

## 14. Visual Effects

### 14.1. Introduction

- 14.1.1. This chapter outlines the existing visual receptors within the identified study area of the Proposed Scheme. Potential effects are determined and mitigation measures identified for the Proposed Scheme. It describes the views associated with the existing A9 alignment, and potential changes to these views associated with the construction and operation of the Proposed Scheme (as shown in Figures 14.1 to 14.4).
- 14.1.2. The assessment of visual receptors concerns direct anticipated changes to the view and/or visual amenity experienced by a diverse range of receptors (including, but not limited to users of buildings, sequential routes [such as roads, paths, railway and cycle routes], and outdoor recreational spaces).
- 14.1.3. A separate assessment of the effects of the Proposed Scheme on the views experienced by vehicle travellers on the A9 is considered in Chapter 9 (People and Communities: Effects on All Travellers); therefore, views from the A9 have not been considered further within the Visual chapter. Policies and plans are considered in Chapter 19: Policies and Plans.

#### Study Area

- 14.1.4. Following detailed assessment carried out for DMRB Stage 3, a study area of up to 5km from either side of the Proposed Scheme as shown in Figure 14.1 was considered. This reflects the distance within which it is considered that potentially significant visual effects resulting from the Proposed Scheme could occur, namely the area from the Findhorn Crossing to the northern extent of the Proposed Scheme. As it is considered that there are no likely significant visual effects possible as a result of the proposals for Tomatin South Junction (due to the fact that the proposals are broadly similar to the existing junction and baseline condition), the study area was not extended to 5km either side of the Tomatin South Junction.

### 14.2. Approach and Methods

- 14.2.1. The assessment approach was informed with guidance from the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 5<sup>i</sup>, Interim Advice Note 135/10<sup>ii</sup> and Guidelines for Landscape and Visual Impact Assessment (GLVIA3)<sup>iii</sup>. GLVIA3 is a more recent publication than IAN 135/10 and gives greater clarity in terms of assigning significance.
- 14.2.2. A methodology was developed through the A9 Dualling Landscape Forum with involvement of the consultation bodies – Scottish Natural Heritage (SNH), The Highland Council (THC) and the Cairngorms National Park Authority (CNPA). This has been reviewed through the Landscape Forum sub-group (a technical working group comprising of the landscape architects associated with each of the A9 Dualling projects) and considered to be robust for this assessment.
- 14.2.3. The assessment was undertaken by two Chartered Landscape Architects and comprised of desk study, field surveys and consultation. Photographs were undertaken at viewpoint locations (Figure 14.3a-f) to support the assessment.
- 14.2.4. Field surveys were carried out in Nov 2016. This helped to refine the understanding of visual context in the winter of year one and to supplement information gathered during

the desk study. The surveys were taken from accessible public roads and public footpaths; access to private properties was not obtained. Therefore, where it has not been possible to determine actual views from within the curtilages of a property, these have been assumed, using professional judgement. The weather conditions during the surveys were dry and predominantly clear.

- 14.2.5. The Zone of Theoretical Visibility (ZTV) has been used to assist in establishing the potential direction and extent of theoretical views from visual receptors that the Proposed Scheme is likely to influence within and up to a defined 5km study area. Actual visibility was checked for receptors during site surveys. The ZTV was based on a bare earth model and does not, therefore, take into consideration land use cover such as buildings and vegetation, which were considered during field survey assessments. The ZTV has been mapped at a height of 4.5m from the existing road and the Proposed Scheme to consider the movement of traffic, including HGVs, and potential effects arising from this.
- 14.2.6. Whilst it is feasible that the existing A9, along with any changes arising as a result of the Proposed Scheme, may be perceptible within the wider landscape, i.e. beyond the 5km study area; a combination of distance, intervening landform and/or vegetation is predicted to avoid the potential for these changes to be significant. No further assessment has been carried out to inform potential effects beyond the study area.
- 14.2.7. Views to the existing A9 and the Proposed Scheme from the town of Tomatin have not been assessed as this section of the A9 is already dualled.
- 14.2.8. Although the Proposed Scheme includes upgrading of the access/egress to the Tomatin Distillery from the C1121, views from the distillery have not been considered as the nearest part of the distillery to the Proposed Scheme comprises of windowless warehouse-type buildings.
- 14.2.9. Elevated viewpoints, such as the hills of Carn a Choire Mhor and Carn na h-Easgainn have not been assessed as in relation to the Proposed Scheme, given that they are either closer to a section that is already dualled, or distant from proposed junctions/structures.
- 14.2.10. This visual assessment determines the temporary effect of the Proposed Scheme during construction and, in line with DMRB guidance, the impacts anticipated in the winter of year 1, which represents the worst-case scenario, and the summer of year 15, once proposed mitigation has established.
- 14.2.11. Accurate Visual Representations (AVR) or 'verified views' are computer generated images, often generated from industry standard 3D modelling software, that have been montaged into photographs. These representative images are from agreed viewpoints to show what a proposed scheme might look like and are often used in Visual Impact Analysis and examined at public enquiry.
- 14.2.12. The verified views are created to a high level of accuracy which is verifiable using collected survey data, precise photography techniques (see detail below) and a recorded process which can be traced back and demonstrated.
- 14.2.13. The methodology is compliant with:
- relevant sections of The Landscape Institute Guidelines for Landscape and Visual Impact Assessment: 3rd Edition (April 2013)
  - Landscape Institute Advice Note (March 2011) Photography and Photomontage in Landscape and Visual Impact Assessment<sup>iv</sup>

- where appropriate, guidelines from local planning framework and guidance

14.2.14. Although the characteristics of this project (an extensive linear feature running through the landscape close to existing ground levels) is different to wind farm developments (tall vertical structures sited on the landscape), methodology prepared in the following guidelines give general guidance on visualisation techniques applicable to this project:

- Scottish Natural Heritage (SNH): Visual Representation of Wind Farms: Good Practice Guidance Version 2.2 (February 2017)<sup>v</sup>
- The Highland Council: Visualisation Standards for Wind Energy Developments (July 2016)<sup>vi</sup>

14.2.15. Below is a general overview of the approach used for wireline and photomontage production for the Proposed scheme:

A - Viewpoint Selection: The location of views was partly informed by the statutory consultees.

B - Viewpoint Photography: Photography was undertaken by a professional photographer. A high resolution digital SLR camera, Nikon D750 camera with Nikon 50mm f1.4 fixed lens and full frame sensor was used. The camera was mounted on a levelled tripod with a panoramic head with calibrated nodal point to give level and stable photography. The tripod height was 1.5m and 360 photography was taken for each viewpoint, using 50% overlap between images. All images were taken in RAW format and converted to JPEG using Adobe Camera Raw software before 'stitching' them together using industry standard image stitching software. Geographic location, elevation, camera height, date and time of photography was recorded on site.

C - Reference Point Survey: Features within the viewpoint photograph (such as corners of buildings, pylons, telegraph poles) were identified to be used as 'markers' with which to position the computer-generated image of the Proposed Scheme within the photograph at the correct scale and in the correct position. The marker objects were recorded on-site. The position of these markers was then surveyed on site if accessible or taken from ortho-rectified aerial imagery.

D - 3D Modelling of Proposed Scheme and Wireline Generation: The Proposed Scheme was modelled using Autodesk Civil 3D software and industry standard 3D modelling and animation software, Autodesk 3D Studio Max, where required. The model was geo-referenced to aid accurate positioning at real-world coordinates. For each viewpoint, using Topos software, a wireline visualisation based on OS 50m digital terrain model (DTM) was generated incorporating the highways model from Civil 3D and further 3D models for structures such as bridges from 3D Studio Max. This process included any effect from the earth's curvature or atmospheric refraction.

E - Camera Matching and Rendering for Photomontages: All elements of the 3D highways model were imported into 3D Studio Max software. A virtual camera was created to simulate the viewpoint photograph position and the surveyed reference points for the viewpoint were imported and modelled as simple 3D markers. Displaying the viewpoint photograph in the background, the camera was 'matched' to the photograph using the imported reference point markers and the digital terrain model (using prominent hills and valleys). In the way, the proposed 3D image was then produced, combining the background viewpoint photograph with the 3D model of the Proposed Scheme overlaid.

F – Photomontaging: Using industry standard image editing software, Adobe Photoshop, the rendered image was merged with the base viewpoint photograph, masking any

elements of the Proposed Scheme that would be occluded by the intervening existing features. While photomontages are a useful tool they are indicative and for illustrative purposes only and are not the same as the actual view of the proposed scheme.

G – Presentation: Before and after views for each viewpoint are presented in the Visual Impact documentation. Viewpoint information is included on each sheet including grid reference, ground height (AOD) viewer height, angle of view of the images, camera specification, date and time of photography and correct size of paper for the sheets to be printed on.

## Baseline Data Collection

- 14.2.16. The first stage of the assessment is to determine the baseline against which the magnitude of effect can be assessed.
- 14.2.17. Baseline conditions are those which exist when the desk study and site surveys are being undertaken. They include future forces for change, if relevant, such as felling and restocking of forestry, or new built development which may affect the view.
- 14.2.18. A desk study was carried out to review existing maps and data. The guidance in the following documents were integral in the approach to the methodology and used in the assessment:
- A9 Dualling Programme Strategic Environmental Assessment (SEA), Strategic Landscape Review<sup>vii</sup>
  - Fitting Landscapes: Securing more Sustainable Landscapes (Transport Scotland 2014)<sup>viii</sup>
  - Ordnance Survey maps 1:50,000 and 1:25,000
  - Geographical Information Systems (GIS) datasets
  - aerial photography
  - Google Earth web-based photographs

## Consultation

- 14.2.19. Consultation was undertaken with SNH and THC to gain preliminary advice on the location of viewpoints. The comments were taken into consideration in the preparation of the viewpoint list and photomontages for the assessment.

## Assessment Methodology

- 14.2.20. The assessment has been undertaken using the approach outlined below, where the level of significance is assessed based on the sensitivity to change of the visual receptors and the magnitude of effect (change) potentially experienced during the construction and operation of the Proposed Scheme.
- 14.2.21. The significance of visual effect has been determined using professional judgement taking account of the criteria in the methodology tables below. Any changes in views from identified receptors were compared with the existing views and influence of the A9.
- 14.2.22. The visual assessment considered viewpoints representative of different types of visual receptor (for example - residents, users of the Highland Main Line railway (HML), walkers and cyclists.
- 14.2.23. In addition, the following were also considered:

- accessibility
- the viewpoint distance, direction of view and elevation
- the nature of the viewing experience (static or sequential)
- the view type (panorama or glimpses)

### *Visual Sensitivity*

14.2.24. The sensitivity of the visual receptor takes account of the value of the receptor and the susceptibility of the receptor to the specific change proposed (as per GLVIA 3).

### *Value*

14.2.25. 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. Table 14.1 shows the criteria for assessing value of the view.

**Table 14.1: Value of Views**

Value	Criteria
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 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. Or where the view is of local value.
Low	Views from within landscapes of no designation and where the view is not associated with a visitor attraction and has little or no cultural association.

### *Susceptibility*

14.2.26. Susceptibility relates to how each receptor/group of receptors is affected by a specific proposal (in this case the Proposed Scheme) at a specific viewpoint. Susceptibility 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

14.2.27. The criteria for Susceptibility (as set out in GLVIA3) is provided in Table 14.2.

**Table 14.2: Visual Receptor Susceptibility**

Susceptibility	Receptor Type
High	Residents. People engaged in outdoor recreation whose interest is likely to be focused on the landscape. Visitors to heritage assets and other attractions where views are important to the experience. Communities

Susceptibility	Receptor Type
	where views contribute to the landscape setting enjoyed by residents. Travellers on scenic routes where awareness of views is likely to be 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 depend on appreciation of views. People at their place of work whose focus is not normally on the setting or surroundings.

### *Sensitivity*

- 14.2.28. Value and Susceptibility help to inform the Sensitivity. Table 14.3 shows the criteria used to determine sensitivity.

**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 unimportant element of their activity will generally be assessed to be of low sensitivity).

### *Magnitude of Effect*

- 14.2.29. The magnitude of visual effect was derived from size or scale, geographical extent, duration and reversibility of the proposal on the visual receptors, as set out in GLVIA3. Typical criteria used to help determine the magnitude of visual effects are shown in Table 14.4.

**Table 14.4: Visual Receptor Magnitude of Effect**

Magnitude	Typical Criteria Descriptor
High	This scheme, or a part of it, would become the dominant feature or focal point of the view.
Medium	This scheme, or a part of it, would form a noticeable feature or element of the view which is readily apparent to the receptor.
Low	This scheme, or a part of it, would be perceptible but not alter the overall balance of features and elements that comprise the existing view.

### Impact Significance

- 14.2.30. The significance of visual effect has been determined using professional judgement through consideration of the sensitivity of the visual receptor and the magnitude of effect upon it arising from the Proposed Scheme (see Table 14.5). This approach relies on a robust and transparent narrative based on the available guidance (GLVIA3).

**Table 14.5: Visual Receptor Significance of Effect**

Level of Effect	Criteria
Substantial	Adverse: 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. Beneficial: The Proposed Scheme would lead to a major improvement in the view from a highly sensitive receptor.
Moderate	Adverse: 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. Beneficial: The Proposed Scheme would cause obvious improvement to a view from a moderately sensitive receptor, or a perceptible improvement to a view from a more sensitive receptor.
Slight	Adverse: The Proposed Scheme would cause limited deterioration to a view from a receptor of medium sensitivity or cause greater deterioration to a view from a receptor of low sensitivity. Beneficial: The Proposed Scheme would cause limited improvement to a view from a receptor of medium sensitivity or would cause greater improvement to a view from a receptor of low sensitivity.
Negligible/None	No perceptible change in the view.

- 14.2.31. Visual effect is considered significant where it is moderate or above. Divisions between levels of significance are not absolute and combined levels may be recorded.

### Limitations of the Assessment

- 14.2.32. The site surveys were undertaken from accessible public roads and public footpaths; access to private properties was not obtained. Views were taken from the nearest accessible point to the property and professional judgement made regarding the likely nature of views. Therefore, views from such properties are predicted.

## 14.3. Baseline Conditions

### Visual Receptors

- 14.3.1. The number of visual receptors within the study area is limited by the topography and intervening vegetation between the A9 and the visual receptors, and primarily consist of residential receptors associated with settlements clustered into groups along the A9 route, or outdoor receptors including those utilising recreational routes.
- 14.3.2. The Highland Main Line railway (HML) runs in close proximity to the A9 until north of Loch Moy and is a feature in the view for many receptors. At Tomatin the A9 is elevated where it crosses the River Findhorn and both the river and the HML viaduct are features

of the view for receptors, with the river being the focus of the view for residents on the floodplain to the west of the A9.

### *Viewpoints*

- 14.3.3. Within the study area 18 viewpoints (VPs) were identified, which are considered to represent a range of visual receptors - residential receptors and recreational receptors. Receptors identified have varying degrees of visibility of the existing A9 road corridor and descriptions of the receptors and associated VPs are outlined in Table 14.6 including their associated value, susceptibility and sensitivity. Effects have considered the Proposed Scheme in the winter of the year of opening (Winter Year 1), when it is assumed that planting will provide little or no screening, and the summer of the design year (Summer Year 15) when mitigation planting is anticipated to be established. Representative VPs and receptor types are identified in Figure 14.2a-f, with associated photographs in Figure 14.3a-f.
- 14.3.4. Visual receptors are generally limited to residents on the edge of settlements at Tomatin and Moy, or in residential clusters along the existing A9, and recreational receptors using paths, cycle routes, the railway, and local roads (other than the A9). From many residential receptors, there are existing views of the A9, with most, though not all, having existing views screened, partially screened or softened by existing vegetation. Those with existing screening have been assessed where it is anticipated that the existing screening may be removed/reduced as part of the Proposed Scheme.
- 14.3.5. Views from the road and non-motorised users are assessed in more detail in Chapter 9: People and Communities Effects on All Travellers.
- 14.3.6. GLVIA3 recognises three types of viewpoint:
- Representative: selected to represent the experience of different types of visual receptor, where large numbers of VPs cannot all be included individually and where significant effects are unlikely to differ – for example, certain points may be chosen to represent the views of users of particular public footpaths and bridleways
  - Specific: chosen because they are key and sometimes promoted VPs within the landscape, including for example specific local visitor attraction, VPs in areas of particularly noteworthy visual and/or recreational amenity such as landscapes with statutory landscape designations, or VPs with particular cultural landscape associations
  - Illustrative: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations
- 14.3.7. The frequency, range and duration of the view, may however, vary. In many cases the VP selected are representative of more than one type of receptor. And these elements will vary depending on whether the receptor is representative of residents, drivers or cyclists on local roads, for example.

### *Residential Receptors*

- 14.3.8. The VPs discussed below have been allocated individual ratings for value, susceptibility and sensitivity in Table 14.6.
- 14.3.9. Residential receptors (VPs 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 16 and 17) are described in Table 14.6 and 14.7 and include a range of locations on both sides of the A9. Most receptors are afforded some screening due to intervening topography and/or vegetation between them and the A9.

### *Non-Residential (Recreational) Receptors*

#### Roads (VP 1, 2, 3, 4, 9, 13 and 18)

- 14.3.10. The VPs from roads may also represent residential or recreational receptors. This does not include views from the A9, which is assessed separately under Views from the Road within the People and Communities: Effects on All Travellers Chapter (Chapter 9).
- 14.3.11. The B9154 runs from the north of Dalmagarry to Daviot (between Moy and Inverness) roughly parallel to the HML. VP13 and VP18 are located on the B9154 in Moy. There is very limited visibility of the A9 from the B9154 except for the area north of Moy where views to the east are open and the A9 is visible (VP18).
- 14.3.12. VPs1-4 are on the minor road (C1121) that runs through and north of the settlement of Tomatin, roughly parallel to the existing A9 and the remains of General Wade's Military Road before becoming a minor road/track to the north of VP4. Views to the A9 are restricted by woodland, shelterbelt, and roadside vegetation associated with both the C1121 and the A9.
- 14.3.13. A minor road (known as Ruthven Road) south of Dalmagarry Farm and the Dalmagarry Burn runs eastwards towards Ruthven; VP9 is situated beyond where the road crosses the bridge near the confluence of the Dalmagarry Burn and Funtack Burn. The A9 is screened by embankment vegetation and so views are limited to a glimpse of traffic movement.
- 14.3.14. VP5, 11, 12, 15 and 17 are located on access tracks leading to residential properties. These have been assessed as part of the residential visual assessment. VP11 has been split into 11A and 11B to reflect the extent of the view.

#### Rail (VP 11 and 18)

- 14.3.15. The HML crosses the River Findhorn passing through the north of the town of Tomatin before winding around Tom na h-Ulaidh hill at Dalmagarry Farm (VP11) where views open towards the A9. There are also open views towards the A9 north of Moy (VP18).

#### Cyclists (VP 1, 2, 3, 4, 5, 13 and 18)

- 14.3.16. Part of the National Cycle Network Route 7 (NCN7) runs between the settlements of Tomatin and Moy before continuing along the B9154 to Balloch. Between Tomatin and Moy it closely mirrors the route of the HML and the existing A9, until the A9 diverges from the HML and NCN7 north of Moy. Views to the A9 north of Tomatin (VP 1-5) are restricted by intervening topography and/or vegetation. The HML and woodland restrict views from the NCN7 at Moy (VP13) though there are open views to the A9 north of Moy as represented by VP18.

#### Walkers (VP 2, 9, 13, 15 and 16)

- 14.3.17. Several of the VPs accommodate walkers on Rights of Way (RoW) or long distance waymarked routes. VP2 lies on the C1121 which is part of the Planned Path connecting Tomatin with the bus stop on the A9 to the north of the Tomatin Distillery. VP9 lies on the RoW of Way leading to Ruthven. VP13 lies close to the remains of General Wade's Military Road (GWMR), a marked RoW and waymarked long distance walking route to Inverness with VP15 and VP16 lie along this route. Views towards the A9 are generally restricted by intervening topography and/or vegetation and, in some cases, by the HML.

**Table 14.6: Viewpoint Location and Sensitivity**

VP No.	Approx. Chainage; Distance (to nearest point of A9); and Direction of View to A9	Representative Viewpoint (VP)	Receptor Type	Value	Susceptibility	Sensitivity
1	ch.550 10m North	Porter's Lodge, C1121 minor road	Residential and recreational (NCN7 and GWMR)	Medium	High	High
2	ch.850 153m east	Pinewood and Freeburn Cottage, C1121 minor road	Residential and recreational (NCN7 and GWMR)	Medium	High	High
3	ch.1480 14m east	Silverbirches north of Tomatin, C1121 minor road	Residential and recreational (NCN7)	Medium	High	High
4	ch.1550 54m east	Allt Dubh residence north of Tomatin	Residential and recreational (NCN7)	Medium	High	High
5	ch.1650 18m east	The Bell House, track north of Tomatin	Residential and recreational (NCN7)	Medium	High	High
6	ch.1650 38m west	Tigh an Allt	Residential	Medium	High	High
7	ch.1750 46m north	Gardener's Cottage, Tigh an Allt	Residential	Low-Medium	High	High
8	ch.2400 307m south	Invereen	Residential	Medium	High	High
9	ch.2900 61m South, southwest	Ruthven Road near Dalmagarry	Recreational (walkers on RoW)	Medium	Medium	Medium
10	ch.3600 630m North, northeast	Tom na h-Ulaidh	Recreational	Medium	High	Medium
11	ch.3640 0m West, north, south	Dalmagarry Farm cluster	Residential and Recreational (NCN7, HML and GWMR)	Medium	High	High
12	ch.4600	Tullochclurry	Residential	Medium	Medium-High	Medium-High

VP No.	Approx. Chainage; Distance (to nearest point of A9); and Direction of View to A9	Representative Viewpoint (VP)	Receptor Type	Value	Susceptibility	Sensitivity
	656m South, southwest					
13	ch.5190 13m West, southwest	Allt na Slanaichd, B9154 at Lynebeg Rail structure	Residential and Recreational (NCN7 public path to Inverness and connection to GWMR)	Medium	High	High
14	ch.6290 50m east	Moybeg Cottage, near Lynebeg Railway underpass	Residential	Medium	High	High
15	ch.6400 0m east	Cluster at Lynebeg	Residential and Recreational (GWMR)	Medium	High	High
16	ch.6650 12m North, northeast	Keeper's Cottage	Residential and recreational (GWMR)	Medium	High	High
17	ch.6700 146m West	Moy Halt	Residential	Low	High	Medium-High
18	ch.7750 38m South - southwest	B9154 north of Moy	Recreational (NCN7 and HML)	Medium	Medium	Medium

## 14.4. Potential Effects

- 14.4.1. This section describes the potential effects at construction and operation. Mitigation of visual effect is achieved through careful consideration of slope profiling to achieve best landscape fit and to reduce loss of woodland and that has been embedded within the design process. Similarly, the sensitive profiling of drainage features is also embedded within the design. The construction and operational impacts below are presented as a summary of the potential impacts with embedded mitigation.

## Construction Phase

### *Construction Phase Effects*

- 14.4.2. Construction effects typically associated with road schemes are considered to be temporary adverse on visual receptors. Construction effects are anticipated to include:
- vegetation clearance to facilitate construction is anticipated to occur during the initial mobilisation phase, requiring the removal of landscape features that contribute to the vegetation cover, the result will be newly exposed views of the wider landscape and the construction activity therein
  - areas of additional tree clearance resulting from potential safety concerns relating to the windthrow effect of vegetation removal on the fringes of woodland, particularly associated with plantation woodland
  - the formation of temporary attenuation ponds within or on the fringes of the construction areas will, in isolated locations require small pockets of additional vegetation clearance and the introduction of engineered slopes to form the ponds
  - plant, machinery and traffic management will be conspicuous in views of the existing A9 corridor, highlighting the presence of the A9 and the changes occurring within it
  - temporary realignments and diversions will result in a broader footprint associated with the existing A9 corridor and adjacent landscape

### *Visual Effects Construction*

- 14.4.3. While it is recognised that there will be effects from construction of all elements of the Proposed Scheme, the main effects are most likely to result from the key infrastructure areas including the formation of Tomatin Grade Separated Junction (GSJ), Moy Left-in Left-out (LILO), Moy Rail Bridge, Lynebeg LILO, and the Lynebeg Railway underpass at Moy.
- 14.4.4. Construction impacts specific to key visual receptors as identified in this chapter are set out here.
- 14.4.5. Receptors close to the Tomatin GSJ and the Bus Turning Area at Tomatin GSJ – VP1 Porter’s Lodge and VP2 Pinewood, will experience high magnitude of effect during the construction period given the requirement for earthworks and construction of the junction and the new Allt na Frithe culvert. VP2 will have areas to the south and north used for access to the Allt na Frithe culvert, which will also be perceptible from the NCN7/C1121. There may be loss of vegetation along the northbound verge of the C1121 to facilitate the road improvement on approach to the Tomatin Distillery entrance, which may slightly increase views from Freeburn Cottage. The significance of effect is judged to be **Substantial** but of limited duration.
- 14.4.6. Access to the Allt Dubhag watercourse will require temporary land take for construction to the east of VP4 (Allt Dubh). Some potential tree felling may be required. The magnitude of change is medium and the significance of effect judged to be **Moderate**.
- 14.4.7. Receptors close to the construction of the new Ruthven Tomatin Link Road (VP6 Tigh an Allt, and VP7 Gardener’s Cottage) and A9 mainline will experience the movement of heavy plant associated with the construction and earthworks for the roads. Both receptors will be effected by land made available for temporary construction works in proximity to drainage features. The magnitude of effect is high and the significance of effect judged to be **Substantial** but for a limited duration.

- 14.4.8. Receptors further from the road (VP8 Invereen and VP9 Ruthven Road) will still experience the movement of construction vehicles but at a greater distance so that the magnitude of change is medium and the significance is judged to be **Moderate** (VP8) and **Slight-Moderate** (VP9) but of limited duration. VP9 will experience loss of tree cover due to the temporary drainage features between the Ruthven RoW, the A9 and the Ruthven Tomatin Link Road.
- 14.4.9. Receptors near the construction and installation of major structures such as the Dalmagarry Bridge (VP11A and 11B) and the Lynebeg Railway underpass (VP13 and VP14) will experience the movement of heavy plant associated with construction and installation. An area adjacent to The Sheiling is likely to be used as a set-down area for Dalmagarry Crossing Bridge. In addition, there is likely to be periods of activity outwith the normal hours of construction whereby construction lighting and movement and lighting of mechanised plant will be visible. However, this will be for relatively short periods of time. Potential felling of trees to facilitate the construction area for the Lynebeg Railway underpass, MCA5 SuDS access and Lynbeg Pond South may result in more exposure of the sky in views from Allt na Slanaichd residence. Similarly, temporary construction drainage features could potentially result in tree felling near VP13 and VP14. The magnitude of effect for VPs 11 and 13 is judged to be high and the significance of effect **Substantial** but for limited duration. For VP14 the magnitude of change is medium-high and the significance of effect **Moderate-Substantial**.
- 14.4.10. A temporary area has been set aside as a preparation area for the Lynebeg Railway underpass. This lies close to the residential properties known as Moybeg Cottage and Fearnach. The magnitude of change is high and the significance of effect considered substantial for a relatively short period of time.
- 14.4.11. It is recognised that there is an overlap between the end of the construction phase and the start of the operational phase. For example, although felling of trees directly resulting from construction may continue to be an effect into the winter of year 1 (within the operational effect phase), this is not assessed further beyond the construction phase.

**Table 14.7: Potential Construction Effect**

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
1	Porter's Lodge & Sandside, C1121 north of Tomatin  High	Magnitude High  Significance Substantial adverse	Views from Porter's Lodge and Sandside are partially restricted by intervening topography and trees. Views westwards for users of the C1121 (NCN7 & GWMR) are partially constrained by trees,	Construction activity associated with Tomatin GSJ and the Bus Turning Area will be visible to users of the C1121 and Porter's Lodge. Felling of woodland to the C1121 northbound verge will be perceptible from both properties and for road users.

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
			with more open views eastwards where the focus of the view is the open moorland hills.	
2	Pinewood, and Freeburn Cottage, C1121 north of Tomatin  High	Magnitude High  Significance Substantial adverse	Views from Freeburn Cottage are partly constrained by garden and roadside vegetation – though limited views are assumed from upper levels and the balcony. Views from Pinewood are open to the south across a field with a tree belt partly screening the A9 and Porter's Lodge. Traffic on the C1121 is clearly visible. The focus of the view, for road users and residents, is the open moorland hills on the horizon. Pinewood also has views northwards, across undulating ground to the open moorland hills beyond.	Construction activity associated with Tomatin GSJ and the Bus Turning Area will be visible to users of the C1121. Felling of trees and construction activity associated with the new Allt na Frithe A9 culvert will be perceptible from Pinewood. Pinewood will have areas to the south and north used for access route to the Allt na Frithe culvert and temporary earthworks storage, which will also be perceptible from the NCN7/C1121. Otter fencing may also be visible in the winter of year 1. Mitigation planting with appropriate trees to reduce the impact resulting from the loss of roadside verge and intervening vegetation between Freeburn Cottage and the C1121 will afford a level of screening.
3	Silverbirches, C1121 north of Tomatin  High	Magnitude Low-Medium  Significance Slight-Moderate adverse	There are restricted views, due to intervening coniferous vegetation.	Felling and construction activity associated with drainage feature (P3A) and associated access tracks (MC30) will be perceptible from this receptor (see Fig. 13.8a-s). Otter fencing may also be visible in the winter of year 1.
4	Allt Dubh, north of Tomatin  High	Magnitude Medium  Significance Moderate adverse	Views of the A9 are restricted, by garden conifers and mixed woodland lying between the minor road and the A9, to glimpses of high sided vehicles.	Felling and construction activity associated with the new Allt Dubhaig A9 culvert and A9 mainline will be perceptible. Access to the Allt Dubhag watercourse will require temporary land take for construction to the east of Allt Dubh residence.

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
5	The Bellhouse, north of Tomatin  High	Magnitude High  Significance Substantial adverse	Views to the A9 are partially restricted by a band of conifers on the northbound verge of the minor road, and a narrow band of gappy conifer/birch between the southbound verge of the minor road and the A9. Traffic movement is visible.	Felling and construction activity associated with the new A9 mainline will be visible from this receptor. Otter fencing may also be visible in the winter of year 1.
6	Tigh an Allt, north of Tomatin  High	Magnitude High  Significance Substantial adverse	Views from the house towards the A9 are restricted by topography, mature conifers and large gates in addition to a long driveway lined with conifer trees. It was not possible to determine the focus of the view from the house during surveys, but it is assumed to be towards the east as it appears to be quite well nestled in woodland from other directions.	Felling and construction activity associated with the Ruthven Tomatin Link Road and new A9 mainline will be visible from this receptor. The receptor will be impacted by land made available for temporary construction works in proximity to drainage features. Otter fencing may also be visible in the winter of year 1.
7	Gardener's Cottage at Tigh an Allt, north of Tomatin  High	Magnitude High  Significance Substantial adverse	The property is elevated with views northwards to the A9 partially restricted by trees. The embankment of the A9 is visible although traffic movement is unlikely to be evident due to conifers on the A9 embankment. The focus of the view is the open moorland hills on the distant horizon to the north.	Construction activity associated with the Ruthven Tomatin Link Road and new A9 mainline will be perceptible. Construction of temporary drainage features will be visible and the receptor will be impacted by land made available for the construction of these and their associated access tracks.
8	Invereen  High	Magnitude Medium  Significance	Views are restricted to the north/northwest by an embankment and to the west by the vegetated embankment	Felling and construction activity associated with the Ruthven Tomatin Link Road and new A9 mainline will be perceptible. Although a temporary area is

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
		Moderate adverse	of the A9. The focus of the view is across the wide floodplain of the River Findhorn to the open moorland hills on the horizon.	anticipated for storage of site topsoil during construction which will be visible adjacent to the access track to the residence, it will not be visible from the residence itself due to intervening topography.
9	RoW to Ruthven  Medium	Magnitude Low-Medium  Significance Slight-Moderate adverse	The A9 embankment crosses the view in the middle distance. HGV and road signage are visible on the A9 but the focus of the view is towards the open moorland hills beyond.	Felling and construction activity associated with the Ruthven Moy Link Road, new A9 mainline and new bridge will be visible.
10	Track on Tom na h-Ulaidh Ch.  Medium	Magnitude Low-Medium  Significance Slight-Moderate adverse	The view from the track comprises of open moorland with Allt na j-Airigh Samhraich burn in the foreground, the HML in the middle distance, and moorland hills with some conifer blocks on the northerly horizon. The horizon is broken by tips of wind turbines and a telecoms mast. A house at Tullochclurry is a feature of the view.	Construction activity associated with the Moy LILO and new A9 mainline will be visible.
11 A & 11 B	Dalmagarry Farm cluster  High	Magnitude High  Significance Substantial adverse	The A9 and HML are the focus within the foreground of the view for this cluster of receptors in views westwards. Views are direct and in close proximity with no intervening vegetation. Views southeast include the A9 but expand to include the floodplain of the Dalmagarry Burn and Funtack Burn, conifers and the open moorland hills beyond. Views north/northwest	Construction activity associated with the new A9 mainline, NCN7, Dalmagarry Farm Access, the re-alignment of the Dalmagarry Burn, SUDS (P4-B) (see Fig. 13.8a-s), the addition of the new Ruthven Moy Link Road, and the installation of the Dalmagarry Bridge and Ruthven Moy Link Road Bridge will be visible.  A temporary construction area for the Dalmagarry Bridge adjacent to The Sheiling will be visible in the foreground. Otter

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
			include the A9 but expand over the open floodplain of the Funtack Burn, the mixed woodland along the embankments of the A9 and B9154 to the conifer covered hills beyond.	fencing may also be visible in the winter of year 1.
12	Tullochclurry  Medium-High	Magnitude Low-Medium  Significance Slight-Moderate adverse	Open views exist over fields to the A9 and B9154 which are both largely screened by intervening vegetation along the route embankments. The focus of the view is the open moorland hills beyond, which comprise the horizon.	Construction activity associated with the new A9 mainline and Moy LILLO will be visible.
13	B9154 at Alt na Slainaidh and Fearnach, Moy High	Magnitude High  Significance Substantial adverse	The view south-south-westwards is across the B9154 to the HML embankment. The focus of the view is the railway underpass and the woodland along the railway embankment. There is a bus-stop shelter, public noticeboard and signage at this location (the latter informing of the GWMR and public path (RoW) to Inverness beyond to the west of the railway.	Construction and installation of the Lynebeg Railway underpass, and associated felling, will be visible from these receptors and users of the B9154 and walking route (GWMR).
14	Moybeg Cottage, Moy  High	Magnitude Medium-High  Significance Moderate-Substantial adverse	Moybeg Cottage residence lies to the west of the HML and at a similar elevation. Views east from the front of the house are directly onto the railway track. A tree lined drive lies to the south and connects to the railway underpass. The barriers	Construction activity associated with the Lynebeg Railway underpass structure will be visible. A new road surface associated with the Lynebeg Underpass and traffic movement will be evident from the access track to the property.

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Construction Magnitude of change and Significance	Description of Existing View Towards A9	Visual Effect
			on top of the underpass structure are visible from the track/garden and may be visible in oblique views from the house.	
15	Lynebeg  High	Magnitude Medium  Significance Moderate adverse	Un-named southernmost property at Lynebeg to the west of A9 at Moy. The house faces south and has views of the A9 screened by mature conifer blocks. For this receptor and users of GWMR, the A9 is audible but not visible.	Construction activity associated with the Lynebeg Junction/ Railway underpass and upgrading of the section of the access road (also GWMR), will be perceptible for the residential receptor and users of GWMR.
16	Keeper's Cottage  High	Magnitude Low  Significance Slight adverse	Keeper's Cottage has open views towards the north-northeast over undulating moorland to bands of trees screening the A9 and forestry blocks. The focus of the view is Beinn a Bhuerlaich.  Users of RoW/GWMR may have a similar view though it is elevated and somewhat further west.	Construction activity associated with a new access track (MC-80) and SUDS pond (P8-A) (see Fig. 13.8a-s) and works to the new A9 mainline will be visible.
17	Moy Halt  Medium-High	Magnitude Low  Significance Slight adverse	Views are restricted by intervening topography and vegetation. The A9 is audible with intermittent glimpses of high sided vehicles.	Construction activity associated with the new Allt na Loine Mhoire culvert and new A9 mainline will be perceptible.
18	B9154 north of Moy  Medium	Magnitude Low  Significance Slight adverse	The view is open with the sweep of the HML and forestry to the open moorland hills beyond.	Construction activity associated with the existing track (MCX0), SUDS pond PX-A, a new access track (MC90) to SUDS pond P9-A) (see Fig. 13.8a-s), associated otter fencing, and A9 mainline works will be perceptible.

## Operational Phase

### *Operational Phase Effects*

- 14.4.12. The visual effects associated with the Proposed Scheme during operation include (but are not limited to):
- removal or reduction of existing vegetation which affords screening
  - changed appearance of landform due to the formation of cuttings, embankments, new junctions and bridge structures
  - changes to landscape patterns due to the addition of elements to aid reinstatement, including new or additional planting
  - increased extents of road infrastructure or traffic movement visible while new planting is not yet established
  - vertical elements including signage
- 14.4.13. For the purpose of the assessment, the Operational Effects have considered the scheme in the winter period of the Year of Opening. Operational effects in the summer of year 15 (Design Year) are considered to be residual. Refer to Figure 14.5 Visual Impact.

### *Operational Phase Embedded Mitigation*

- 14.4.14. In line with the advice provided within Transport Scotland's Fitting Landscapes document and to achieve a best fit with the landscape, the engineers have in consultation with the project landscape architects, established appropriate gradients. The aim is to slacken slope profiles where this will achieve a more integrated landform, or steepen slopes where the safeguarding of existing landscape cover is desirable. These have included the following locations and concern embedded mitigation which has a beneficial effect visually on VPs 3, 4, 5, 6, and 7 in terms of retention of a greater coverage of Ancient Woodland, and VPs 9 and 12 in terms of slope gradient:
- slopes to southbound carriageway steepened to reduce the requirement for the removal of adjacent woodland south of Tomatin Grade Separated Junction
  - slopes to southbound carriageway steepened to reduce the requirement for the removal of adjacent woodland north of Tomatin
  - slope of the Ruthven Tomatin Link Road graded out to integrate with the adjacent landform north of Invereen
  - slope to southbound carriageway slackened in places to tie into the existing side road (B9154) north of Moy LILO
  - slopes to northbound carriageway slackened to better integrate with the adjacent landform north of Lynebeg
  - slopes to northbound carriageway steepened to reduce impacts on adjacent woodland, whilst slopes along the southbound carriageway are slackened to better integrate with the adjacent landform north of Moy

### *Visual Effects (opening year)*

- 14.4.15. Visual effects relate to the changes in views (between those to the existing A9 and those of the Proposed Scheme) and the effect of those changes upon people. The effects on visual receptors is set out in Table 14.8 and summarised below. For the purposes of the assessment the opening year is considered to be similar to the winter of year 1 (given

that mitigation planting will generally not be at a level of establishment whereby it will afford screening. However, the winter of year 1 does represent a residual effect because this stage includes embedded mitigation. The opening year is included in this part of the chapter in order to present the findings before non-embedded mitigation is included. The comparison between the winter of year 1 and summer of year 15 can be found in the summary of residual effect at the end of this chapter.

- 14.4.16. The introduction of the new Dalmagarry Bridge, Moy LILO, re-alignment of the Dalmagarry Burn and the new Ruthven Moy Link Road in addition to mainline works, will result in a substantial adverse impact on views from residential properties and for users of the NCN7 at Dalmagarry Farm (VP11A, VP11B). Views from the HML will include the addition of the Moy LILO and reduction in roadside vegetation resulting from mainline widening at this location. The Ruthven Tomatin Link Road will result in loss of part of the access track to Tigh an Allt (VP6), felling of mature conifers, and re-grading of embankments. This will open up views to traffic movement from the access drive and in the short term will result in bare embankments, resulting in a **Substantial** adverse effect.
- 14.4.17. A moderate-substantial adverse effect is anticipated for The Bell House (VP5) due to loss of intervening vegetation associated with mainline widening. The Ruthven Tomatin Link Road will result in felling due to re-grading of embankments along the A9. This will reduce tree cover and extend views to traffic movement for residents resulting in **Moderate-Substantial** adverse effect.
- 14.4.18. Receptors near Tomatin GSJ (VP1 Porter's Lodge and VP2 Pinewood cluster and NCN7) will experience a change to views by reduction of woodland on the C1121 verge and the introduction of the Bus Turning Area. Residents at VP2 and cyclists will experience change in views due to the addition of the Tomatin GSJ and reduction of trees to facilitate the Allt na Frithe culvert. Silverbirches (VP3) will experience traffic movement on A9 mainline due to loss of woodland to facilitate drainage feature PA3. From Ruthven Road (VP10) views will change due to felling and new embankments, plus the addition of the Ruthven Moy Link Road. A **Slight-Moderate** adverse effect is anticipated.
- 14.4.19. At Moy, residents and recreational users will experience changes due to the new Lynebeg Railway underpass, and felling associated with the Lynebeg Underpass (VP13 and VP14). A **Moderate** adverse effect is anticipated.
- 14.4.20. Elevated views from Tom na h-Ulaidh (VP10), and views from Tullochclurry (VP12) will include the addition of the Moy LILO and mainline widening with associated tree loss. Felling in relation to the Lynebeg Underpass will slightly change views from Lynebeg (VP15). For these receptors, significance of effect is **Slight-Moderate** adverse.
- 14.4.21. Allt Dubh (VP4) will experience change due to loss of trees opening up views of traffic movement slightly. From Invereen (VP8), the Ruthven Tomatin Link Road and new A9 mainline will result in felling and new embankment formation. At Moy Halt (VP17) tree loss to facilitate mainline widening and the Allt na Loine Mhoire culvert will open up views of traffic movement. North of Moy views from Keeper's Cottage (VP16) and the B9154 (VP18) will include new drainage features and access tracks and newly formed embankments. There may be filtered views of parked vehicles introduced due to the addition of an Enhanced Lay-by at ch.7500. Views from the HML are assumed to be similar for southbound travellers. The significance of effect is **Slight** adverse.

**Table 14.8: Potential Operational Effect Winter Year 1 (Opening Year)**

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)     Significance	Description of Existing View Towards A9	Visual Effect (with mitigation)
1	Porter's Lodge & Sandside, C1121 north of Tomatin  ch. 550  10m  north  High	Magnitude Medium  Significance Moderate adverse	Views from Porter's Lodge and Sandside are partially restricted by intervening topography and trees. Views for users of the C1121 (NCN7 & GWMR) are partially constrained by trees westwards, with more open views eastwards where the focus of the view is the open moorland hills.	Tomatin GSJ and Bus Turning Area at Tomatin will be visible to users of the C1121. Views from Porter's Lodge to towards the junction will remain largely restricted due to intervening topography and garden trees, and the junction being in cutting though vehicles at the turning area may be visible. Loss of woodland to the C1121 verge will be perceptible from both properties. A mix of species rich grassland and verge mix proposed as part of landscape mitigation will integrate the C1121 road improvements (Figure 13.8a-t).
2	Pinewood, and Freeburn Cottage, C1121 north of Tomatin  ch. 850  153m  east  High	Magnitude Medium  Significance Moderate adverse	Views from Freeburn Cottage are partly constrained by garden and roadside vegetation – though it is assumed there will be some views from upper levels and the balcony. Views from Pinewood are open to the south across a field with tree belt partly screening the A9 and Porter's Lodge. Traffic on the C1121 is clearly visible. The focus of the view, for road users and residents, is the open moorland hills on the horizon. Pinewood also has views northwards, across undulating ground to the open moorland hills beyond.	Tomatin GSJ and Bus Turning Area Tomatin will be visible to users of the C1121 and residents. Although the junction is in cutting, some traffic movement will be evident crossing the foreground of the view for both residential properties as will the embankment of the Bus Turning Area. The Allt na Frithe culvert and associated tree loss will open up views of the A9 from Pinewood. Mitigation planting with appropriate trees to reduce the impact resulting from the loss of roadside verge and intervening vegetation between Freeburn Cottage and the C1121 will afford a level of screening. A mix of species rich grassland and verge mix proposed as part of landscape mitigation will help to integrate the junction and culvert into the landscape (Figure 13.8a-t).



VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
				The focus of the view will remain the open moorland hills.
3	Silverbirches, C1121 north of Tomatin ch. 1480  14m  east  High	Magnitude Medium  Significance Moderate adverse	There are restricted views, due to intervening coniferous vegetation.	The location of drainage feature (P3A) and associated access tracks (MC30) will result in felling of mature conifer trees which, along with the existing wayleave, will open up views to the A9 and traffic on it from this receptor. Species rich grassland and verge mix will help to integrate the A9 mainline and drainage feature (Figure 13.8a-t).
4	Allt Dubh, north of Tomatin ch. 1550  54m  east  High	Magnitude Low  Significance Slight adverse	Views of the A9 are restricted to glimpses of high sided vehicles by garden conifers and mixed woodland lying between the minor road and the A9.	Felling associated with the Allt Dubhaig culvert, and the temporary drainage features from the construction stage may result in increased visibility of traffic movement on the A9 in the winter of year one. Species rich grassland and verge mix, as part of mitigation proposals, will help to integrate the A9 mainline and culvert (Figure 13.8a-t).
5	The Bellhouse, north of Tomatin ch. 1650  18m  east  High	Magnitude Medium  Significance Moderate-Substantial adverse	Views to the A9 are partially restricted by a band of conifers to the west of the minor road, and a narrow band of gappy conifer/birch between the east of the minor road and the A9. Traffic movement is visible.	Views of A9 traffic flow will open up due to felling of the intermittent tree line between the minor road and the A9. Species rich grassland and verge mix, as part of landscape mitigation proposals, will help to integrate the A9 mainline and culvert (Figure 13.8a-t).
6	Tigh an Allt, north of Tomatin ch. 1650  38	Magnitude High  Significance	Views from the house towards the A9 are restricted by topography, mature conifers and large gates in addition to a long driveway lined with conifer trees. View from the	The Ruthven Tomatin Link Road will result in loss of part of the access track to the property, felling of mature conifers associated with that and with improved sight lines, and re-grading of embankments. This

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	west  High	Substantial adverse	house assumed to be towards the east as it appears to be quite well nestled in woodland from other directions.	will open up views to traffic movement from the access drive and in the short term will result in bare embankments. Species rich grassland and verge mix, proposed as part of landscape mitigation, will help to integrate these aspects (Figure 13.8a-t). Otter fencing will be visible in the winter of year 1.
7	Gardener's Cottage at Tigh an Allt, north of Tomatin ch. 1750  46m  north  High	Magnitude Medium  Significance Moderate adverse	The property is elevated with views northwards to the A9 partially restricted by trees. The embankment of the A9 is visible although traffic movement is unlikely to be evident due to screening with conifers on the A9 embankment. The focus of the view is the open moorland hills on the distant horizon to the north.	The Ruthven Tomatin Link Road will result in loss of part of the footpath to the property (from the A9) and felling of trees associated with that. Relaxation of embankments along the Ruthven Tomatin Link Road to achieve best landscape fit, and temporary drainage features from construction. This may open up views to traffic movement and in the short term will result in bare embankments. Species rich grassland, proposed as part of landscape mitigation, will integrate the embankment (Figure 13.8a-t).
8	Invereen ch. 2400  307m  south  High	Magnitude Low  Significance Slight adverse	The house sits on the floodplain of the River Findhorn. Views are restricted to the north/northwest by an embankment supporting the access track to the house, and to the west by the vegetated embankment of the A9. The focus of the view is across the wide floodplain of the River Findhorn to the open moorland hills on the horizon.	Vegetation screening the A9 will be lost to enable the dualling of the mainline, the Ruthven Tomatin Link Road and temporary drainage features. This will open up views to traffic movement. The access track to the property will connect to the Ruthven Tomatin Link Road but this will not be visible from the house itself. Species rich grassland, proposed as part of landscape mitigation (Figure 13.8a-t), will integrate the embankment.
9	RoW to Ruthven ch. 2900	Magnitude Low-Medium	The viewpoint is located to the north of the bridge over the confluence of the Funtack Burn and the	Tree loss associated with reformed earthworks and temporary drainage features at construction along the A9

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	61m  South, southwest  Medium	Significance Slight-Moderate adverse	Dalmagarry Burn where the RoW changes direction from north to east. Views to the A9 are channelled by embankments with coniferous forestry the A9 embankment. HGV and signage are visible on the A9 but the focus of the view is towards the open moorland hills beyond.	mainline will result in increase in views of traffic movement. A new road - the Ruthven Moy Link Road and Ruthven Moy Link Road Bridge will connect the Ruthven Road to the B9154 and run parallel to the A9. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the works.
10	Track on Tom na h-Ulaidh Ch.  ch.3600  630  North, northwest  Medium	Magnitude Low-Medium  Significance Slight - Moderate adverse	The view from the track comprises of open moorland and Allt na j-Airigh Samhraich burn in the foreground, the HML in the middle distance, and moorland hills with some conifer blocks on the northerly horizon. The horizon is broken by tips of wind turbines and a telecoms mast. A house at Tullochclurry is a feature of the view.	The addition of the Moy LILO, while being partially screened by the HML embankment, will add some traffic movement to the middle distance of the view. Associated road signage may be visible. The focus of the view will not change. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the A9 mainline and the Moy LILO in the context of the landscape.
11 A & 11 B	Dalmagarry Farm cluster ch. 3640  0m  West, north, south  High	Magnitude High  Significance Substantial adverse	The A9 and HML are the focus within the foreground of the view for this cluster of receptors in views westwards. Views are direct and in close proximity with no intervening vegetation. Views southeast include the A9 but expand to include the floodplain of the Dalmagarry Burn and Funtack Burn, conifers and the open moorland hills beyond. Views north/northwest include the A9 but expand over the open floodplain of the Funtack Burn, the mixed woodland along the	VP11A: To the south of the property the re-alignment of the Dalmagarry Burn will make it more perceptible in the view. The SUDS (P4-B) (see Figure 13.8a-t) may be perceptible. The Dalmagarry Bridge will introduce a larger scale structure to the right-hand side of the view. A new road - the Ruthven Moy Link Road and Ruthven Moy Link Road Bridge will connect the Ruthven Road to the B9154 and run parallel to the A9. Otter fencing will be visible in the winter of year 1. The focus of the view will remain the moorland hills on the horizon. Species rich grassland and verge mix, proposed as part of

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
			<p>embankments of the A9 and B9154 to the conifer covered hills beyond.</p> <p>Views from the HML, elevated and in an open part of the landscape, are likely to be focussed across the moorland and floodplain north of Dalmagarry Farm.</p>	<p>landscape mitigation (Figure 13.8a-t), along the HML embankment and the A9 southbound carriageway will help to integrate the various works within the floodplain landscape.</p> <p>VP11B: The Scheme will introduce a wider A9 and the NCN7/Dalmagarry Farm Access running north from Dalmagarry Farm – the Ruthven Moy Link Road - to the B9154 will connect to the Moy LILO junction to the north so that slower moving traffic movement will extend slightly into the view. There will be a new bridge (the Ruthven Moy Link Road Bridge) crossing the Dalmagarry Burn. The Dalmagarry Bridge (A9) will be obvious in the view given the proximity to receptors. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), along the HML embankment, the A9 southbound carriageway, the Ruthven Moy Link Road, and the Moy LILO will help to integrate the various works with the floodplain landscape for visual receptors. Otter fencing will be visible in the winter of year 1. It is assumed the HML railway, running parallel to the A9 and elevated in an open setting, will have views to the Moy LILO and users will experience loss of vegetation and changes to earthworks associated with the mainline and LILO, and the Moy Rail Bridge for a brief part of the journey.</p>
12	Tullochclurry ch. 4600	Magnitude Low-Medium	Open views exist over fields to the A9 and B9154 which are both largely	Embedded mitigation in the form of slope relaxation (1:2.3 to 1:4.3) at this location to tie into

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	656m  South, southwest  High	Significance Slight-Moderate adverse	screened by intervening vegetation along the route embankments. The focus of the view is the open moorland hills beyond, which comprise the horizon.	the B9154 will reduce visual impact in views from Tullochclurry.  The improvements to the A9, and temporary drainage features, will result in loss of trees on the southbound embankment potentially opening up more vehicle movement for this receptor. The addition of the Moy LILO junction will introduce new earthworks and embankments in the middle distance of the view. The focus of the view will remain the open moorland hills on the horizon. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the A9 mainline and Moy LILO.
13	B9154 at Allt na Slainaidh and Fearnach, Moy  ch. 5190  13m  West, southwest  High	Magnitude Medium  Significance Moderate adverse	The view westwards is across the B9154 to the HML embankment. The focus of the view is the railway underpass and the woodland along the railway embankment. There is a bus-stop shelter, public noticeboard and signage at this location (the latter informing of the GWMR and public path to Inverness beyond to the west of the railway).	The Lynebeg Railway underpass will introduce a larger scale structure in the foreground of the view to the west. There will be a reduction in trees along the railway embankment at this location to facilitate works. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the HML embankment at the Lynebeg Railway underpass to the existing vegetated embankment.
14	Moybeg Cottage, Moy  ch. 6290  50m	Magnitude Medium  Significance Moderate adverse	Moybeg residence lies to the west of the HML and at a similar elevation. Views east from the front of the house are directly onto the railway track. A tree lined drive lies to the south and connects to the railway underpass. The	The scale of the new Lynebeg Railway underpass will be larger than the existing. The loss of trees from the lower (south) end of the access track to the house will increase the extent of the structure visible. Tree loss to facilitate a temporary drainage feature and a new road surface

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	east  High		barriers on top of the underpass structure are visible from the track/garden and may be visible in oblique views from the house.	associated with the Lynebeg Underpass and traffic movement will be evident from the access track to the property. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the HML embankment either side of the Lynebeg Railway underpass structure with the existing HML embankment and the access road to the Lynebeg Underpass with the surrounding local landscape.
15	Lynebeg  ch. 6400  0m  east  High	Magnitude Low-Medium  Significance Slight-Moderate adverse	Un-named southernmost property at Lynebeg to west of A9 at Moy. The house faces south and has views of the A9 screened by mature conifer blocks. For this receptor and users of GWMR, the A9 is audible but not visible.	The introduction of the Lynebeg Underpass will result in upgrading of the section of the access road (also RoW/GWMR) at Lynebeg cluster. The new access layout and associated SUDS will result in loss of trees on the access to Lynebeg but is not likely to open up views to the A9 from the property. Due to felled trees, views will include glimpses of open moorland hill and conifer plantation to the east in winter year 1. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the works with the surrounding landscape.
16	Keeper's Cottage  ch. 6650  12m  North, northeast	Magnitude Low  Significance Slight adverse	Keeper's Cottage, is a new build house at Lynebeg with open views towards the north-northeast over undulating moorland to bands of trees screening the A9 and forestry blocks. The focus of the view is Beinn a Bhuerlaich.  Users of RoW/GWMR may have a similar view	A new access track (MC-80) (see Fig. 13.8a-s) will be formed following the forestry line before crossing the moorland between Keeper's Cottage and the A9, to facilitate maintenance access for a new SUDS pond (P8-A) (see Fig. 13.8a-t). There may be some loss of conifers in the foreground to lay the track, which is likely to open up views to the form of the open moorland

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	High		though it is elevated and somewhat further west.	hills to the eastern horizon while still leaving the A9 screened by topography and remaining conifers. Species rich grassland and verge mix combined, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the MC80 track and PA-8 SUDS in the view.
17	Moy Halt  ch. 6700  146m  west  High	Magnitude Low  Significance Slight adverse	Views are restricted by intervening topography and vegetation. The A9 is audible with intermittent glimpses of high sided vehicles.	Tree loss associated with the introduction of Allt na Loine Mhoire culvert will slightly open up the view to vehicle movement. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the Proposed Scheme.
18	B9154 north of Moy  ch. 7750  38m  South, southwest  Medium	Magnitude Low  Significance Slight adverse	The view is open and channelled by the sweep of the HML and forestry to the open moorland hills beyond. It is assumed the views from the HML are similar to those from the viewpoint which is in close proximity.	The existing track (MCX0) from the B9154 will be surfaced with crushed rock making it slightly more visible to facilitate maintenance access to SUDS pond PX-A. There will be a new access track (MC90) to SUDS pond P9-A (see Fig. 13.8a-s). The A9 embankment may be barely visible from the viewpoint but has been slackened southbound to 1:6 to achieve best landscape fit. The focus of the view to the distant hills will not change. Species rich grassland and verge mix, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the works. There may be filtered views of parked vehicles introduced due to the addition of an Enhanced Lay-by at ch.7500. The Enhanced Lay-by proposed at ch.8250 is not likely to be perceptible and is located

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Winter of Year 1 (WY1)	Description of Existing View Towards A9	Visual Effect (with mitigation)
				immediately to the north of an existing lay-by so that the magnitude of change is low. It is assumed the views experienced from the HML are similar to those from the viewpoint.

## 14.5. Mitigation

14.5.1. The following measures have been identified to mitigate the potential adverse effects on visual receptors as discussed in the above sections. These measures are also summarised in Chapter 21, with an item code to cross reference to this section (mitigation item codes are given in brackets below). Details of visual mitigation measures are as per the landscape mitigation (see Chapter 13: Landscape and Figure 13.8a-t) and have been informed by the project specific landscape objectives set out in Appendix A13.2 Landscape Objectives and are not repeated here.

### *Construction Phase Mitigation*

14.5.2. A9 standard and project specific construction phase mitigation is set out in Chapter 13: Landscape Table 13.7 and provided in Chapter 21: Schedule of Environmental Commitments (Table 21.7) and, therefore, is not repeated here. In summary, construction information concerns adherence to minimal working time and duration, appropriate site storage, clean construction sites, minimal use of lighting, protection measures for soil quality, minimal loss of existing vegetation and protection measures of existing trees and shrubs.

### *Operational Phase Mitigation*

14.5.3. Specific visual mitigation measures (beyond the embedded mitigation) are set out in the Landscape and Ecology Mitigation drawings (Figure 13.8a-t) and in detailed in Chapter 13: Landscape (Table 13.8) and in Chapter 21: Schedule of Environmental Commitments (Table 21.7) and are discussed in relation to significance of effect in Table 14.8 and 14.10 of this visual chapter and therefore they are not repeated here. The specific visual mitigation measures (above) are informed by specific landscape objectives:

- New woodland planting shall be laid out in a random arrangement to ‘blur’ the extent of earthworks, stepping in and out of nominal footprint to create a naturalistic appearance.
- All drainage elements shall be naturalistic and sensitively designed and planted to integrate with their local landscape setting.

- Earthworks around Sustainable Urban Drainage (SUDS) ponds will be graded out to maintain landscape fit. SuDS layouts shown (see Figure 13.8a-s Landscape Mitigation and Ecology) are indicative only, with typical landscape detailing provided in Figure 5.17.
- Earthwork profiles shall be varied to reflect existing landscape. Long, consistent profiles shall be avoided.

14.5.4. Monitoring and review during the construction and maintenance periods will be provided in the form of an Environmental Clerk of Works (see Chapter 21 Schedule of Environmental Commitments, mitigation SMC-S1) who will ensure that method statements and planting proposal requirements are met.

## 14.6. Residual Effect (Design Year)

### *Visual Effects Design Year*

- 14.6.1. By the summer of year 15 Landscape Mitigation Proposals will have established sufficiently whereby they are expected to provide a level of screening of elements of the Proposed Scheme such that the effect upon most visual receptors is reduced.
- 14.6.2. **Moderate** adverse effects are anticipated for Tigh an Allt (VP6) resulting from the closer proximity of traffic movement which may be intermittently visible. At Dalmagarry (VP11A and VP11B) the open character of the landscape and proximity of structures will result in a residual effect of **Moderate** adverse. Similarly, proximity of receptors (VP13) to the Lynebeg Railway underpass will have a residual effect of **Moderate** adverse.
- 14.6.3. At summer of year 15, the Proposed Scheme elements will benefit from landscape mitigation that will have reached a level of establishment to integrate the Proposed Scheme into the landscape context and soften or screen views for visual receptors at all remaining VPs to either **Slight** adverse, or **Negligible/None**.

**Table 14.9: Potential Operational Effect Summer Year 15 (Design Year)**

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
1	Porter's Lodge & Sandside, C1121 north of Tomatin  ch. 550	Magnitude Low  Significance	Views from Porter's Lodge and Sandside are restricted by intervening topography and trees. Views for users of the C1121 (NCN7 & GWMR) are partially constrained by trees westwards, with more open views	Tomatin GSJ and Turning Area Tomatin GSJ will be visible to users of the C1121. Views from Porter's Lodge to towards the junction will remain restricted due to intervening topography and garden trees, and the junction being in cutting though vehicles at the turning area may be visible. Individual trees and

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	10m  north  High	Slight adverse	eastwards where the focus of the view is the open moorland hills.	scattered trees, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will integrate the C1121 road improvements and Tomatin GSJ in views.
2	Pinewood, and Freeburn Cottage, C1121 north of Tomatin  ch. 850  153m  east  High	Magnitude Low  Significance Slight adverse	Views from Freeburn Cottage are partly constrained by garden and roadside vegetation – though views are assumed from upper levels and the balcony. Views from Pinewood are open to the south across a field with tree belt partly screening the A9 and Porter's Lodge. Traffic on the C1121 is clearly visible. The focus of the view, for road users and residents, is the open moorland hills on the horizon. Pinewood also has views northwards, across undulating ground to the open moorland hills beyond.	Tomatin GSJ and Turning Area Tomatin GSJ will be visible to users of the C1121. Although the junction is in cutting, some traffic movement will be evident crossing the foreground of the view for both residential properties. Individual trees and scattered trees, in addition to mixed woodland and scrub woodland, and a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will integrate the C1121 road improvements, Tomatin GSJ and the culvert in views. The focus of the view will remain the open moorland hills.
3	Silverbirches, C1121 north of Tomatin ch. 1480  14m  east  High	Magnitude Low  Significance Slight adverse	There are restricted views, due to intervening coniferous vegetation.	The location of a drainage feature (P3A) and associated access tracks (MC30) (see Fig. 13.8a-t) here will result in felling of mature conifer trees which, along with the existing wayleave, will open up views to the A9 and traffic on it from this receptor. Wet woodland and scattered trees, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will screen the P3A and A9 mainline. The mainline will be further screened by

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
				proposed conifer woodland, to replace lost conifers, which will have reached a level of establishment whereby it will afford screening of the A9.
4	Allt Dubh, north of Tomatin ch. 1550  54m  east  High	Magnitude Low  Significance Negligible adverse	Views of the A9 are restricted by garden conifers and mixed woodland lying between the minor road and the A9 to glimpses of high sided vehicles.	Coniferous woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation will have established to a level whereby it is expected that it will screen the A9 and Allt Dubhaig Culvert in views.
5	The Bellhouse, north of Tomatin ch. 1650  18m  east  High	Magnitude Low  Significance Slight adverse	Views to the A9 are partially restricted by a band of conifers to the west of the minor road, and a narrow band of gappy conifer/birch between the southbound verge of the minor road and the A9. Traffic movement is visible.	Proposed coniferous woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the A9 and NMU link. Views of A9 traffic flow will open up due to felling of the intermittent tree line between the minor road and the A9.
6	Tigh an Allt, north of Tomatin ch. 1650  38  west  High	Magnitude Medium  Significance Moderate adverse	Views from the house towards the A9 are restricted by topography, mature conifers and large gates in addition to a long driveway lined with conifer trees. The focus of the view from the house is assumed to be towards the River Findhorn to the east as it appears to be quite well nestled in woodland from other directions.	Coniferous woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the Ruthven Tomatin Link Road, A9 mainline and traffic movement.
7	Gardener's Cottage at	Magnitude	The property is elevated with views northwards to	Wet woodland, scattered trees, and coniferous woodland, in addition to

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	Tigh an Allt, north of Tomatin ch. 1750  46m  north  High	Low  Significance Negligible adverse	the A9 partially restricted by trees. The embankment of the A9 is visible although traffic movement is unlikely to be evident due to screening with conifers on the A9 embankment. The focus of the view is the open moorland hills on the distant horizon to the north.	a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the A9 traffic and softening of the embankment of the Ruthven Tomatin Link Road.
8	Invereen ch. 2400  307m  south  High	Magnitude Low  Significance Negligible adverse	The house sits on the floodplain of the River Findhorn. Views are restricted to the north/northwest by an embankment, and to the west by the vegetated embankment of the A9. The focus of the view is across the wide floodplain to the open moorland hills on the horizon.	Wet woodland, scattered trees, and coniferous woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the A9 traffic and softening of the embankment of the Ruthven Tomatin Link Road.
9	RoW to Ruthven ch. 2900  61m  South, southwest  Medium	Magnitude Low  Significance Slight adverse	The viewpoint was located to the north of the bridge over the confluence of the Funtack Burn and the Dalmagarry Burn where the RoW changes direction from north to east. Views to the A9 are channelled by embankments with coniferous forestry on the A9 embankment. HGV and signage are visible on the A9 but the focus of the view is towards the open moorland hills beyond.	Wet woodland, coniferous woodland, mixed woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the A9 traffic and softening of the embankment of the Ruthven Tomatin Link Road.
10	Track on Tom na h-Ulaidh Ch. ch.3600	Magnitude Low	The view from the track comprises of open moorland and Allt na j-Airigh Samhraich burn in the foreground, the HML in the middle distance,	Wet woodland, mixed woodland, scattered trees, and coniferous woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	630  North, northwest  Medium	Significance Slight - Negligible adverse	and moorland hills with some conifer blocks on the northerly horizon. The horizon is broken by tips of wind turbines and a telecoms mast. A house at Tullochclurry is a feature of the view.	established to a level whereby it is expected that they will contribute to integrating the Moy LILO and A9 mainline in views. This planting mitigation will extend to the north of the Moy LILO where it will incorporate mixed woodland where it will integrate the mainline in views.
11 A & 11 B	Dalmagarry Farm cluster ch. 3640  0m  West, north, south  High	Magnitude Medium  Significance Moderate adverse	The A9 and HML are the focus within the foreground of the view for this cluster of receptors in views westwards. Views are direct and in close proximity with little/no intervening vegetation. Views southeast include the A9 but expand to include the floodplain of the Dalmagarry Burn and Funtack Burn, conifers and the open moorland hills beyond. Views north/northwest include the A9 but expand over the open floodplain of the Funtack Burn, the mixed woodland along the embankments of the A9 and B9154 to the conifer covered hills beyond. Views from the HML, elevated and in an open part of the landscape, are likely to be focussed across the moorland and floodplain north of Dalmagarry Farm.	Wet woodland, scattered trees, and some mixed woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to softening of the A9 road embankment, the Ruthven Moy Link Road and the otter fencing while maintaining the open floodplain character. However, the Dalmagarry Bridge will remain as a larger scale structure in the foreground of the view with the addition of the Ruthven Moy Link Road bridge also visible in the foreground. The focus of the view will remain the moorland hills on the horizon.  Views from the nearby HML are predicted to include the A9 and Moy LILO but these will be integrated by the landscape mitigation planting.
12	Tullochclurry ch. 4600  656m	Magnitude Low  Significance	Open views exist over fields to the A9 and B9154 which are both largely screened by intervening vegetation along the route embankments. The focus of the view is the open	Coniferous woodland, mixed woodland, and scattered trees, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
	South, southwest  High	Negligible adverse	moorland hills beyond, which comprise the horizon.	expected that they will contribute to screening of the A9 traffic and integration of the Moy LILO and A9 mainline in views.
13	B9154 at Allt na Slainaidh and Fearnach, Moy  ch. 5190  13m  West, southwest  High	Magnitude Medium  Significance Moderate adverse	The view westwards is across the B9154 to the HML embankment. The focus of the view is the railway underpass and the woodland along the railway embankment. There is a bus-stop shelter, public noticeboard and signage at this location (the latter informing of the GWMR and public path to Inverness beyond to the west of the railway.	Individual trees in addition to species rich grassland and verge mix combined, proposed as part of landscape mitigation (Figure 13.8a-t), will help to integrate the HML embankment either side of the Lynebeg Railway underpass to the existing vegetated embankment. However, the Lynebeg Railway underpass will remain a larger scale structure in the foreground of the view.
14	Moybeg Cottage, Moy  ch. 6290  50m  east  High	Magnitude Low  Significance Slight adverse	Moybeg residence lies to the west of the HML and at a similar elevation. Views east from the front of the house are directly onto the HML. A tree lined drive lies to the south and connects to the railway underpass. The barriers on top of the underpass structure are visible from the track/garden and may be visible in oblique views from the house.	Mixed woodland planting, introduced as part of landscape mitigation (Figure 13.8a-t) will have reached a level of establishment where it will, in addition to species rich grassland and verge mix, integrate the HML embankment either side of the Lynebeg Railway underpass structure with the existing HML embankment and the access road to the Lynebeg Underpass.
15	Lynebeg  ch. 6400  0m  east  High	Magnitude Low  Significance Slight adverse	Un-named southernmost property at Lynbeg to west of A9 at Moy. The house has views of the A9 screened by mature conifer blocks. For this receptor and users of GWMR, the A9 is audible but not visible.	Coniferous woodland, and scattered trees, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the Lynebeg Link Road in views. The new access layout and associated SUDS will result in loss of trees on the access

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
				to Lynebeg resulting in glimpses of open moorland hill but is not likely to open up views to the A9 from the residential property.
16	Keeper's Cottage  ch. 6650  12m  North, northeast  High	Magnitude Low  Significance Negligible adverse	Keeper's Cottage, is a new build house at Lynebeg with open views towards the north-northeast over undulating moorland to bands of trees screening the A9 and forestry blocks. The focus of the view is Beinn a Bhuerlaich.  Users of GWMR may have a similar view though it is elevated and somewhat further west.	Coniferous woodland, wet woodland, and scattered trees, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation will have established to a level whereby it is expected that they will contribute to screening of the A9 traffic and integration of the P8-A SUDS (see Fig. 13.8a-t) in views.
17	Moy Halt  ch. 6700  146m  west  High	Magnitude Low  Significance Negligible adverse	Views are mostly restricted by intervening topography and vegetation. The A9 is audible with intermittent glimpses of high sided vehicles.	Scattered trees, in addition to wet woodland, and a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to screening of the A9 traffic and integration of the Allt na Loinne Moire Culvert in views.
18	B9154 north of Moy  ch. 7750  38m  South, southwest  Medium	Magnitude Low  Significance Negligible-Slight adverse	The view is open and channelled by the sweep of the HML and forestry to the open moorland hills beyond.  Views from the HML are assumed to be similar to those from the viewpoint which is in close proximity.	Scattered trees and wet woodland, in addition to a mix of species rich grassland and verge mix proposed as part of landscape mitigation (Figure 13.8a-t) will have established to a level whereby it is expected that they will contribute to softening of the A9 traffic and integration of the access track to drainage features in views. Planting at Enhanced Lay-by ch7500 will soften the viewing platform and integrate with existing landscape (Figure 13.8a-t).

VP No.	Location Approx. Chainage;  Distance (to nearest point of A9);  Direction of View to A9;  Sensitivity	Assessment Summer Year 15 (SY15)	Description of Existing View Towards A9	Visual Effect (with mitigation)
				It is predicted that views from the HML will benefit in a similar way by the landscape mitigation proposals.

### Summary Visual Effects Winter Year 1 and Summer Year 15 (Design Year)

- 14.6.4. There are only a small proportion of the number of receptors which are considered to have a residual significant adverse effect (see Figure 14.5a-i).
- 14.6.5. Although, for Tigh an Allt (VP6), the effect of loss of conifers can, given time, be mitigated as discussed, the views to the A9 and the Ruthven Tomatin Link Road will be foreshortened by direct impact on the access track to the property so that a residual effect of **Moderate** adverse will remain.
- 14.6.6. While mitigation planting at maturity will reduce the effect at Dalmagarry (VP11A and VP11B), the Dalmagarry Underpass, given the scale and proximity, will be a perceptible element in the view, so that the effect is anticipated to remain **Moderate** adverse.
- 14.6.7. The introduction of the Lynebeg Railway underpass structure will remain a **Moderate** adverse effect in views from the road and residential properties (VP13) given the scale and proximity and because embedded mitigation reduced the impact at the winter of year one. Table 14.11 summarises the significant effect in the winter of year 1 and the summer of year 15.

**Table 14.10: Potential Operational Effect Comparison Winter Year 1 and Summer Year 15 (Design Year)**

VP No.	Location	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
1	Porter's Lodge & Sandside, C1121 north of Tomatin	Significance Moderate adverse	Significance Slight adverse
2	Pinewood, and Freeburn Cottage, C1121 north of Tomatin	Significance Moderate adverse	Significance Slight adverse
3	Silverbirches, C1121 north of Tomatin	Significance Moderate adverse	Significance Slight adverse
4	Allt Dubh, north of Tomatin	Significance Slight adverse	Significance Negligible adverse

VP No.	Location	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
5	The Bellhouse, north of Tomatin	Significance Moderate-Substantial	Significance Slight adverse
6	Tigh an Allt, north of Tomatin	Significance Substantial	Significance Moderate adverse
7	Gardener's Cottage at Tigh an Allt, north of Tomatin	Significance Moderate adverse	Significance Negligible adverse
8	Invereen	Significance Slight adverse	Significance Negligible adverse
9	RoW to Ruthven	Significance Slight-Moderate	Significance Slight adverse
10	Track on Tom na h-Ulaidh Ch.	Significance Slight-Moderate	Significance Negligible-Slight adverse
11 A & 11 B	Dalmagarry Farm cluster	Significance Substantial	Significance Moderate adverse
		Significance Substantial	Significance Moderate adverse
12	Tullochclurry	Significance Slight-Moderate	Significance Negligible adverse
13	B9154 at Allt na Slainaidh and Fearnach, Moy	Significance Moderate adverse	Significance Moderate adverse
14	Moybeg Cottage, Moy	Significance Moderate adverse	Significance Slight adverse
15	Lynebeg	Significance Slight-Moderate	Significance Slight adverse
16	Keeper's Cottage	Significance Slight adverse	Significance Negligible adverse
17	Moy Halt	Significance Slight adverse	Significance Negligible adverse
18	B9154 north of Moy	Significance Slight adverse	Significance Negligible-Slight adverse

## 14.7. References

<sup>i</sup> Scottish Executive. (2002). Design Manual for Roads and Bridges Volume 11, Section 3, Part 5, Supplementary Guidance. Scottish Executive Development Department.

<sup>ii</sup> Highways Agency. (November 2010). Interim Advice Note 135/10 Landscape and Visual Effects Assessment.

<sup>iii</sup> The Landscape Institute and the Institute of Environmental Management and Assessment. (2013). Guidelines for Landscape and Visual Impact Assessment, 3<sup>rd</sup> edition. Routledge.

<sup>iv</sup> Landscape Institute Advice Note (2011). Photography and Photomontage in Landscape and Visual Impact Assessment.

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<sup>v</sup> Scottish Natural Heritage. Visual Representation of Wind Farms: Good Practice Guidance Version 2.2, February 2017.

<sup>vi</sup> The Highland Council. Visualisation Standards for Wind Energy Developments, July 2016.

<sup>vii</sup> Transport Scotland (2014) A9 Dualling Strategic Environmental Assessment (SEA): Strategic Landscape Review Report.

<sup>viii</sup> Transport Scotland (2014). Fitting Landscapes – Securing more sustainable landscapes.