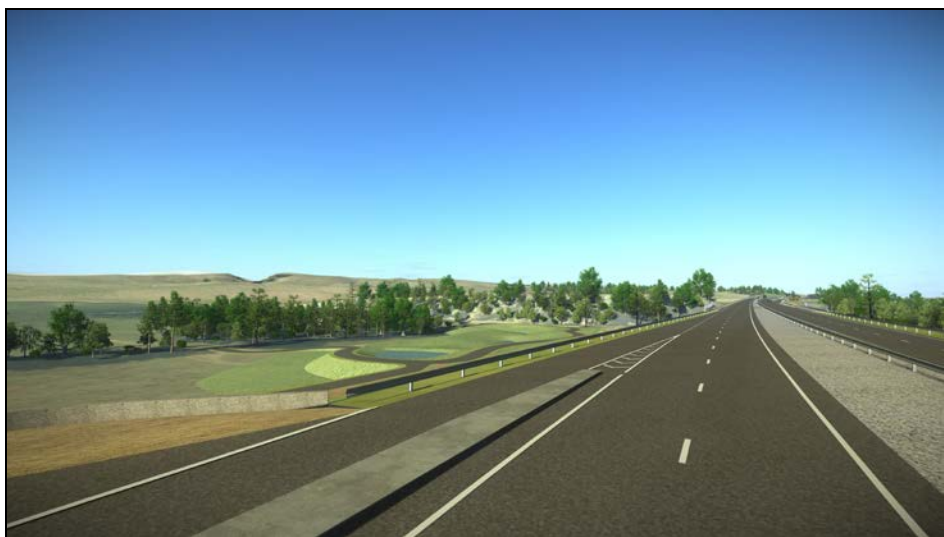


Figure 14-7: Indicative view from southbound carriageway towards SuDS basin 493 near Ruthven Barracks



Figure 14-8: Indicative view of left-in left-out access at Balavil Mains with noise mitigation barriers

Table 14-11: Visual receptors assessment at Operational Phase

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|--|-------------------------|--|---|----------------------------|--------------------------------|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 1 – Users of Invernahavon Caravan Site and road C1137 | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any woodland lost to the northbound side of the Proposed Scheme will be replaced. | Low | Negligible | Views will remain relatively unchanged; planting will be almost at maturity by this point. | Planting will be on its way to maturity and therefore will screen the road from this view. | Low | Negligible |
| Viewpoint 2 – Users of the Ralia Café and rest area | High | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any woodland lost to the northbound and southbound side of the Proposed Scheme as well as along the minor access road will be replaced. | Medium/Low | Slight | Views will remain relatively unchanged as widening is to the southbound side of the A9. | Planting will be on its way to maturity and therefore will screen the road from this view. | Low | Negligible |
| Viewpoint 3 – Residents of properties along road leading to Ralia Cafe | High | The proposed scheme will be visible from this view as the works are very close to existing properties. Proposed earthworks to the northbound carriageway will be formed as steeply as possible to try and retain existing vegetation alongside the road adjacent to these properties. However, the trees may need to be removed to allow for construction; therefore, the proposed earthworks and the carriageway will be clearly visible. | Any woodland lost to the northbound side of the Proposed Scheme to be replaced and earthworks will be refined. | High/medium | Substantial/moderate/ | Earthworks and the road as well as maturing vegetation. | Planting will be on its way to maturity and therefore will mostly screen the road from this view. | Medium/low | Slight |
| Viewpoint 4 – Unnamed road off the B9150 (near to cluster of properties and the HML railway) (Refer to assessment of R2 - Birchwood, Glen View and Invermore Lodge for effects from these receptors) | High | The proposed SuDS basin 434 and access track will be visible, and the dense mature woodland here will be removed to allow for the construction of this feature. | Appropriate planting/ seeding to the SuDS basin along with replacement woodland where possible in this location. SuDS basin slopes to be refined. At year 1 tree/ woodland planting will not provide visual screening towards the SuDS basin. | Medium | Moderate | SuDS basin 434 may be partly visible through vegetation. | The SuDS basin along with the specified planting will have established this feature as part of the landscape here, with tree planting providing screening with glimpsed views of the SuDS basin likely. | Low | Slight/negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|--|-------------------------|--|--|----------------------------|--------------------------------|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 5 – Users of U3063 Ralia – Nuide Road and residential receptors along this road | High | Views will change due to the Newtonmore Junction cutting through the area of coniferous woodland; therefore, a large proportion of this coniferous woodland will be lost. | Replacement of the lost coniferous woodland with a mixed native woodland and understorey planting. Refinement of earthworks to the junction. | High/medium | Moderate | Views will remain relatively unchanged. | Planting will be on its way to maturity and therefore will screen the road from this view. | Low | Slight |
| Viewpoint 6 - View from U3063 Ralia – Nuide Road and walking track | High | This view is very close to the Proposed Scheme, however the dualling widening to the southbound side, therefore the majority of changes are on the other side of the road from this track. There are earthworks to the northbound and southbound side of the mainline, where the main changes in view will occur. Upgrades to this road will also occur, therefore temporary effects will occur. | Refinement of earthworks and planting/ seeding to earthworks, including reinstatement of tree planting that will be removed through the Proposed Scheme. | High/medium | Substantial/moderate | There will be limited visibility of the mainline and the road embankments. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium/low | Slight |
| Viewpoint 7 – South western edge of Newtonmore and recreational users of the Wildcat Trail | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to both the north and southbound sides of the mainline will be replaced with native mixed tree planting. | Low | Slight/negligible | Views will remain relatively unchanged. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoint 8 – Users of B9150 and residents to the western edge of Newtonmore | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to both the north and southbound sides of the mainline will be replaced with native mixed tree planting. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoints 7, 9, 10 and 11 – Residents of Newtonmore | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. This would not detract from the wider, highly scenic view. | Any loss of tree planting to the both the north and southbound sides of the mainline will be replaced with native mixed tree planting. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|--|-------------------------|---|---|----------------------------|--------------------------------|--|---|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 12 - Recreational users of Newtonmore Golf Course and visitors to the Highland Folk Museum | Medium/low | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to both the north and southbound sides of the mainline will be replaced with tree planting. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoint 13 – Residents of Upper Nuide Cottage and users of road U3036 | High | Existing vegetation and landform provides some screening, however some of this vegetation will need to be removed during construction. The proposed access track and left-in-left-out will be visible. Drainage features will be visible, including SuDS basin 458 and compensatory flood storage area. | Trees and scrub planting where appropriate to help screen any drainage features and land cover changes. | High | Substantial/moderate | Topographical/landform changes will be visible, along with new planting. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium | Moderate/slight not significant as the change in the view will be more limited than obvious due to established vegetation |
| Residential receptors of Milton of Nuide – Viewpoint 14 | High | The Proposed Scheme is widening to the south east, so towards this receptor at this location. There will also be upgrade works to the existing track that runs parallel to the A9. Some trees will be removed through the construction period; therefore, there will be a more open view towards the Proposed Scheme in the short term. | Tree and shrub planting along the mainline and access track. | Medium | Moderate | Glimpsed views of the mainline will be possible through tree planting, however the view is anticipated to be similar to the existing view. | Tree planting will be on its way to maturity and therefore will be providing some screening of the Proposed Scheme. | Low | Slight |
| Users of General Wade’s Military Road – Viewpoint 15 | High | The Proposed Scheme is widening to the south east, so towards this receptor at this location. Upon completion of the construction work the view will remain similar to the existing view, albeit with a wider mainline. | Tree and shrub planting along the mainline. Refinement of earthworks to blend into existing topography. | Medium | Moderate | There will be limited views of the mainline. | Tree cover will provide some screening and earthworks will be blended into existing topography. | Low | Slight |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|--|----------------------------|--------------------------------|--|--|----------------------------|--|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 16 and 18 – NCN7 and other recreational routes between Newtonmore and Kingussie next to the A86 | High | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to the both the north and southbound sides of the mainline will be replaced with tree planting. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoint 17 – Residents to the west of Kingussie | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to both the north and southbound sides of the mainline will be replaced. Planting to the Kingussie Junctions to be mindful of local context with a range of planting types. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoint 19, 20, 21 and 22 – Residents to the south and east of Kingussie | High/medium | Views will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. | Any loss of tree planting to both the north and southbound sides of the mainline will be replaced with tree planting. Planting to the Kingussie Junctions to be mindful of local context with a range of planting types. | Low | Slight/negligible | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoint 24 and 25 – Kerrow and Kerrow Cottage Residents | High | The Proposed Scheme is moving further away from these properties, as the scheme moves offline to the south east. The southbound slip road and junction is also moving away from these properties. The proposed embankments to the A9, associated access tracks and underpass structure will be visible. The proposed Kingussie to Kincaig NMU link is to the northbound side of the mainline in this location and connects to it past these properties. Trees and vegetation will be removed through the construction process, | Tree planting will be replaced and planting/ seeding to and surrounding SuDS basins. Additional woodland is proposed alongside the existing woodland to the north east of these properties. | High/medium | Substantial/moderate | The Proposed Scheme including the mainline, Kingussie Junction, SuDS basins and the Kingussie to Kincaig NMU link, will be highly visible; tree planting will help screen the access road/ Kingussie to Kincaig NMU link and mainline. | Planting will be on its way to maturity and earthworks/ SuDS basins will be blended into the surroundings. | Medium | Moderate/ slight not significant as the mainline has moved further from these receptors and the woodland planting will now be established, offering visual screening causing more limited than |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|---|--|----------------------------|--------------------------------|---|---|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| | | altering the view and making the Proposed Scheme more visible in the short term. To the south west of the mainline, SuDS basin 509 and 507 will be constructed; however, there should be limited visibility from these locations. Tree planting will be removed to accommodate the Proposed Scheme. | | | | | | | obvious change to the view |
| Viewpoints 23 and 26 – Users of the A86 east of Kingussie, Glebe Pond and CNP Core Path | High | Views towards the Kingussie Junction (particularly northbound) and mainline will likely open up due to the loss of woodland. | Reinstate tree planting and provide a network of woodland/ shrub planting to Kingussie Junction area. | High/medium | Substantial/moderate | Views will remain relatively unchanged. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium/low | Moderate/ slight not significant as woodland planting will be established offering some visual screening and the change in view being more limited than obvious |
| Viewpoint 27 – Next to River Spey | High | The existing view is relatively enclosed, with tree plantings screening the mainline. The Proposed Scheme removes the vegetation, leaving it exposed until mitigation planting/ seeding becomes established. The underbridge of the A9 over the B970 will be clearly visible. | The aesthetic treatment to the underbridge will incorporate a natural stone treatment as this is a large and clearly visible structure. Tree planting to part of the northbound and southbound embankment will be replaced. | Medium | Moderate | The majority of planting will be established by this point. | Planting will be on its way to maturity and aesthetic treatment to the underbridge. | Low | Slight/negligible |
| Viewpoint 28 – B970 General Wade’s Military Road, near properties at Ruthven | High | Within the short to mid distance it is unlikely that views of SuDS basin 493 will be possible, as a block of woodland will remain in place. The mainline and Spey crossing bridge will move closer towards these receptors within the view, as the Proposed Scheme moves offline to | Tree planting along the southbound carriageway will be replaced between it and SuDS basin 493. There will also be some replacement tree planting to the northbound carriageway. Planting around the bridge | Medium | Moderate | As per year 1. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium/low | Slight |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|--|----------------------------|--|--|--|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| | | the east. The Spey Bridge will be more prominent within the view due to it being a much longer structure than the existing bridge. It will however not become higher in the view. | structure that will be removed will be replaced. Embankments to the A9 will predominantly be grass as per the existing due to the sensitivity of the Insh Marshes at this location. | | | | | | |
| Viewpoint 29 – Visitors to Ruthven Barracks. Note that Chapters 13 and 15 also provides an assessment of potential effects upon the setting of this heritage feature, this chapter assesses views only. | High | The Proposed Scheme moves the A9 to the east, and therefore closer to Ruthven Barracks. The proposed carriageway footprint will be twice the size than it currently is, and there will be additional features such as safety barriers to the centre of the mainline that will be visible. The roadside embankment on the southbound carriageway will be visible but will look similar to the existing and will merge with the Insh Marshes. The proposed River Spey crossing will be a larger structure in width and length, but will still sit in a low position within the view, as the current bridge does. SuDS basin 493 will be visible to the south west of the barracks. The oblique view from the Barracks means that all of the piers are visible and cast shadow below. There is existing woodland being removed from either side of the scheme adjacent to the mainline north of the B970 that will open up the view in this location and make the Proposed Scheme more visible. Drawing 14.74 and 14.75 in Volume 3 are indicative photomontages from this Viewpoint at Year 15-25. | The abutments of the Spey Bridge will have a natural stone treatment. Planting/ seeding proposed will largely keep the view open and open the view up further due to more woodland being removed than replaced to the northbound of the mainline between ch. 49,250 and 49,700. Earthworks to the mainline will be designed to blend into the marshes. Planting surrounding the embankment to the Spey Bridge will be replaced. | High/ medium | Moderate based on best practice being followed for grass/ seeding establishment – if the grass/ seeding has not taken and the slopes are bare earth in appearance the effect will likely increase to Substantial/ moderate | The view will have changed as the Proposed Scheme will be a more prominent and obvious feature within the view due to it being closer to the Barracks. The Spey Bridge is a longer structure, so this will also be more prominent but within the wider panorama of the open floodplain. | Seeding on the embankments will be established and woodland to embankments north and southbound near SuDS basin 493 will be mature. Vegetation on the embankments to the bridge will be almost at maturity. | Medium | Moderate/ slight significant as the proposed Spey Bridge is a more obvious feature within the view |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|--|-------------------------|---|--|----------------------------|--------------------------------|-------------------------------------|---|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 30 – Users of farm and properties on B970 to east of Ruthven | High | <p>The Proposed Scheme moves to the east from the baseline therefore the mainline and Spey Bridge will be more prominent and obvious within the view from these receptors.</p> <p>The bridge will be wider and longer but will still sit in a low position within the view.</p> <p>Drawing 14.76 in Volume 3 is an indicative photomontage from this Viewpoint at Year 15-25.</p> <p>This shows that due to the oblique angle of the Spey Bridge the piers are obvious within this view.</p> | <p>The abutments of the Spey Bridge will have a natural stone treatment.</p> <p>Planting/ seeding proposed will largely keep the view open, as it currently is.</p> <p>Earthworks to the mainline will be designed to blend into the marshes.</p> <p>Planting/ seeding surrounding the embankment to the Spey Bridge will be replaced.</p> | High/medium | Moderate | As per year 1. | <p>Planting/ seeding on the embankments will be mature and these will have blended into the marshes.</p> <p>Vegetation on the embankments to the bridge will be almost at maturity.</p> | Medium | Moderate/ slight significant due to the Spey Bridge being a very obvious feature within the view due to it being closer to this receptor and a longer feature. |
| Viewpoint 31 – Visitors to Insh Marshes National Nature Reserve | High | <p>The Proposed Scheme is closer to this receptor due to it moving offline to the east and the Spey Bridge will be more visible due to it being longer and wider with a greater number of piers; however, the Proposed Scheme is a small part of the expansive view.</p> <p>Within the Insh Marshes Nature Reserve there are two other hides.</p> <p>The Gordonhall Hide is slightly closer to the Proposed Scheme and has a more direct view of the Spey Bridge.</p> <p>The assessment of effects for the other hides is considered to be the same for this Viewpoint.</p> | <p>The abutments of the Spey Bridge will have a natural stone treatment.</p> <p>Planting/ seeding proposed will largely keep the view open, as it currently is.</p> <p>Earthworks to the mainline will be designed to blend into the marshes.</p> <p>Planting/ seeding surrounding the embankment to the Spey Bridge will be replaced.</p> | High/medium | Moderate | As per year 1. | <p>Planting/ seeding on the embankments will be mature and these will have blended into the marshes.</p> <p>Vegetation on the embankments to the bridge will be almost at maturity.</p> | Medium | Moderate/ slight not significant as the Spey Bridge and Proposed Scheme form a small part of the expansive view and cause more limited than obvious deterioration to the view |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|---|---|----------------------------|--------------------------------|---|--|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 32 – Adjacent to A9 along unnamed road (North of Kerrow Farm) | High | At this location the proposed A9 widens to the east, and closer to the Viewpoint’s location. The existing agricultural/ pastoral fields will have to accommodate the Proposed Scheme. SuDS basin 513, access track and noise barrier along the road edge will be clearly visible. | Earthwork bunds as additional mitigation will be created adjacent to the Proposed Scheme mainline and SuDS basin 513 to visually screen views towards the Proposed Scheme and provide noise mitigation (mitigation item P09-NV2 in Chapter 17). The bunds and adjacent areas will be planted with appropriate grass, shrub and scattered tree planting. | High | Moderate | The Proposed Scheme will be visible along with the SuDS basin. The view will possibly be similar to the existing view. | Planting/ seeding to SuDS basin will blend this feature into its surroundings. Appropriate landform and planting will screen views of the noise barrier and appropriate treatment such as a vegetated screen will help to soften this feature, | Medium/ low | Slight |
| Viewpoint 33 – Lynchat Cemetery | High/ medium | Little of the Proposed Scheme will be visible from this location. | Reinstatement of any lost roadside planting. | Medium | Slight | Views will remain relatively unchanged; any planting will be established by this point. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Negligible |
| Viewpoints 34, 35, and 36 – Lynchat village residents and B915 road users | High | Views from Viewpoints 34 and 36 will remain relatively unchanged, though there may be some loss of vegetation until mitigation planting/ seeding becomes established. The A9 mainline will be visible from Viewpoint 35, as well as SuDS basin 530 and associated access track and the compensatory flood storage area. | Refinement of SuDS basins and planting/ seeding to their surroundings, as well as reinstatement of any lost vegetation. The compensatory flood storage area will be seeded with an appropriate wet grass mix. | High/ medium | Moderate | There will be views of the mainline, SuDS basin 530 and access track from Viewpoint 35. Views from Viewpoints 34 and 36 will remain relatively unchanged, especially once roadside vegetation has re-established. Views from west and east of Lynchat will remain relatively unchanged. | Planting/ seeding will be on its way to maturity and earthworks and SuDS basins will be blended into the surroundings. | Medium/ low | Slight/ negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|---|---|----------------------------|--------------------------------|--|--|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 37, 38 – Balavil Mains and Balavil House (refer to Chapter 13 and Chapter 15 for the assessments on the heritage assets at Balavil and the undesignated designed landscape) | High | <p>The Proposed Scheme will be clearly visible from these receptors due to the scheme widening towards these properties, and as well as the dualled road there is also an access track to the western side; an access track part way up the garden in front of Balavil House for estate use, as well as the Kingussie to Kincaig NMU link along the mainline (in front of Balavil Mains). From Balavil House (Viewpoint 38) there is some intervening vegetation within the garden immediately surrounding the house and within the parkland element of the undesignated designed landscape in between Balavil House and the mainline that screens some of the proposals. The left-in left-out onto the A9 at the Mains of Balavil (Viewpoint 37) will be visible from the Mains as well as a compensatory flood storage area between ch. 53,200 and 53,500. Noise mitigation for Balavil Mains is proposed (mitigation item P09-NV6 in Chapter 17) in the form of a 2.5m high barrier will be visible primarily from Balavil Mains but glimpsed views will also be possible from Balavil House (Viewpoint 38).</p> | <p>Within the undesignated designed landscape between the mainline and the proposed access track for Balavil Estate use, additional mitigation has been designed to create a terraced false cutting between the mainline and Balavil House near to the mainline. This will allow visual screening from Balavil House and undesignated designed landscape. There will be tree planting to both the northbound and southbound carriageway that will also screen the mainline and Kingussie to Kincaig NMU link. The noise barrier will be a stone wall for visual mitigation.</p> | High/medium | Substantial/moderate | <p>The additional mitigation in the form of the terraced garden as well as tree planting along the mainline and Kingussie to Kincaig NMU link will partly screen the mainline and Kingussie to Kincaig NMU link.</p> | <p>Planting will be on its way to maturity and earthworks will be blended into the surroundings. The noise barrier takes the form of a stone wall so is in keeping with the aesthetics at Balavil.</p> | Medium | <p>Moderate/ slight not significant as the mitigation design and tree planting will offer some visual screening of the Proposed Scheme meaning it creates a more limited than obvious deterioration to the view</p> |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|---|--|----------------------------|--------------------------------|---|--|----------------------------|--|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 39 – Croftcarnoch | High | <p>The Proposed Scheme mainline is in cutting and below the property, so direct views of the mainline should not be possible.</p> <p>Due to the scheme widening towards the property and as well as the dualled road there is the Kingussie to Kincaig NMU link to this western side some roadside vegetation will be removed that could potentially open views into the road corridor to the south.</p> <p>There is some intervening vegetation within the land in front of Croftcarnoch that screens wider views.</p> <p>An access track will be provided utilising the Highland Wildlife Park existing track and extending it to reach this property; this will be visible from the house.</p> <p>A compensatory flood storage area will also be created in between the mainline and the access track.</p> | <p>The mainline and Kingussie to Kincaig NMU link is in cutting and will not be visible from this property.</p> <p>Tree planting to both the northbound and southbound carriageway will also screen views.</p> <p>Along the new access track for this property, existing trees will be retained where possible and tree planting will also take place along the track.</p> | High/medium | Moderate | <p>Tree and shrub planting along the mainline will be visible and screen the mainline and Kingussie to Kincaig NMU link; the mainline should not be visible due to it being in cutting.</p> <p>The new access track will be visible however retained trees and tree planting will help screen it.</p> | <p>Planting will be on its way to maturity and earthworks will be blended into the surroundings.</p> | Medium | Moderate/ slight not significant as planting along the access track will offer visual screening and the mainline should not be visible |
| Viewpoint 40 – Residents of Insh Village | High/medium | <p>Embankments of the A9 are visible from this location; however, the Proposed Scheme is a small part of the expansive view.</p> | <p>None required and not visible from this location.</p> | Low | Negligible | <p>Views will remain relatively unchanged.</p> | <p>None required and not visible from this location.</p> | Low | Negligible |
| Viewpoint 41 and 42 – Road users of the B9152 at junction with road to Highland Wildlife Park | High | <p>There will be the loss of roadside vegetation until mitigation planting/ seeding becomes established.</p> <p>Direct views of the A9 underbridge will be possible and the drainage features to the southbound side of the mainline.</p> | <p>The aesthetic treatment to the underbridge needs to be considered as this is a large and clearly visible structure.</p> <p>Any loss of tree planting to both the north and southbound sides of the mainline, to either side of the structure, will be replaced with tree planting.</p> | High/medium | Moderate | <p>Views will remain relatively unchanged as there will still be a bridge structure visible, albeit a wider structure, along with tree planting to either side of the road leading to the Highland Wildlife Park.</p> | <p>Planting will be on its way to maturity and aesthetic treatment to the underbridge.</p> | Low | Slight/negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|---|----------------------------|--------------------------------|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint 43 - Visitors to Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave) Note that Chapters 13 and 15 also provides an assessment of potential effects upon the setting of this heritage feature, this chapter assesses views only. | High | The Proposed Scheme is widening to the west, so towards the souterrain. This will create further cutting into this hillside from the mainline. There is also a lay-by located at ch. 52,000. Vehicles on the mainline including HGV's will likely be visible, although the cutting to the northbound side of the road will go some way to screening. | Woodland is proposed along the northbound and southbound side of the mainline to provide screening. | High/medium | Moderate | Glimpsed views of vehicles and HGV's along the mainline will be possible. | Woodland planting along the northbound and southbound carriageways will be well established and provide screening of vehicles along the mainline. | Medium/low | Slight |
| View from HML Railway | | | | | | | | | |
| Views from users of the HML Railway | High | Between ch. 40,000 (the start of the Proposed Scheme) – 42,500 the HML railway runs parallel to the Proposed Scheme, with the NCN7 in between. Between ch. 40,550 and 40,650 a new Glentruim rail underbridge will be built. There is dense tree vegetation lining the HML railway, some of this may be affected by the Proposed Scheme. Glimpsed views towards the Proposed Scheme will be possible. Between Newtonmore and Kingussie, ch. 42,500 – 49,300, there are open views from the HML railway towards the Proposed Scheme as the landscape here is open and relatively flat around the River Spey. These views are mid to long distance and would be transient in nature. The Proposed Scheme is in an elevated position from the HML railway. The Proposed Scheme will be partly | Tree and shrub planting is proposed along the mainline to replace any lost roadside vegetation. SuDS features and other more obvious elements (such as SuDS basins, bridges and junctions) have been sensitively designed to blend into the landscape. | High/medium | Moderate | Same as year 1, however with mitigation in place less of the mainline will be visible. | Planting will be established and on its way to full maturity by this point, therefore vegetation will be the main feature visible. | Low | Slight/negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|---|----------------------------|--------------------------------|---|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| | | <p>visible but would not form a large part of this view.</p> <p>ch. 49,300 to 51,200, coming out of Kingussie the HML railway crosses underneath the mainline at ch. 50,500.</p> <p>Views from the HML railway will be limited and elements of the Proposed Scheme including the Kingussie Junction and SuDS basins will be visible.</p> <p>The HML railway then runs parallel to the east of the A9 between ch. 51,200 and 56,645, with the closest point at ch. 56,200.</p> <p>The Proposed Scheme will be visible. At ch. 56,200 the underbridge to the Highland Wildlife Park will be visible.</p> | | | | | | | |
| Viewpoint Receptors – Existing A9 on-road representative views (from existing lay-bys) | | | | | | | | | |
| Viewpoint A lay-by 105 at Grid Reference NN 69589 96258 | Medium | <p>Views of the proposed Ralia Junction/ road towards Ralia Café will be possible: existing woodland will be removed to accommodate this.</p> <p>Wider/ restricted views to the east are possible from the mainline as the scheme widens in this direction and landform drops from the edge of the road.</p> | Replacement tree and scrub planting to screen views of access track and junction from the road. | Medium | Moderate | Partial views of the Ralia Junction and road to Ralia Café due to established planting. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Low | Slight/ negligible |
| Viewpoint C lay-by 106 at Grid Reference NN 70631 97124 | Medium | <p>Due to the proximity to the proposed Newtonmore Junction, there will be obvious changes to the views here.</p> <p>Views will be open to the north and south, and an access track will be visible until mitigation planting/ seeding becomes established.</p> | Replacement tree and scrub planting along mainline. | High/ medium | Moderate | Partial views to the access track and wider views south are possible. | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium/ low | Slight |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|---|--|----------------------------|---|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Viewpoint D lay-by 106 at Grid Reference NN 70675 97150 | Medium | Proposed Newtonmore Junction and associated earthworks and access tracks will be clearly visible. The woodland belt along the northern boundary will be cleared to accommodate the scheme. | Replacement tree and scrub planting around the road junction. | High/medium | Moderate | The Newtonmore Junction and associated underbridges will be visible but less of the Proposed Scheme will be visible due to established vegetation. | Same as for year 1 but planting should be established by this point. | Medium/low | Slight |
| Viewpoint E lay-by 110 at Grid Reference NN 74733 98956 | Medium | Parallel widening will double the width of the road in this location, and associated noise barriers will be visible. A proposed access track alongside the A9 will alter the existing woodland and scrub planting. SuDS basin 474 will likely be visible. | Replacement tree and scrub planting to the mainline and access track and SuDS basin. | Medium | Moderate/slight not significant as the change to the view will be more limited than obvious | Same as for year 1. | Same as for year 1 but planting should be established by this point. | Low | Slight/negligible |
| Viewpoint F lay-by 110 at Grid Reference NN 74733 98962 | Medium | Parallel widening will double the width of the road in this location, and associated barriers will be visible. Proposed access track embankments will be visible. | Replacement tree and scrub planting to the mainline and access track. | Medium | Moderate/slight not significant as the change to the view will be more limited than obvious | Same as for year 1. | Same as for year 1 but planting should be established by this point. | Low | Slight/negligible |
| Viewpoint I lay-by 112 at Grid Reference NN 75828 99474 | High | Parallel widening will double the width of the road in this location, and associated barriers will be visible. Access to proposed underpass may be visible. SuDS basin 493 will be visible. | Replacement tree and scrub planting to the mainline and access track. | High/medium | Substantial/moderate | Views will remain relatively unchanged | Planting will be on its way to maturity and earthworks will be blended into the surroundings. | Medium/low | Slight |
| Viewpoint S lay-by 117 at Grid Reference NN 79263 02405 | Medium | Parallel widening will double the width of the road in this location, and associated barriers will be visible. SuDS basin 537 and access track will be clearly visible | Replacement tree and scrub planting to the mainline and access track and SuDS basin. | High/medium | Moderate | Same as for year 1. | Same as for year 1 but planting should be established by this point. | Medium/low | Slight |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|--|-------------------------|---|--|----------------------------|---|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| Individual Residential Receptors Views | | | | | | | | | |
| Griogchan, West Ralia Cottage and Ku-Ring-Gai | High | Assessment as Viewpoint 3 | | | | | | | |
| R1 - Ralia Beg and Ptarmigan Lodge holiday let | High | As some existing vegetation will need to be removed during construction there will be views toward the dualled road. | Replacement of woodland and roadside vegetation. | Medium | Moderate/ slight not significant due to the Proposed Scheme not dominating the view | Long term it is anticipated that replacement native woodland planting will be established and generally views toward the dualled road will be screened. | Roadside vegetation will be established, and tree planting should be tall enough to provide visual screening. | Low | Slight/ negligible |
| R2 - Birchwood, Glen View and Invermore Lodge | High | Existing woodland will be removed for the creation of SuDS basin 434, thus opening up views towards the HML Railway line. There will be partial/ glimpsed views toward the Newtonmore Junction. | Replacement woodland surrounding SuDS basin 434 and woodland between these properties and the mainline/ Newtonmore Junction to screen views. | Medium | Moderate | There may be glimpse views towards SuDS basin 434 and the Newtonmore Junction, generally views will remain unchanged once native woodland has established. | Woodland will be tall enough to provide visual screening of the Proposed Scheme. | Medium/ low | Slight |
| R3 - Ralia Lodge and Garden Cottage | High | The dualled A9 will not be visible and views will generally remain unchanged. | Roadside vegetation and woodland planting – however, this won't be visible from these properties as their existing immediate views/ views of existing woodland (untouched by the Proposed Scheme) will remain. | Low | Slight/ Negligible | The dualled A9 will not be visible and views will generally remain unchanged. | As year 1. | Low | Negligible |
| R4 - Milton Lodge | High | The dualled A9 will not be visible and views will generally remain unchanged. | Roadside vegetation and woodland planting – however, this won't be visible from these properties as their existing immediate views/ views of existing woodland (untouched by the Proposed Scheme) will remain. | Low | Slight/ Negligible | The dualled A9 will not be visible and views will generally remain unchanged. | As year 1. | Low | Negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|------------------------------------|-------------------------|---|---|----------------------------|--------------------------------|--|--|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| R5 - Keepers Cottage and Kennels | High | <p>This cottage is approximately 25m from the existing A9.</p> <p>It is surrounded by dense woodland and garden vegetation that will largely remain in place.</p> <p>The mainline is widening to the southbound side and thus away from this property, however some earthworks to the dualled northbound carriageway will be closer to this property.</p> <p>There will be the possibility of some direct and partial views of the Proposed Scheme through existing garden and woodland vegetation.</p> | Woodland planting to the northbound earthworks will provide screening of the Proposed Scheme. | High/Medium | Substantial/Moderate | Native woodland planting will have become established and will help to screen views of the A9. | Woodland will be tall enough to provide visual screening of the Proposed Scheme. | Medium/low | Slight |
| Upper Nuide Cottage and Nuide Farm | High | Assessment as Viewpoint 13 | | | | | | | |
| Milton of Nuide Cottage | High | Assessment as Viewpoint 14 | | | | | | | |
| R6 - Inverton House | High | Views will remain relatively unchanged, although there will be some vegetation loss close to the A9, which will be barely perceptible from this property due to existing intervening woodland vegetation. | Roadside vegetation and woodland planting – however, this will be barely visible from this property as the existing immediate views/ views of existing woodland (untouched by the Proposed Scheme) will remain. | Low | Slight/negligible | Views will remain relatively unchanged, although there will be some vegetation loss close to the A9. | As year 1. | Low | Negligible |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|-----------------------|-------------------------|---|---|----------------------------|--------------------------------|---|---|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| R7 - Knappach Cottage | High | <p>The road widens to the southbound side of the mainline and there will be a loss of existing vegetation including trees.</p> <p>A noise barrier is proposed at the top of the embankment at this location (Mitigation item P09-NV1 in Chapter 17).</p> <p>The 4m high noise barrier will be visible in views to the north and west from the property.</p> <p>Works to the south and east include land re-profiling and installation of woodland.</p> | <p>The 4m high noise barrier will be a vegetated screen to help mitigate the adverse visual effect of this feature.</p> <p>Woodland planting on the proposed mainline southbound embankment will be replaced.</p> <p>New areas of woodland to mitigate ancient woodland loss (see Chapter 12) are proposed to the south and east of the property, changing views in this direction.</p> <p>Land re-profiling in the land to the east of the property will be returned to grassland.</p> | High | Substantial/moderate | <p>Vegetation on the embankments will have become established to help screen views toward the road.</p> <p>Vegetation on the green screen noise barrier will also have become more established to blend this feature into the surrounding landscape planting.</p> <p>The woodland to the south and east of the property will also be established.</p> | <p>As year 1 and planting will be tall enough/ mature enough to provide visual screening, however the general visual amenity from this property will have changed due to the numerous changes taking place surrounding this property.</p> | High/medium | Moderate significant |
| R8 - Ruthven Cottage | High | <p>The road widens to the south and thus closer to the property.</p> <p>This property is elevated with open views to the west towards the Proposed Scheme.</p> <p>There is also a lay-by on the northbound side of the mainline proposed.</p> <p>Works to the south and west include land re-profiling and installation of woodland to mitigate ancient woodland loss (see Chapter 12) are proposed to the south.</p> | <p>The embankment to the southbound side of the mainline will be constructed to allow screening of the mainline and the northbound lay-by.</p> <p>Although due to this property's elevated position and open direct views, traffic including HGV's, along the mainline may be visible.</p> <p>Native woodland is proposed surrounding the B970 to the north and southbound sides of the mainline.</p> <p>New areas of woodland to mitigate ancient woodland loss (see Chapter 12) are proposed to the south and east of the property, changing views in this direction.</p> <p>Land re-profiling in the land to the east of the property will be</p> | High/Medium | Moderate | <p>Due to this property's elevated position and open direct views, traffic along the mainline and at the northbound lay-by may be visible.</p> | <p>Native woodland planting on the embankments will have become established to help screen views toward the A9 and B970.</p> <p>The earthwork bund will be in place however due to this property's elevated position and open direct views, traffic including HGV's, along the mainline and at the northbound lay-by may be visible.</p> <p>The woodland to the south and</p> | Medium/Low | Moderate/ slight not significant as the change to the view is more limited than obvious |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|-------------------------------------|-------------------------|--|--|----------------------------|--------------------------------|--|--|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| | | | returned to grassland. | | | | east of the property will also be established. | | |
| R9 - Ruthven Park and Ruthven House | High | The road widens to the south and thus closer to the property. There is also a lay-by on the northbound side of the mainline proposed. | The embankment to the southbound side of the mainline will be constructed to allow screening of the mainline and the northbound lay-by. Native woodland is proposed surrounding the B970 to the north and southbound sides of the mainline. | Medium | Moderate | Native woodland planting on the embankments will have become established to help screen views and the earthwork embankment will screen views of the mainline and lay-by from these properties view west. | As year 1 but vegetation will be established, and the installed embankment will provide screening. | Low | Slight |
| Ruthven Steading | High | Assessment as Viewpoint 28 | | | | | | | |
| Kerrow Cottage | High | Assessment as Viewpoint 24 | | | | | | | |
| Kerrow Farm | High | Assessment as Viewpoint 25 | | | | | | | |
| R10 - Creag Bhalg | High | The road is aligned offline of the existing A9 to the south and therefore further away from this property. The Kingussie to Kincaig NMU link is also on the northbound side of the mainline. There will be a small amount of existing vegetation lost along the roadside. Between this property and the existing A9 there is an earthwork mound that will remain untouched by the Proposed Scheme that provides screening to the south and east. | An earthwork bund along the northbound mainline will be created that ties into the existing bund. There will also be a bund created between ch. 51,100 and 51,200 to the northbound of the mainline. These areas will be planted with grass, shrubs and scattered trees. | High/ Medium | Moderate | The earthwork bunds and planting/ seeding proposals will be established and act as a screen towards the Proposed Scheme. | As year 1 and trees becoming established. | Medium/ Low | Slight |
| Laggan Number 1 Croft | High | Assessment as Viewpoint 32 | | | | | | | |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|--|----------------------------|--|--|--|----------------------------|---|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| R11 - Laggan Cottage, and Three Bridges (Laggan number 2) | High | The road is aligned to the south of the existing A9; there will also be views towards SuDS basin 513. SuDS basin 513, access track and 3m high noise barrier (mitigation item P09-NV2 in Chapter 17) between ch. 51,100 to 51,350 and the 2.5m high noise barrier (mitigation item P09-NV5 in Chapter 17) between ch. 52,495 to 52,650 along the southbound road edge will be clearly visible. | To visually mitigate the noise mitigation, 3m and 2.5m high earthwork bunds are proposed between ch. 51,100 and 51,600 to the southbound of the mainline and to the east of SuDS basin 513. This is to provide visual screening of the Proposed Scheme from these properties and noise attenuation. These areas will be planted with grass, shrubs and scattered trees | High/ Medium | Moderate/ slight significant as there are a lot of changes occurring to the view that will be obvious from these receptors | The Proposed Scheme will be visible along with the SuDS basin. The view will be similar to the existing view. | As year 1 and trees becoming established. | Medium/ Low | Slight |
| R12 - Lynvoan Cottage | High | The mainline is widening to the northbound and therefore closer to this property. There will be works to access tracks and the Kingussie to Kincaig NMU link will be to the north of the mainline. There will be loss of vegetation along the road edge, opening up views of the road. Two, 3m high noise barriers are proposed (mitigation items P09-NV3 and P09-NV4 in Chapter 17) to the top of the northbound mainline embankments between ch. 52,460 to 52,635 and ch. 52,635 to 52,700 (split across the access track). | Native woodland is proposed along the mainline and Kingussie to Kincaig NMU link to replace lost vegetation and screen views towards the Proposed Scheme. The 3m high noise barrier will be a vegetated screen to help mitigate the adverse visual effect of this feature. | High | Substantial/ Moderate | There will be partial views of the mainline and Kingussie to Kincaig NMU link. The 3m high vegetated screens will be visible as will the woodland planting. | Woodland along the road edge and Kingussie to Kincaig NMU link will have established, views will be similar to existing but with the addition of the 3m high vegetated screen. | Medium/ Low | Moderate/ slight not significant as woodland planting will have established allowing some visual screening |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|---|----------------------------|--------------------------------|--|--|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| R13 - West Lodge | High | The road will be visible as per the existing view, roadside vegetation will be removed, and SuDS basin 534 and its access track that connects to B9152 will also be visible. | Replacement woodland planting along the southbound mainline and adjacent to SuDS basin 534. | High | Substantial/Moderate | Wet woodland along the road edge will have established to provide screening of the road. The SuDs basin will remain visible, although appropriate planting should help blend this into the surrounding landscape. | As year 1 and woodland will be tall enough to provide a visual screen. | Medium/Low | Slight |
| R14 - Balavil Cottage | High | The road is widening to the northbound and the Kingussie to Kincairg NMU link will also be on this side of the road. These will be directly visible from this property. There is an area of compensatory flood storage to the south and east of this property. | In the compensatory flood storage area grassland will be replaced. Along the mainline and Kingussie to Kincairg NMU link woodland will be planted to provide visual screening to the south and east. | High | Substantial/Moderate | Native woodland planting along the road edge will have established and will screen views towards the road. | Native woodland planting along the road edge will have established and will screen views towards the road. | Medium/Low | Slight |
| Mains of Balavil | High | Assessment as Viewpoint 37 | | | | | | | |
| Balavil House | High | Assessment as Viewpoint 38 | | | | | | | |
| R15 - East Lodge | High | The majority of existing woodland vegetation between the property and the road will be retained therefore views will remain relatively unchanged. | Roadside vegetation will be replaced with woodland; however, this won't be visible from this property due to it being surrounded in existing woodland. | Low | Negligible | Replanting of any woodland lost during construction will have become more established. Views will be as existing. | As year 1. | Low | Negligible |
| Croftcarnoch (new house) and Croftcarnoch Farmhouse | High | Assessment as Viewpoint 39 | | | | | | | |

| Viewpoint receptor | Sensitivity of receptor | Operation year 1 | | | | Operation years 15-25 | | | |
|---|-------------------------|--|--|----------------------------|----------------------------------|--|---|----------------------------|--------------------------------|
| | | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect | Elements of Proposed Scheme visible | Description of embedded and additional mitigation measures | Magnitude of visual effect | Overall significance of effect |
| R16 - Meadowside House Holiday Cottages | High | Existing tree planting along the roadside will be lost leaving more open views toward the widened road, however intervening planting and fencing between these property boundaries and the mainline will remain intact and will screen views towards the mainline. | Native woodland planting along the mainline will aid screening of the Proposed Scheme. | Medium | Moderate/ slight not significant | Once native woodland planting has become more established views will be similar to existing. | As year 1 and planting will be established enough to provide a visual screen. | Low | Slight/ negligible |

Summary

- 14.4.22 **Table 14-11** indicates at operational year one, 36 of the 55 representative receptors would likely experience significant effects. These receptors are generally the closest to the Proposed Scheme and therefore more likely to experience open views towards the Proposed Scheme at year one post construction before any planting (woodland/ shrub) becomes established.
- 14.4.23 As **Table 14-11** highlights, it is anticipated that at operational year one there will be significant effects on views from the areas where there are new junctions/ large SuDS basins/ extensive earthworks.
- 14.4.24 Over the long term, up to 25 years into operation, in all cases the potential effects reduce due to additional mitigation that has been applied. The majority of long term residual effects are not significant. It is considered that there would be significant effects on views from receptors at Ruthven Barracks (Viewpoint 29) and the properties adjacent to and users of the B970 (Viewpoint 30) where the road alignment has moved closer to the Barracks and will be a more prominent feature of the view, along with the Spey crossing; and at Knappach Cottage (R7) due to the 4m high noise barrier to the north/ west and close proximity to the Proposed Scheme including new woodland planting/ land cover changes to the south/ east.

14.5 Mitigation

14.5.1 This section discusses the mitigation for during the construction phase and operation of the Proposed Scheme.

Standard, Embedded and Additional Mitigation

14.5.2 There are standard mitigation measures that are common to the A9 Dualling Programme. A number of the measures have been identified as being relevant to reduce the overall impacts of the Proposed Scheme as listed in **Table 14-12**, items **SMC-LV1** to **SMC-LV7**. Standard mitigation applies to both the Landscape and Visual elements affected by the Proposed Scheme.

14.5.3 Embedded Mitigation measures are project specific and are included in the design of the Proposed Scheme. For clarity, these are also included in **Table 14-12**, items **P09-LV1** to **P09-LV5**, where relevant to this chapter. Note that the initial impact assessment has included consideration of these measures.

14.5.4 There is also project specific mitigation which includes additional mitigation measures which have been identified as part of this assessment process and which apply specifically to the Landscape resource affected by the Proposed Scheme. These are also listed in **Table 14-12**.

Monitoring Requirements

14.5.5 Embedded and additional elements implemented as part of the mitigation works shall be monitored during the contract to ensure they are well maintained and that planting becomes established, effectively mitigating landscape as well visual as impacts. Monitoring will inform promotion of best practice to all landscape works, particularly to prevent damage to planting during the establishment period, and will ensure corrective action is taken where necessary.

14.5.6 Monitoring shall be carried out during the agreed contract maintenance period, in tandem with normal maintenance supervision, with specific regard to:

- earthwork, rock cutting, and retaining wall mitigation measures
- planting/seeding of acid and wet grassland, dry and wet heath, including
- scrub/shrub, woodland edge and woodland

14.5.7 Monitoring includes assessment of planting environments; species selection; the use of planting techniques to ensure effective establishment; the effectiveness of fencing and vegetation protection against sheep, cattle, wild fauna, pest infestation, and of the effectiveness of horticultural practice during the agreed landscape maintenance period and landscape planting management.

14.5.8 This also includes monitoring of existing woodland health and stability, assessment of the effect of removal of woodland edge on conifer shelterbelts, new understorey planting of trees and shrubs to the woodland edge to ameliorate the effect of wind exposure (in respect to wind throw).

14.5.9 This is explained further within **Appendix 6.1 and 13.3 in Volume 2**, in relation to the proposals illustrated on **Environmental Mitigation Drawings 6.1 – 6.12** and **Indicative Mitigation Cross Sections Drawings 6.13 – 6.19 in Volume 3** of this report. Monitoring as stated within **Chapter 12** should also be taken into consideration. The effectiveness of such treatment will assist in determining long-term maintenance and planting strategies.

Table 14-12: Standard mitigation commitments for landscape and visual effects and specific mitigation commitments for visual effects

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-------------------------------|--------------------------------|-----------------------------------|---|--|--|
| Standard A9 Mitigation | | | | | |
| SMC - LV1 | Throughout Proposed Scheme | Construction | The construction programme will be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts and areas will be cleared for construction as close as possible to works commencing and topsoiling, reseeding and planting shall be undertaken as soon as practicable after sections of work are complete. | To reduce the duration of any landscape and visual impacts | None required |
| SMC - LV2 | Throughout Proposed Scheme | Pre-Construction and Construction | As far as practicable, construction plant and materials storage areas will be appropriately sited to minimise their landscape and visual impact. | To reduce landscape and visual impact of plant and material storage areas. | None required |
| SMC - LV3 | Throughout Proposed Scheme | Construction | Construction sites will be kept tidy (e.g. free of litter and debris). | To reduce visual impact of construction sites | None required |
| SMC - LV4 | Throughout Proposed Scheme | Construction | Work during hours of darkness will be avoided as far as practicable, and where necessary, directed lighting will be used to minimise light pollution/glare. Lighting levels will be kept to the minimum necessary for security and safety. | To reduce light pollution/glare during night-time working. | None required |
| SMC - LV5 | Throughout Proposed Scheme | Construction | To protect soil quality for the purposes of landscape planting, the following measures will be implemented: <ul style="list-style-type: none"> • Uncontaminated topsoil for re-use shall be stored in un-compacted mounds no more than 2m in height and stored separately from subsoil material. Topsoil stripped from areas designated as Ancient Woodland shall be stored separately to all other topsoil and sub-soil material, in un-compacted mounds no more than 2m in height. • Stripped topsoil shall be used in areas of the same proposed vegetation type to utilise the existing natural seed bank. • Subsoil in planting areas shall be replaced after construction and ripped to a minimum of 450 mm prior to topsoiling and planting. Proposed planting areas in existing arable and pasture land, not subject to construction activity, will be ripped to 600 mm to alleviate compaction. | To protect soil quality for the purposes of landscape planting. | None required |
| SMC - LV6 | Throughout Proposed Scheme | Construction | The construction will be managed such that the loss of any existing woodland, scrub, heath, mire, grassland vegetation, marshland, swamps and isolated trees and shrubs not affected by the permanent works is minimised. | To limit vegetation loss as far as practicable. | None required |
| SMC - LV7 | Throughout Proposed Scheme | Pre-Construction | All existing trees and shrubs not affected by the construction of the permanent works shall be fenced off with a suitable type of temporary fencing in accordance with BS5837. Fencing shall extend to the drip line of the tree canopies (unless otherwise agreed by an arboricultural advisor) and shall be erected prior to any construction activities in that area and shall remain for the entire period of construction in that area. | To protect existing trees and shrubs unaffected by the Proposed Scheme. | None required |
| n/a (note) | n/a | n/a | Further to the above, mitigation items SMC-E7 and SMC-E8 (as detailed in Chapter 12 in Table 12.30: Ecology and Nature Conservation) will be implemented to protect vegetation which is identified to be retained. | To protect vegetation which is identified to be retained | n/a |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|----------------------------|---|-------------------------|--|--|--|
| Embedded Mitigation | | | | | |
| P09-LV1 | <p>Level 3 chainages: Southbound: ch. 40,050 to 41,150 ch. 46,800 to 48,050 ch. 49,400 to 49,950 ch. 50,200 to 50,500</p> <p>Level 3 chainages: Northbound: ch. 46,300 to 47,050 ch. 49,300 to 49,950 ch. 50,200 to 50,500 ch. 53,600 to 54,300</p> | Design and Construction | <p>Slope treatment Landscape Architects have assisted in setting the slope gradients from the A9 verge to the surrounding land. The assessment within Chapter 13 and initial design work has identified three levels of landform sensitivity as follows: Level 1: Slopes where it is appropriate to plant trees, and sections of rock cut Level 2: Open landscapes that have relatively minor topographic variation that only require specification to ensure that the earthworks are softened and reflect the surrounding landform to some extent Level 3/ Priority Areas: There are some specific locations that are within open landscape and therefore landform sensitive areas that will require a detailed specification of slope. Most of these are specific locations within the Level 2 overall area but there are also some isolated locations. Level 1 areas are generally of limited size and length and will be identified at detailed design. Level 2 areas are likewise limited in extent and will be identified at detailed design stage Level 3/ Priority areas have been identified between the chainages indicated to the column to the left. See Mitigation Item P09-LV6 for further information.</p> | To mitigate adverse visual effects of the Proposed Scheme from sensitive receptors/ users slopes to have a natural appearance so that they blend into the very open surrounding landscape and contain appropriate planting as shown on the Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 . | Not Applicable |
| P09-LV2 | <p>Approx. ch. 40,640 to 40,710 (C1137 retention) – 7.5m high and 70m long. Approx. ch. 535 to 605 (Ralia Café) – 1.95m high, 70m long. Approx. ch. 625 to 665 (Ralia Café) – 1.35m high, 40m long. Approx. ch. 685 to 775 (Ralia Café) – 1.7m high, 90m long. Approx. ch. 42,750 to 42,850 (NB) (A9 at Raliabeag) – 1m high, 100m long. Approx. ch. 44,360 to 44,480 (NB) (U3063 retention between A9 and side road) – 1m high, 120m long. Approx. ch. 44,700 to</p> | Design and Construction | <p>Retaining Walls These have been considered in regard the surrounding topography, to reduce the footprint of the scheme within the landscape. Detailed design drawings for each location shall be produced by the contractor as required by the contract documents and in accordance with the specification, subject to the consultation and approvals noted, and with reference to the Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 subject to detailed design.</p> | To mitigate adverse visual effects on views from vehicle user and residents of Lynchat and Balavil. To optimise traveller experience while fitting into the open surrounding landscape. | Transport Scotland |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--|----------------------|-------------|-------------------------------|---|
| | <p>44,730 (NB) (U3063 retention between A9 and side road) – Variable height (max 900mm, min 300mm), 30m long.</p> <p>Approx. ch. 44,810 to 44,855 (NB) (U3063 retention between A9 and side road) – 2.1m high, 45m long.</p> <p>Approx. ch. 45,055 to 45,130 (NB) (U3063 retention between A9 and side road) – Variable height (max 3m, min 2m), 75m long.</p> <p>Approx. ch. 52,020 to 52,380 (NB) (Raitt's Cave Lay-by) – Variable height (max 4.5m, min 3m), 360m long.</p> <p>Approx. ch. 52,430 to 52,500 (SB) (Lynchat retention between A9 and track) – 1.2m high, 70m long.</p> <p>Approx. ch. 53,475 to 53,590 (NB) (Balavil Entrance Wall) – 2.5m high, 122m long</p> <p>Approx. ch. 53,610 to 53,685 (NB) (Balavil Entrance Wall) – 2.5m high, 80m long</p> <p>Approx. ch. 52,430 to 52,500 (NB) (Balavil Ha-Ha) – 3.5m high, 115m long</p> <p>Approx. ch. 53,810 to 53,850 (Balavil Ha-Ha) – 3.5m high, 40m long</p> <p>Approx. ch. 55,500 to 55,640 (Highland Wildlife Park Service Road) –</p> | | | | |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|------------------------------------|---|------------------------------------|--|--|--|
| | 10.6m high, 140m long Approx. ch. 55,710 to 55,950 (Highland Wildlife Park Service Road) – 7m high, 240m long | | | | |
| P09-LV3 | Approx. ch. 43,670 – 43,900 (SB) – Variable height (max 10m, min 1.65m), 230m long Approx. ch. 44,650 – 45,050 (SB) – Variable height (max 14m, min 3.7m), 400m long | Design and Construction | Rock Cutting Geotechnical advice should be followed together with that of landscape architects, with regards the design of these cuttings in relation to stability, the need for artificial support, and slope angles, and they should aim to achieve a natural feature to reflect the existing local landscape character as indicated on Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 of this report, subject to detailed design. | To mitigate adverse visual effects and optimise traveller experience while fitting into the open surrounding landscape. | Transport Scotland |
| P09-LV4 | Throughout Proposed Scheme | Design and Construction | SuDS basins Landscape Architects have influenced the design of the SuDS that form part of the Proposed Scheme and will continue to work alongside engineers within the detailed design to finalise the SuDS basins. These have been shaped as best possible to blend into surrounding topography and to look like natural features within this open landscape. See mitigation item P09-LV9 and Indicative SuDS Drawings 6.20 – 6.23 within Volume 3 for further information. | To mitigate adverse visual effects of the SuDS basins from sensitive receptors. | Not Applicable |
| P09-LV5 | ch. 49,900 to 50,250 | Design, Construction and Operation | Bridge over the River Spey The Bridge over the River Spey has been designed to be a low-profile option, so that it sits low on the horizon line (similar to the existing). See Mitigation Items P09-LV18 and P09-LV19, and Drawings 14.74 – 14.76 in Volume 3 for indicative photomontages. | To mitigate adverse visual effects of the Spey Bridge from sensitive receptors. | Not Applicable |
| Project Specific Mitigation | | | | | |
| P09-LV6 | Throughout Proposed Scheme | Design and Construction | Slope treatment New embankments and cuttings for all level 1, 2 and 3 slopes shall be feathered into the toe/ top of existing gradients at varying profiles to form slopes of natural appearance that integrate into the sensitive landscape context. For level 3 priority areas, drawings and specifications for each location shall be produced, subject to detail design and TS approval. This will detail the desired contours, with cross sections to indicate how these slopes should be finished. Types of planting will be location specific and in line with the developed Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 , contained within Volume 3 of this report. | To mitigate adverse visual effects of the Proposed Scheme from sensitive receptors/ users, slopes shall have a natural appearance so that they blend into the very open surrounding landscape and contain appropriate planting as shown on the Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 . | Transport Scotland |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|---|-------------------------|--|---|--|
| P09-LV7 | <p>Approx. ch. 40,640 to 40,710 (C1137 retention) – 7.5m high and 70m long.</p> <p>Approx. 535 to 605 (Ralia Café) – 1.95m high, 70m long.</p> <p>Approx. ch. 625 to 665 (Ralia Café) – 1.35m high, 40m long.</p> <p>Approx. ch. 685 to 775 (Ralia Café) – 1.7m high, 90m long</p> <p>Approx. ch. 42,750 to 42,850 (NB) (A9 at Raliabeag) – 1m high, 100m long.</p> <p>Approx. ch. 44,360 to 44,480 (NB) (U3063 retention between A9 and side road) – 1m high, 120m long.</p> <p>Approx. ch. 44,700 to 44,730 (NB) (U3063 retention between A9 and side road) – Variable height (max 900mm, min 300mm), 30m long.</p> <p>Approx. ch. 44,810 to 44,855 (NB) (U3063 retention between A9 and side road) – 2.1m high, 45m long.</p> <p>Approx. ch. 45,055 to 45,130 (NB) (U3063 retention between A9 and side road) – Variable height (max 3m, min 2m), 75m long.</p> <p>Approx. ch. 52,020 to 52,380 (NB) (Raitt's Cave Lay-by) – Variable height (max 4.5m, min 3m), 360m long.</p> <p>Approx. ch. 52,430 to</p> | Design and Construction | <p>Retaining Walls</p> <p>Landscape Architects will be involved in the detail design of the natural stone treatment to the retaining walls that form part of the Proposed Scheme at detail design.</p> <p>Detailed design drawings for each location shall be produced by the contractor in accordance with the contract documents and the specification, subject to the consultation and approvals noted, and with reference to the Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 of this report, subject to detailed</p> | <p>To mitigate adverse visual effects and to optimise traveller experience while fitting into the open surrounding landscape.</p> <p>The combined use of materials/ treatment of the extensive retaining walls would diffuse the incongruous appearance of the homogenous concrete retaining walls therefore reducing their impact and improving their fit within the wider view.</p> | Transport Scotland |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--|-------------------------|--|--|---|
| | 52,500 (SB) (Lynchat retention between A9 and track) – 1.2m high, 70m long. Approx. ch. 53,475 to 53,590 (NB) (Balavil Entrance Wall) – 2.5m high, 122m long. Approx. ch. 53,610 to 53,685 (NB) (Balavil Entrance Wall) – 2.5m high, 80m long. Approx. ch. 52,430 to 52,500 (NB) (Balavil Ha-Ha) – 3.5m high, 115m long. Approx. ch. 53,810 to 53,850 (Balavil Ha-Ha) – 3.5m high, 40m long. Approx. ch. 55,500 to 55,640 (Highland Wildlife Park Service Road) – 10.6m high, 140m long. Approx. ch. 55,710 to 55,950 (Highland Wildlife Park Service Road) – 7m high, 240m. | | | | |
| P09-LV8 | Approx. ch. 43,670 – 43,900 (SB) – Variable height (max 10m, min 1.65m), 230m long. Approx. ch. 44,650 – 45,050 (SB) – Variable height (max 14m, min 3.7m), 400m long. | Design and Construction | Rock Cutting: Planting Landscape architects shall advise regarding the planting in pockets within rock cut areas, in conjunction with geotechnical engineer's advice and as indicated on the indicated on Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19 in Volume 3 of this report, subject to detailed design as additional mitigation. | To mitigate adverse visual effects and to optimise traveller experience while fitting into the open surrounding landscape/ view. | Transport Scotland |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--------------------------------|------------------------------------|---|--|--|
| P09-LV9 | Throughout Proposed Scheme | Design and Construction | <p>SuDS basins design refinement</p> <p>Further design shall integrate SuDS basins with roadside slopes (including slopes to access tracks) at all SuDS basins.</p> <p>SuDS basins are landform sensitive and shall look as natural as possible to blend into the surrounding open landscape.</p> <p>Appropriate seeding and planting is required as specified on Environmental Mitigation Drawings and Indicative Cross Sections 6.1-6.19, contained within Volume 3 of this report. Please also refer to Indicative SuDS Mitigation drawings 6.20 – 6.23 within Volume 3.</p> | To mitigate adverse visual effects of the SuDS basins from sensitive receptors. | Transport Scotland |
| P09-LV10 | Throughout Proposed Scheme | Design, Construction and Operation | <p>Planting (including seeding) to either side of the road</p> <p>Planting should be as specified on Environmental Mitigation Drawings and Indicative Cross Sections 6.1 to 6.19, contained within Volume 3 of this report.</p> <p>All planting has been designed to be appropriate to the setting of the scheme and to reduce adverse visual effects from sensitive receptors.</p> <p>Specific elements of this are detailed below.</p> | To ensure the enjoyment of the highly scenic landscape is possible for visual receptors and reduce adverse visual effects of the Proposed Scheme. | None required |
| P09-LV11 | Throughout Proposed Scheme | Design, Construction and Operation | <p>Road signage/ furniture</p> <p>Minimisation of roadscape features such as signs and barriers at more open areas.</p> <p>These items are expected along a road scheme of this nature, however minimising them to the necessary requirements will help with the enjoyment of the high-quality landscape surrounding.</p> | To ensure the enjoyment of the highly scenic landscape is possible for visual receptors, primarily road users, NCN7 users and HML railway users. | None required |
| P09-LV12 | Throughout Proposed Scheme | Design, Construction and Operation | <p>Landform Areas</p> <p>Parcels of land at the aforementioned chainages have been identified require land re-profiling. Appropriate and suitable sub-soil and topsoil material will be placed in these areas and sculpted based on designs from Landscape Architects to tie into existing landform and topography to mitigate sensitive views/ visual amenity.</p> | To ensure landform in adjacent areas to the A9 ties into the existing topography, re-profiling areas with a natural gradient and thereby minimising adverse landscape effects to the LLCA and LCA. | None required |
| P09-LV13 | ch. 41,500 to 42,000 | Design, Construction and Operation | <p>Ralia left in left out and SuDS basin 417 and works to Ralia access road</p> <p>Planting to the Ralia left in left out is to be delivered as specified on Environmental Mitigation Drawings 6.1 to 6.2, contained within Volume 3, and with reference to Indicative Mitigation Cross Section Drawing 6.13 (Section 'A-A'), contained within Volume 3.</p> <p>Planting structure around the junction will comprise trees, shrubs and low-level heath and grassland to suit landscape. This will mitigate the loss of tree planting at this location. Provide appropriate planting to SuDS basin 417 as this will likely be visible from this junction.</p> | To reduce adverse visual effects from sensitive visual receptors; road users, HML railway users and NMUs, to reinstate any vegetation removal and to aid some screening of the Proposed Scheme. | None required |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--|------------------------------------|---|---|--|
| P09-LV14 | ch. 43,000 to 43,600 | Design, Construction and Operation | <p>Newtonmore Junction Slopes to the Newtonmore Junction require further detailed design mitigation as a landform sensitive area as noted in Mitigation Item P09-LV1.</p> <p>Planting to the Newtonmore Junction is to be delivered as specified on Environmental Mitigation Drawing 6.3, contained within Volume 3, and with reference to Indicative Mitigation Cross Section Drawing 6.14 (Section 'D-D'), contained within Volume 3. Planting structure around the junction will comprise trees, shrubs and low-level heath and grassland to suit landscape, to allow certain aspects of the engineered junction to be screened.</p> <p>Planting structure around the junction will comprise trees, shrubs and low-level heath and grassland to suit landscape. This will mitigate the loss of tree planting at this location.</p> | To mitigate adverse visual effects of the new junction infrastructure. | None required |
| P09-LV15 | ch. 44,800 to 45,100 | Design, Construction and Operation | <p>Soil nailing Pockets should be installed within the area of soil nailing to allow larger planting to take place, such as shrub and tree planting to soften the appearance of the soil nailing.</p> | To mitigate adverse visual effects of the soil nailing. | Transport Scotland |
| P09-LV16 | ch. 48,800 to 49,300 | Design, Construction and Operation | <p>Profiling of landform along mainline at Ruthven Properties Along the southbound carriageway, the earthworks along the mainline will be mounded and then blended into the adjacent field to create a feature that protects landscape character and visual amenity. This is as indicated on Environmental Mitigation Drawing 6.7 and Indicative Mitigation Cross Section drawing 6.15 (Section 'J-J'), in Volume 3 subject to detailed design.</p> | To screen views from Ruthven Cottage, Ruthven Park, Ruthven House and Ruthven Steadings from the Proposed Scheme, to mitigate adverse visual effects of the soil nailing. | None required |
| P09-LV17 | NB ch. 48,800 to 49,150. SB ch. 49,300 to 49,550. SB ch. 55,750 to 56,000. | Design, Construction and Operation | <p>DMRB Type A Lay-bys with Viewing Facilities at Ruthven and Insh Marsh 3 no. Type A Lay-bys within the Proposed Scheme with viewing facilities for visitors as shown on Environmental Mitigation Drawings 6.7 and 6.11, subject to detailed design.</p> | To provide a rest and stopping area to optimise traveller experience, while complementing the view of the landscape including features such as Ruthven Barracks, hill ranges beyond Kingussie and Insh Marshes. | Transport Scotland in consultation with HES, CNPA and The Highland Council |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|---|------------------------------------|--|---|--|
| P09-LV18 | ch. 43,400 at Newtonmore Junction ch. 48,800 GWMR at Knappach ch. 92,275 B970 at Ruthven ch. 49,950 southern Spey bridge abutment ch. 50,210 northern Spey bridge abutment ch. 50,700 B9152 at Kingussie ch. 52,920 at Lynchat ch. 56,100 to 56,200 at the HWP | Design, Construction and Operation | Treatment of the A9 underbridges at B9150, GWMR/ NMU at Knappach, B970, the Spey bridge, B9152 at Kingussie, the Balavil underbridge at Lynchat and the road to the Highland Wildlife Park from the B9152 Aesthetic consideration will be focussed on slope design on the approach road embankments and the design and material selection of the bridge finish, including natural stone treatment to the sub-structure. Planting to the embankments will be in keeping with existing planting and mixed native trees. Planting to the Spey crossing is to be delivered as specified on Environmental Mitigation Drawings 6.7 to 6.8 , contained within Volume 3 . | To mitigate adverse visual effects of the new bridge structures that are highly visible from a number of sensitive receptors. | None required |
| P09-LV19 | ch. 49,300 to 50,500 | Design, Construction and Operation | Approach to and Bridge over the River Spey Aesthetic considerations will be focussed on slope design on the approach road embankments and the design and material selection of the bridge finish, including natural stone treatment to the bridge abutment sub-structure. Native and wet woodland tree species will be planted on the northbound side of the embankment between ch. 49,300 to 49,430, and to the southbound side of the embankment from ch. 49,300 to 49,400, to replace trees lost to construction. Planting to the remaining areas of the new approach embankment and reinstatement of locally disturbed ground will be limited to native grassland species in order to avoid introduction of habitats that are not compatible with conservation objectives for breeding waders within the Insh Marshes NNR. Planting in the vicinity of the Spey crossing is to be delivered as specified on Environmental Mitigation Drawings 6.7 to 6.8 , contained within Volume 3 , and with reference to Indicative Photomontage Drawings 14.74-14.76 , contained within Volume 3 . | To mitigate adverse visual effects of the new bridge structure, which is highly visible from a number of sensitive receptors. | Transport Scotland in consultation with HES, CNPA and The Highland Council |
| P09-LV20 | ch. 50,200 to 51,600 | Design, Construction and Operation | Kingussie Junctions (northbound and southbound) Planting structure around the junction will comprise trees, shrubs and low-level heath and grassland to suit landscape, to allow certain aspects of the engineered junction to be screened and to replace planting lost to the Glebe Pond area Planting to the Kingussie Junctions is to be delivered as specified on Environmental Mitigation Drawing 6.8 and Indicative Mitigation Cross Section Drawing 6.16 (Section 'M-M') , contained within Volume 3 . | To mitigate adverse visual effects of the new junction infrastructure. | None required |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--------------------------------|------------------------------------|--|---|--|
| P09-LV21 | ch. 51,100 to 51,400 | Design, Construction and Operation | <p>Landform at Laggan Properties northbound and southbound Bunds will be provided near to the mainline and SuDS basin 513, that replicate existing local landform. This is to provide visual screening from Laggan properties and to mitigate noise, as detailed within Chapter 17 mitigation item P09-NV2 and mitigation item P09-NV5.</p> <p>Planting at Laggan is to be delivered as specified on the Environmental Mitigation Drawing 6.8, contained within Volume 3. Please also refer to Indicative Mitigation Cross Section Drawing 6.17 (Sections ‘P-P’ and ‘Q-Q’), contained within Volume 3.</p> | To provide visual screening from Laggan properties and to visually mitigate the noise mitigation. | None required |
| P09-LV22 | NB ch. 52,000 to 52,250 | Design, Construction and Operation | <p>Raitt’s Cave Souterrain landform and planting Landform will be re-profiled and tree planting as shown on Environmental Mitigation Drawings 6.9 will be planted along the mainline, and with reference to Indicative Mitigation Cross Section Drawing 6.18 (Section ‘R-R’), contained within Volume 3.</p> | To mitigate adverse visual effects of the Proposed Scheme on the view from Raitt’s Cave Souterrain Scheduled Monument. | Heritage Environment Scotland |
| P09-LV23 | ch. 52,200 to 53,100 | Design, Construction and Operation | <p>Underbridge, access tracks and earthworks to the north of the mainline and SuDS basin 530 at Lynchat Refinement of slopes to the access track, planting to drainage features and refinement and planting of SuDS basin 530.</p> <p>Planting to be delivered as specified on Environmental Mitigation Drawing 6.9, contained within Volume 3 and with reference to Indicative Mitigation Cross Section Drawing 6.18 (Section ‘S-S’), contained within Volume 3.</p> | To mitigate adverse visual effects of the Proposed Scheme. | None required |
| P09-LV24 | ch. 53,600 to 54,400 | Design, Construction and Operation | <p>Balavil access, landform and planting Within the garden between the mainline and the proposed access track for Balavil Estate use, additional mitigation has been designed to create a terraced false cutting between the A9 and Balavil House and garden. There will be tree planting to both the northbound and southbound carriageway and Kingussie to Kincaig NMU link, combined with a natural stone treatment to the noise attenuation barrier. Planting to be delivered as specified on Environmental Mitigation Drawing 6.10, contained within Volume 3, and with reference to Indicative Mitigation Cross Section Drawing 6.18 (Section ‘T-T’), contained within Volume 3.</p> | To screen views of the Highland Wildlife Park boundary from the Croftcarnoch access track, to mitigate adverse visual effects of the Proposed Scheme. | Heritage Environment Scotland |
| P09-LV25 | ch. 54,400 to 55,200 | Design, Construction and Operation | <p>Croftcarnoch planting and access track The mainline and Kingussie to Kincaig NMU link is in cutting and will not be visible from this property. Tree planting to both the northbound and southbound carriageway will also screen views. Along the new access track for this property, existing trees will be retained where possible and tree planting will also take place along the track.</p> <p>Refer also to Environmental Mitigation Drawing 6.10 and Indicative Mitigation Cross Section Drawing 6.19 (Section ‘U-U’), contained within Volume 3.</p> | To mitigate adverse visual effects of the Proposed Scheme. | None required |

| Item Ref. | Approximate Chainage/ Location | Timing of Measure | Description | Mitigation Purpose/ Objective | Specific Consultation or Approval Required |
|-----------|--|------------------------------------|---|--|---|
| P09-LV26 | ch. 48,389 to 48,610 (SB) – 4m high ch. 51,100 to 51,350 (SB) – 3m high ch. 52,460 to 52,635 (NB) – 3m high ch. 52,635 to 52,700 (SB) – 3m high ch. 52,495 to 52,650 (SB) – 2.5m high ch. 53,490 to 53,590 (NB) – 2.5m high | Design, Construction and Operation | <p>Noise Barriers</p> <p>Treatment to noise barriers to be as follows;</p> <ul style="list-style-type: none"> ch. 48,389 to 48,610 – 4m high green screen with surrounding vegetation ch. 51,100 to 51,350 – 3m high earthwork bund ch. 52,460 to 52,635 – 3m high green screen with surrounding vegetation ch. 52,635 to 52,700 – 3m high green screen with surrounding vegetation ch. 52,495 to 52,650 – 2.5m high earthwork bund ch. 53,490 to 53,590 – 2.5m high natural stone-faced wall <p>These items relate to the mitigation as detailed within Chapter 17, Mitigation Items P09-NV1 to P09-NV6.</p> <p>Detailed design drawings for each location shall be produced by the Contractor, in accordance with the contract documents and the specifications, in line with the Environmental Mitigation Drawings 6.1 to 6.12 in Volume 3 of this report, subject to detailed design as additional mitigation and the approvals and consultation noted. Please also refer to Indicative Mitigation Cross Section Drawing 6.13 to 6.19, contained within Volume 3.</p> | To mitigate adverse visual effects of the Proposed Scheme. | Transport Scotland in consultation with HES, CNPA and The Highland Council. |

14.6 Residual Impacts

General

- 14.6.1 This section considers the temporary (construction) and permanent (operational) potential residual visual effects of the Proposed Scheme on the representative Viewpoint receptors identified in **Table 14-7** and on road representative Viewpoints in **Table 14-9**. It sets out the residual effects at operation phase years 15-25, as set out in **Table 14-11**. Through the environmentally led design process, embedded mitigation has been developed and is reflected in the Proposed Scheme. The proposed standard and specific mitigation measures are set out in **Section 14.5** and **Table 14-12**.

Temporary – Construction Phase

- 14.6.2 As detailed in **Table 14-10**, the construction of the Proposed Scheme will result in unavoidable temporary Substantial, Moderate, Substantial/ moderate and Moderate/ slight significant adverse effects on both Built and Outdoor visual receptors within the study area as a result of changes to the views and characteristics of the area, albeit diminishing with distance. Even though such effects may be significant during the construction phase, as they are also temporary, they are not considered residually significant. There are 38 significant effects out of the 54 assessed receptors.

Permanent – Operational Phase

- 14.6.3 **Table 14-13** below illustrates that following the construction phase there is a clear reduction in the level of effects. This is attributable to a reduction in the noise, movement, and nuisance levels but also because earthworks, structures and lay-bys, are in place. Following implementation of operational (additional) mitigation, which includes maintenance and management of vegetation and tree growth, the reduction in adverse effects becomes clear.
- 14.6.4 Residual effects by Year 15-25 are significant only at receptors at Ruthven Barracks (Viewpoint 29) and the properties adjacent to and users of the B970 (Viewpoint 30) where the road has moved closer to the Barracks and will be a more prominent feature of the view, along with the proposed extended River Spey crossing and at Knappach property due to the 4m high noise barrier to the north/ west and close proximity to the Proposed Scheme including new woodland planting/ land cover changes to the south/ east.
- 14.6.5 Due to the combination of embedded mitigation, in the form of sensitively designed earthworks, and road alignment, as well as additional mitigation in the form of various locally appropriate planting, all other visual effects will be reduced below the threshold of significance by the end of Operational Phase Year 25.
- 14.6.6 **Table 14-13** sets out the summary of residual impacts.

Table 14-13: Summary of residual visual effects

| Receptor Description | Receptor Type | Sensitivity | Significance of Effect Construction Phase | Significance of Effect Operation Year 1 | Mitigation Reference | Residual Effect Operation Years 15-25 |
|--|--------------------------|--------------|--|---|--|---------------------------------------|
| Viewpoint Receptors | | | | | | |
| Viewpoint 1 – Users of Invernahavon Caravan Site and road C1137 | Commercial/recreational | High/ medium | Slight | Negligible | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV10 | Negligible |
| Viewpoint 2 – Users of the Ralia Café and rest area | Commercial/recreational | High | Moderate/ slight not significant | Slight | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV1, P09-LV10 | Negligible |
| Viewpoint 3 – Residents of properties along road leading to Ralia Cafe | Residential | High | Substantial/ moderate as the works will dominate the view from the east facing side of the properties | Substantial/ moderate | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV1, P09-LV10 | Slight |
| Viewpoint 4 – Unnamed road off the B9150 (near to cluster of properties and the HML railway) | Residential/recreational | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight/ negligible |
| Viewpoint 5 – Users of U3063 Ralia – Nuide Road and residential receptors along this road | Residential | High | Substantial | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Viewpoint 6 - View from U3063 Ralia – Nuide Road and walking track | Recreational/ outdoor | High | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Viewpoint 7 – South western edge of Newtonmore and recreational users of the Wildcat Trail | Residential/recreational | High/ medium | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoint 8 – Users of B9150 and residents to the western edge of Newtonmore | Residential | High/ medium | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoints 7, 9, 10 and 11 – Residents of Newtonmore | Residential/recreational | High/ medium | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoint 12 - Recreational users of Newtonmore Golf Course and visitors to the Highland Folk Museum | Outdoor | Medium/ low | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |

| Receptor Description | Receptor Type | Sensitivity | Significance of Effect Construction Phase | Significance of Effect Operation Year 1 | Mitigation Reference | Residual Effect Operation Years 15-25 |
|---|---|--------------|---|---|---------------------------------------|---------------------------------------|
| Viewpoint 13 – Residents of Upper Nuide Cottage and users of road U3036 | Residential | High | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight not significant |
| Residential receptors of Milton of Nuide – Viewpoint 14 | Residential/ recreational | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Users of General Wade’s Military Road – Viewpoint 15 | Residential/ recreational | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Viewpoint 16 and 18 – NCN7 and other recreational routes between Newtonmore and Kingussie next to the A86 | Residential/ recreational | High | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoint 17 – Residents to the west of Kingussie | Residential | High | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoint 19, 20, 21 and 22 – Residents to the south and east of Kingussie | Residential | High | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoint 24 and 25 – Kerrow and Kerrow Cottage Residents | Residential | High/ medium | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight not significant |
| Viewpoints 23 and 26 – Users of the A86 to the east of Kingussie, Glebe Pond and CNP Core Path | Recreational | High/ medium | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight not significant |
| Viewpoint 27 – Next to River Spey | Recreational | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight/ negligible |
| Viewpoint 28 – B970 General Wade’s Military Road, near properties at Ruthven | Recreational | High | Substantial | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Viewpoint 29 – Visitors to Ruthven Barracks | Recreational | High | Substantial | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight significant |
| Viewpoint 30 – Users of farm and properties on B870 to east of Ruthven | Commercial/ Infrastructure/ Residential | High | Substantial/ Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight significant |

| Receptor Description | Receptor Type | Sensitivity | Significance of Effect Construction Phase | Significance of Effect Operation Year 1 | Mitigation Reference | Residual Effect Operation Years 15-25 |
|--|------------------------------|--------------|---|---|---|---------------------------------------|
| Viewpoint 31 – Visitors to Insh Marshes National Nature Reserve (Viewpoint also representative of Gordonhall Hide and Invertromie Hide | Recreational | High | Substantial/ Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight not significant |
| Viewpoint 32 – Adjacent to A9 along unnamed road (North of Kerrow Farm) | Residential | High | Substantial | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight |
| Viewpoint 33 – Lynchat Cemetery | Recreational | High | Moderate/ slight not significant | Slight | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Negligible |
| Viewpoints 34, 35, and 36 – Lynchat village residents and B915 road users | Residential/ Infrastructure | High | Substantial/ moderate as only part of the view from Lynchat will be affected | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight/ negligible |
| Viewpoint 37 and 38 – Balavil Mains and Balavil House | Residential/ recreational | High/ medium | Substantial | Substantial/ moderate | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV1, P09-LV6, P09-LV7, P09-LV11, P09-LV24, P09-LV25 and P09-LV26 | Moderate/ slight not significant |
| Viewpoint 39 - Croftcarnoch | Residential | High | Substantial | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Moderate/ slight not significant |
| Viewpoint 40 – Residents of Insh Village | Residential | High | Negligible | Negligible | N/A | Negligible |
| Viewpoint 41 and 42 – Road users of the B9152 at junction with road to Highland Wildlife Park | Infrastructure/ Recreational | High | Substantial | Moderate | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV1, P09-LV6, P09-LV7, P09-LV11, P09-LV18 | Slight/ negligible |
| Viewpoint 43 - Visitors to Lynchat souterrain, 550m WNW of Kingussie (Raitts Cave) | Recreational | High/ medium | Substantial/ moderate | Moderate | SMC-LV1, SMC-LV2, SMC-LV3, SMC-LV4, SMC-LV5, SMC-LV6, SMC-LV7, P09-LV1, P09-LV6, P09-LV7, P09-LV11, P09-LV22 | Slight |
| View from HML Railway | | | | | | |
| Views from users of the HML Railway | Recreational/ infrastructure | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV25 | Slight/ negligible |

| Receptor Description | Receptor Type | Sensitivity | Significance of Effect Construction Phase | Significance of Effect Operation Year 1 | Mitigation Reference | Residual Effect Operation Years 15-25 |
|---|----------------|-------------|---|---|---------------------------------------|---------------------------------------|
| Viewpoint Receptors – Existing A9 on-road representative views (from existing lay-bys) | | | | | | |
| Viewpoint A lay-by 105 at Grid Reference NN 69589 96258 | Infrastructure | Medium | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight/ negligible |
| Viewpoint C lay-by 106 at Grid Reference NN 70631 97124 | Infrastructure | Medium | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| Viewpoint D lay-by 106 at Grid Reference NN 70675 97150 | Infrastructure | Medium | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| Viewpoint E lay-by 110 at Grid Reference NN 74733 98956 | Infrastructure | Medium | Substantial/ moderate | Moderate/ slight not significant | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight/ negligible |
| Viewpoint F lay-by 110 at Grid Reference NN 74733 98962 | Infrastructure | Medium | Substantial/ moderate | Moderate/ slight not significant | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight/ negligible |
| Viewpoint I lay-by 112 at Grid Reference NN 75828 99474 | Infrastructure | High | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| Viewpoint S lay-by 117 at Grid Reference NN 79263 02405 | Infrastructure | Medium | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| Individual Residential Receptor Views | | | | | | |
| R1 - Ralia Beg and Ptarmigan Lodge holiday let | Residential | High | Moderate/ slight significant | Moderate/ slight not significant due to the Proposed Scheme not dominating the view | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight/ negligible |
| R2 - Birchwood, Glen View and Invermore Lodge | Residential | High | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R3 - Ralia Lodge and Garden Cottage | Residential | High | Slight/ negligible | Slight/ Negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Negligible |
| R4 - Milton Lodge | Residential | High | Negligible | Slight/ Negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Negligible |
| R5 - Keepers Cottage and Kennels | Residential | High | Substantial/ moderate | Substantial/ Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |

| Receptor Description | Receptor Type | Sensitivity | Significance of Effect Construction Phase | Significance of Effect Operation Year 1 | Mitigation Reference | Residual Effect Operation Years 15-25 |
|---|---------------|-------------|---|---|---------------------------------------|---------------------------------------|
| R6 - Inverton House | Residential | High | Slight/ negligible | Slight/ negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Negligible |
| R7 - Knappach Cottage | Residential | High | Substantial | Substantial/ moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Moderate |
| R8 - Ruthven Cottage | Residential | High | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Moderate/ slight not significant |
| R9 - Ruthven Park and Ruthven House | Residential | High | Substantial/ moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R10 - Creag Bhalg | Residential | High | Moderate | Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R11 - Laggan Cottage, and Three Bridges (Laggan number 2) | Residential | High | Substantial/ moderate | Moderate/ slight significant | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R12 - Lynovan Cottage | Residential | High | Substantial | Substantial/ Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Moderate/ slight not significant |
| R13 - West Lodge | Residential | High | Substantial | Substantial/ Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R14 - Balavil Cottage | Residential | High | Substantial | Substantial/ Moderate | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight |
| R15 - East Lodge | Residential | High | Negligible | Negligible | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Negligible |
| R16 - Meadowside House Holiday Cottages | Residential | High | Moderate/ slight not significant | Moderate/ slight not significant | SMC-LV1 - SMC-LV7, P09-LV1 – P09-LV26 | Slight/ negligible |

Summary

- 14.6.7 At construction, **Table 14-10** highlights that of the 54 assessments of representative receptors (including HML railway/ lay-by/ online A9 views and individual properties), it is anticipated that there will be adverse significant construction stage effects on 38 of them. The most significant effects are experienced where receptors are within close proximity to the Proposed Scheme. The Viewpoints that do not have significant effects are generally at a distance from the Proposed Scheme where the view will not be significantly deteriorated due to the construction works.
- 14.6.8 In the short term, at operation year 1, adverse effects are determined upon receptors in locations close to the Proposed Scheme mainline and junction works. Significant adverse effects are identified at 36 out of the 55 assessed visual receptors (including HML railway/ lay-by/ online A9 views and individual properties) of **Substantial, Moderate, Substantial/ Moderate or Moderate/ Slight significant**.
- 14.6.9 Residual effects by Year 15-25 are significant only at receptors at Ruthven Barracks (Viewpoint 29) and the properties adjacent to and users of the B970 (Viewpoint 30) where the road has moved closer to the Barracks and will be a more prominent feature of the view, along with the Spey crossing and at Knappach property due to the 4m high noise barrier to the north/ west and close proximity to the Proposed Scheme including new woodland planting/ land cover changes to the south/ east.
- 14.6.10 Due to the combination of embedded mitigation, in the form of sensitively designed earthworks, and road alignment, as well as additional mitigation in the form of various locally appropriate planting, all other visual effects will be reduced below the threshold of significance by the end of Operational Phase Year 25.

14.7 References

- Highways Agency et al, DMRB Volume 11 Section 3, Part 5, Landscape Effects, 1993
- Highways Agency et al, Interim Advice Note (IAN) 135/10
- Landscape Institute and the Institute of Environmental Management and Assessment, Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA 3) (2013)
- Transport Scotland, Fitting Landscapes: Securing more sustainable landscapes (Transport Scotland, 2014).
- Transport Scotland (2014), DMRB Stage 1 Assessment A9 Dualling: Preliminary Engineering Support Services
- Transport Scotland (2014) A9 Dualling Programme, Strategic Environmental Assessment (SEA), Environmental Report, June 2013
- Transport Scotland (2016), A9 Dualling Programme – EIA Scoping Report (July 2016)

