

A16.7: Assessment of View from the Road

Table 1: Assessment of Eastbound Views from the Existing A96 (Inverness to Hardmuir)

Section	Nature of View	Extent of View	Scenic Quality
<p>Inverness</p> <p>Length of section: 0.7km</p> <p>LLCA: Inverness Urban Fringe</p>	<p>Initial views from the existing A96 are restricted by nearby buildings such as those associated with the Inverness Retail and Business Park and roadside vegetation and earthworks.</p> <p>Diversity of views: Low</p> <p>Prominent Landmarks: none</p>	No view	Low
<p>Inverness (Retail and Business Park Park) to Allanfearn</p> <p>Length of section: 3.4km</p> <p>LLCA: Culloden Estates Farmlands</p>	<p>Views are generally directed east along the single carriageway or extend across the neighbouring large scale agricultural fields to the south towards the villages of Culloden and Balloch on the slopes below Culloden Wood. Occasionally views to the south are restricted by either earthworks or vegetation or a combination of both. Limited visibility to the north due to areas of mature trees and shrubs.</p> <p>Diversity of views: Low</p> <p>Prominent Landmarks: None however the skyline formed by Culloden Muir (and the conifers of Culloden Woods) are a persistent aspect of views to the south, running parallel to the general alignment of the existing A96. Occasional glimpsed views of Alturlie Point in the region of Allanfearn where views become more open.</p>	Intermittent	Low to Medium
<p>Allanfearn to Tornagrain</p> <p>Length of section: 5.5km</p> <p>LLCA: Culloden Estates Farmlands transitioning to Open Coastal Lowland then to Forest Edge Farming (Newtown of Petty)</p>	<p>Views are generally of the open large scale fields to either side of the single carriageway with occasional views of the village of Balloch and the plantation forestry blanketing the upper slopes of Drumossie Muir.</p> <p>Diversity of views: Low</p> <p>Prominent Landmarks: The Norbord Factory and associated plume begins to feature within views to the east, initially appearing as a distant element before passing the factory in close proximity to the south.</p>	Intermittent to the north, restricted to the south	Medium
<p>Tornagrain to Mid Coul</p> <p>Length of section: 1.1km</p>	<p>The existing A96 becomes enclosed in this section and views are restricted to the direction of travel, the road bounded by Tornagrain Woods (predominantly Scots Pine). The woodlands create a narrow corridor through which travellers pass with no indication of what lies beyond the woods. Approaching Mid Coul Junction the end of the woodlands becomes visible and travellers transition from the enclosed road corridor into an area of open farmland.</p> <p>Diversity of views: Low</p>	No view	Low to Medium

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Section	Nature of View	Extent of View	Scenic Quality
LLCA: Tornagrain Woods	Prominent Landmarks: none		
Mid Coul to Blackcastle Length of section: 6.8km LLCA: Open Coastal Lowland	Having passed through Tornagrain Woods, views from the road open up again, with views across Inverness Airport to the north towards the Black Isle however views to the south are typically foreshortened by the gently rising landform and only glimpsed views of the landscapes to the south are experienced. Diversity of views: Low Prominent Landmarks: Inverness Airport, aircraft landing/taking off, views to the north of the Black isle and mountains beyond to the north.	Intermittent to the north however restricted to the south	Medium
Blackcastle to Delnies Length of section: 2.8km LLCA: Enclosed Forest Edge Farmland	Views are largely restricted to direction of travel along the narrow corridor, occasionally giving way to open fields allowing for views to the north. To the south views are restricted at times by mixed woodland. Diversity of views: Low Prominent Landmarks: none	Restricted	Low
Delnies to West Nairn Length of section: 0.8km LLCA: Enclosed Forest Edge Farmland	Travellers begin to appreciate a sense of nearing Nairn, experiencing a transition from farmland to the presence of housing as they approach the town of Nairn. Diversity of views: Low Prominent Landmarks: none	Intermittent	Medium
West Nairn to East Nairn (Industrial Estate) Length of section: 4.0km LLCA: Nairn Urban Fringe	Views from this section exhibit an urban character becoming suburban as the existing A96 passes through Nairn. Views are largely foreshortened by the presence of buildings to either side of the single carriageway becoming more open following passage through the town centre. Diversity of views: Low Prominent Landmarks: no particularly prominent features, various spires and larger buildings present.	No view	Low
East Nairn to Auldearn Length of section: 2.0km LLCA: Auldearn Forested Rolling Farmland transitioning to Auldearn	On leaving Nairn, travellers experience long distance views to the east and south owing to the elevation of the existing A96 and the openness of the farmland landscapes. These views comprise open, large scale fields bisected in part by woodland/shelterbelts, wooded ridges in the far distance. Views to the north are fore-shortened by a combination of landform and vegetation. Diversity of views: Medium Prominent Landmarks: None, however travellers do experience views of the broad distant skyline to the east.	Open to the south, restricted to the north	Medium

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Section	Nature of View	Extent of View	Scenic Quality
Open Farmland			
Auldearn to Hardmuir Length of section: 4.1km LLCA: Auldearn Open Farmland	Between Auldearn and Hardmuir the existing A96 becomes enclosed by embankments and roadside vegetation, views largely restricted to the direction of travel along the road corridor ahead. Exiting Hardmuir Wood, views become more open and expansive with views east towards the forested hills beyond the town of Forres. Diversity of views: Medium Prominent Landmarks: none	Restricted	Medium

Table 2: Assessment of Westbound Views from the Existing A96

Section	Nature of View	Extent of View	Scenic Quality
<p>Hardmuir to Auldearn</p> <p>Length of section: 4.1km</p> <p>LLCA: Auldearn Open Farmland</p>	<p>In the region of Hardmuir travellers experience restricted views to the south, views curtailed by roadside planting but at times giving way to longer distance views over the adjoining arable fields to the wooded northern slopes of Culloden Muir. To the north and west longer distance intermittent views are possible, travellers experiencing glimpsed long distance views of the north-west Highlands/Black Isle and Moray Firth to the north and north-west.</p> <p>Diversity of views: Low to Medium</p> <p>Prominent Landmarks: Glimpsed views of the Black Isle and north-west Highlands, travellers gaining a sense of proximity to Inverness.</p>	Intermittent to the north, restricted to the south	Medium
<p>Auldearn to East Nairn</p> <p>Length of section: 2.0km</p> <p>LLCA: Auldearn Open Farmland transitioning to Auldearn Forested Rolling Farmland</p>	<p>Between Auldearn and East Nairn travellers initially experience short distance views only, the existing A96 enclosed by roadside vegetation and/or landform. With further travel west, longer distance views across the adjoining farmlands become possible, the views extending to the forested foothills of Dava Moor to the south and glimpsed, long distance views of the north-west Highlands to the west before the road nears Nairn.</p> <p>Diversity of views: Medium</p> <p>Prominent Landmarks: Views of eastern Nairn including the retail and commercial buildings. While often restricted in distance, travellers experience views of large, broad skylines to the west.</p>	Open to the south, restricted to the north	Medium to High
<p>East Nairn to West Nairn</p> <p>Length of section: 4.0km</p> <p>LLCA: Nairn Urban Fringe</p>	<p>Views from this section of the existing A96 transition from a suburban character to urban with passage through the Nairn town centre. Views from the road are restricted to the immediate surroundings by buildings.</p> <p>Diversity of views: Low</p> <p>Prominent Landmarks: no particularly prominent features, various spires and larger buildings present.</p>	No view	Low
<p>West Nairn to Delnies</p> <p>Length of section: 0.8km</p> <p>LLCA: Enclosed Forest Edge Farmland</p>	<p>On leaving Nairn views become slightly more open in character travellers gaining intermittent long distance views of the Black Isle and mountains of the north-west Highlands beyond to the west and north. Views to the south are largely restricted by roadside vegetation to the south.</p> <p>Diversity of views: Low to medium</p> <p>Prominent Landmarks: Glimpsed views of the Black Isle.</p>	Intermittent	Medium
<p>Delnies to Blackcastle</p> <p>Length of section: 2.8km</p>	<p>Between Delnies and Blackcastle, westbound travellers experience restricted short to medium distance views across farmland to the north and west towards the Black Isle and the Moray Firth. Views to the south are largely restricted by roadside vegetation.</p> <p>Diversity of views: Low</p>	Restricted	Low

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Section	Nature of View	Extent of View	Scenic Quality
LLCA: Enclosed Forest Edge Farmland	Prominent Landmarks: Views to the north/north-west of the Black Isle and the Moray Firth.		
Blackcastle to Mid Coul Length of section: 6.8km	Long distance, open views to the north and north-west across farmland to the Black Isle, views occasionally interrupted by roadside vegetation. Short distance views to the south and south-west, views being largely restricted by landform, however views to ridgeline possible. Diversity of views: Low	Intermittent to the north however restricted to the south	Medium
LLCA: Open Coastal Lowland	Prominent Landmarks: Views to the north/north-west of the Black Isle and north-west Highlands. Foothills of Dava Moor to the south.		
Mid Coul to Tornagrain Length of section: 1.1km	Between Mid Coul and Tornagrain views from the existing A96 are interrupted by Tornagrain Wood, views being restricted to the direction of travel only. Diversity of views: Low	No view	Low to Medium
LLCA: Tornagrain Woods	Prominent Landmarks: none		
Tornagrain to Allanfearn Length of section: 5.5km	Views from this section of the existing A96 are largely restricted to short to medium distance views across farmland to the north with occasional views to the north and west of the Kessock Bridge, the Black Isle and the north-west Highlands Views to the south of the single carriageway typically restricted by landform. Diversity of views: Low	Intermittent to the north, restricted to the south	Medium
LLCA: Forest Edge Farmland transitioning to Open Coastal Lowland	Prominent Landmarks: The Norbord Factory and associated plume feature in views for a short duration. Towards the end of this section the Kessock Bridge is visible in addition to the Beaully Firth and the north-west Highlands. The view of the Kessock Bridge provides an important reference point in the journey signifying the approach to Inverness and the Beaully Firth.		
Allanfearn to Inverness Length of section: 3.4km	From Allanfearn, west towards Inverness, travellers experience intermittent views across the Moray Firth to the Black Isle to the north, and views to the villages of Smithton, Balloch and Culloden to the south. Views are initially intermittent in character, reducing with proximity to the outskirts of Inverness as a result of mature, roadside vegetation, and roadside buildings. Diversity of views: Medium	Intermittent	Medium
LLCA: Culloden Estate Farmlands	Prominent Landmarks: Kessock Bridge, north-west Highlands, the Black Isle.		
Inverness Length of section: 0.7km	Approaching the Seafield Roundabout and Inverness views from the existing A96 become restricted by nearby buildings such as those associated with the Inverness Retail and Business Park and roadside vegetation and earthworks.	No view	Low

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Section	Nature of View	Extent of View	Scenic Quality
LLCA: Inverness Urban Fringe			

Table 3: Assessment of Eastbound Views from the Proposed Scheme

Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Inverness Retail and Business Park to Allanfearn ch800 to ch3000 Length of Section: 2.2km LLCA: Inverness Urban Fringe transitioning to Culloden Estate Farmlands	Views from the proposed Scheme would be intermittent in nature interrupted by sections of bunding and noise barriers to the roadside. While these elements would restrict views to the north towards the Moray Firth, views to the east and the south would be more open and diverse than views experienced from the existing A96, owing to the elevation of the road on embankment. Overall the sequence of views would become more varied. Diversity of views: Medium	Intermittent	Low to Medium	Views from the proposed Scheme would be generally directed east along the dual carriageway alignment in the direction of travel, views to the north being restricted by a combination of noise barriers and bunds to the roadside in addition to the maturation of tree planting, and to the south by noise barriers, earthworks and vegetation. Where wider views would occur, these would typically extend to the south across the neighbouring large scale arable farmlands towards the villages of Culloden and Balloch situated on the slopes below Culloden Wood. As part of their journey, travellers would begin to be conscious of leaving the urban fringe of Inverness and transitioning into rural landscapes. The sequence of views would be similar in nature to that from the existing A96. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: The skyline formed by Culloden Muir (and the conifers of Culloden Woods) are likely to be a persistent aspect of views to the south, running parallel to the general alignment of the proposed Scheme.			Prominent landmarks: None		
	Impact Significance: The views likely to be experienced by travellers would be more diverse and open than the views experienced from the comparable section of the existing A96, with a more varied sequence of views owing to the elevation of the road on embankment, but of low to medium scenic quality.			Slight beneficial		
Allanfearn to PS02 (Balloch Junction)	From this section of the proposed Scheme travellers would experience open views to the north and south, the views being slightly more	Open	Medium	Between Allanfearn and the PS02 (Balloch Junction Underbridge) at ch5000, eastbound travellers would experience relatively open views	Restricted to the north, open to the	Low to Medium

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Underbridge) ch3000 to ch4600 Length of section: 1.6km LLCA: Culloden Estate Farmlands transitioning to Open Coastal Lowland	extensive and open in nature, and with a more varied sequence of views than from the existing A96. Diversity of views: Medium			to the south. These views would extend across arable farmlands towards the villages of Culloden and Balloch in addition to the forested slopes of the northern edge of Culloden Muir. Views to the north from this section would be largely restricted, the views curtailed by a combination of bunding, in addition to woodland and hedgerow planting. Diversity of views: Medium	south	
	Prominent Landmarks: The skyline formed by Culloden Muir (and the conifers of Culloden Woods) are likely to be a persistent aspect of views to the south, running parallel to the general alignment of the proposed Scheme as per the previous section. Travellers will also experience views to the north across Alturlie Point to the Moray Firth and the Black Isle.			Prominent Landmarks: the forested ridge at the edge of Culloden Muir which runs broadly parallel to the proposed Scheme.		
	Impact Significance: The views likely to be experienced by travellers would be more diverse and open than the views experienced from the comparable section of the existing A96, with a more varied sequence of views, but of low to medium scenic quality.			Slight beneficial		
PS02 (Balloch Junction Underbridge) ch4600 to ch5300 Length of section: 0.7km LLCA: Intensive Farming	The elevation of the PS02 (Balloch Junction Underbridge) at ch5000 on embankment would generally allow travellers to experience views of a more open and panoramic nature than those experienced from the comparable section of the existing A96 (to the immediate north), with a more varied sequence of views. Diversity of views: Medium	Open	Medium	Following travel through the previous relatively open section, views of the wider landscape would become restricted by woodland planting associated with PS02 (Balloch Junction Underbridge) at ch5000. The alignment of the proposed Scheme would for a short duration afford views towards the Norbord Factory and the Tornagrain Woods in the direction of travel before the road passes into cutting. The sequence of views would be enhanced by the contrast between the section of road enclosed by scrub woodland planting and the more open landscape to the east.	Restricted	Low

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
				Diversity of views: Low		
	Prominent Landmarks: The Moray Firth/Black Isle/Chanonry Point would be visible in views to the north. To the south and east travellers would experience views of Culloden Woods.			Prominent Landmarks: The Norbord Factory and associated plume would be visible from this section, the factory appearing in the direction of travel.		
	Impact Significance: The views likely to be experienced by travellers would be more diverse and open with a more varied sequence of views than experienced from the comparable section of the existing A96, the elevation of the proposed Scheme allowing for panoramic views.	Moderate beneficial		Impact Significance: Travellers would experience views of a slightly more extensive nature.	Slight beneficial	
PS02 (Balloch Junction Underbridge) to Kerrowaird ch5300 to ch8300 Length of section: 3.0km LLCA: Open Coastal Farmland transitioning to Forest Edge Farmland	Between PS02 (Balloch Junction Underbridge) at ch5000 and Kerrowaird, the routing of the proposed Scheme on the slopes above Newton of Petty and Morayston would provide travellers with open and panoramic views to the north and east across the existing A96 towards Alturlie Point and the Moray Firth and shorter distance views to the south to Culloden Forest. Views to the south and the north from the proposed Scheme would however be briefly curtailed by the section of cutting between ch5600 and 5800. Diversity of views: Medium	Open	Medium	Between PS02 (Balloch Junction Underbridge) at ch5000 and Kerrowaird travellers would experience generally open views to the south, and occasionally intermittent views to both the north from the proposed Scheme in addition to relatively open views in the direction of travel. Views would comprise the farmed slopes below Culloden Forest to the south and to the north extend across the existing A96 towards Alturlie Point and the Moray Firth. Diversity of views: Medium	Intermittent	Medium
	Prominent Landmarks: As per the previous section travellers would experience views of landmarks such as the Moray Firth, Black Isle and Chanonry Point. The Norbord Factory would be a prominent element in views from the proposed Scheme to the north.			Prominent Landmarks: The Norbord Factory would be viewed to the side of the direction of travel to the north. Views would also extend north to the Moray Firth and Black Isle.		
	Impact Significance: The views likely to be experienced by travellers would be more diverse and open with a more varied sequence of views than from the comparable section of the existing	Moderate beneficial		Impact Significance: The raised elevation of the proposed Scheme relative to the existing A96 would allow travellers to appreciate more diverse and wider views with a more varied sequence of	Moderate beneficial	

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
	A96, the elevation of the proposed Scheme allowing for panoramic views to the north and north-east.			views than currently experienced.		
Kerrowaird to Inverness Airport ch8300 to ch10800 Length of section: 2.5km LLCA: Tornagrain Woods	Between Kerrowaird and Inverness Airport the proposed Scheme passes through Tornagrain Wood and views are restricted to the direction of travel and the immediate road corridor. Diversity of views: Low Prominent Landmarks: None	Restricted	Low	As per the WYO, between Kerrowaird and Inverness Airport the proposed Scheme passes through Tornagrain Wood and views are restricted to the direction of travel and the immediate road corridor. Diversity of views: Low Prominent Landmarks: None	Restricted	Low
	Impact Significance: Views from the proposed Scheme would be similar in nature and of similar extents to the comparable section of the existing A96.	Negligible		Impact Significance: Views from the proposed Scheme would be similar in nature and of similar extents to the comparable section of the existing A96.	Negligible	
Inverness Airport to Drumine ch10800 to ch12600 Length of section: 1.8km LLCA: Open Coastal Farmland	Following the enclosure and interruption of views experienced by travellers passing through Tornagrain Woods, travellers would experience views of a more open nature to the north, south and the direction of travel. Diversity of views: Medium Prominent Landmarks: Travellers would gain short distance views across Inverness Airport with longer distance views to the Black Isle beyond.	Open	Medium	As per WYO, exiting Tornagrain Wood, and the PS05 (Mid Coul Junction Overbridge) at ch10500, travellers would gain open views across Inverness Airport to the north and the Moray Firth beyond. Views to the south and east would also be experienced across the open farmlands between Culblair and Drumine before all views are curtailed by the proposed and existing woodland at Drumine. Diversity of views: Medium Prominent Landmarks: Travellers would gain views across Inverness Airport to the Black Isle beyond.	Open	Medium
	Impact Significance: Travellers would experience reasonably diverse open views with some scenic qualities and points of interest, the sweeping curve of the road providing a more varied sequential experience.	Moderate beneficial		Impact Significance: Travellers would experience reasonably diverse open views with some scenic qualities and points of interest, the sweeping curve of the road providing a more varied sequential experience.	Moderate beneficial	

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Drumine ch12600 to ch13200 Length of section: 0.6km LLCA: Open Coastal Farmland	In the region of Drumine, views from the proposed Scheme would be restricted to the north and direction of travel, views to the south curtailed by the existing woodland north of Drumine. Views would be slightly more open than those experienced from the existing A96. Diversity of views: Low	Intermittent	Low	Views from this section would be restricted by the existing and proposed planting at Drumine/Milton of Gollanfield. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Views would be of a slightly more open nature than those experienced from the existing A96 but of similar quality and diversity.			Slight beneficial		
Drumine to PS06 (Brackley Junction Overbridge) ch13200 to ch13900 Length of section: 0.7km LLCA: Intensive Farming	Between Drumine and PS06 (Brackley Junction Overbridge) at ch14100 travellers would experience open short to medium distance views to the north and south. These views would be similar in extents and nature to those experienced from the existing A96. Views to the north-east in the direction of travel would be partially curtailed by the earthworks and structures associated with PS06 (Brackley Junction overbridge) at ch14100. Diversity of views: Medium	Open	Medium	Between Drumine and PS06 (Brackley Junction Overbridge) at ch14100 travellers would regain long distance views to the north towards the Black Isle and short to medium distance views to the south across the existing A96 to the adjoining farmland and wooded slopes beyond. Diversity of views: Medium	Intermittent	Medium
	Prominent Landmarks: Views to the north to the Black Isle.			Prominent Landmarks: Views to the north to the Black Isle.		
	Impact Significance: Travellers would experience slightly more open views of the surrounding landscape than those from the existing A96, views extending north towards the Black Isle, with a stronger contrast (open vs enclosed) with the sections of route before and			Slight beneficial		

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
	after enhancing the sequential experience.					
PS06 (Brackley Junction Overbridge) to Drummond Lodge ch13900 to ch14600 Length of section: 0.7km LLCA: Open Coastal Farmland	While views from this section in SY15 would be restricted, in the WYO travellers would experience views to the north, to a similar extent to those experienced from the existing A96. Travelling further east views would be curtailed by the mature woodlands west of Drummond Lodge which serve to interrupt the views across the surrounding farmlands. Diversity of views: Low Prominent Landmarks: none	Restricted	Low	Passing through PS06 (Brackley Junction Overbridge) at ch14100 to Drummond Lodge, views from the proposed Scheme would become restricted by a combination of earthworks and proposed planting in addition to the existing woods at Drummond Lodge. These elements would restrict views to the direction of travel along the length of the dual carriageway alignment. Diversity of views: Low Prominent Landmarks: none	Restricted	Low
	Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, the views curtailed by the woods east of Brackley.	Negligible		Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, the views curtailed by the woods east of Brackley.	Negligible	
Drummond Lodge to Pooltown ch14600 to ch15500 Length of section: 0.9km LLCA: Open Coastal Farmland	Between Drummond Lodge and Pooltown views from the proposed Scheme would be restricted by a section of cutting. Travellers would experience less visibility than from the comparable section of the existing A96. Diversity of views: Low Prominent Landmarks: none	Restricted	Low	Between Drummond Lodge and Pooltown views from the proposed Scheme would be restricted to the direction of travel, views to the north and south curtailed by a combination of cutting and roadside planting. Diversity of views: Low Prominent Landmarks: none	Restricted	Low
	Impact Significance: Views from the proposed Scheme would be less extensive than those experienced from the existing A96, and of lower scenic quality, with less contrast to the preceding section of road (through woodland) and therefore less sequential variety.	Slight adverse		Impact Significance: Views from the proposed Scheme would be less extensive than those experienced from the existing A96, and of less scenic quality, with less contrast to the preceding section of road (through woodland) and therefore less sequential variety.	Slight adverse	
Pooltown to Blackcastle ch15500 to	Passing PS21 (Gollanfield Road Overbridge) at ch15300, in the WYO, travellers would regain intermittent, short to medium distance views, for a short distance, of the farmlands to the north and	Intermittent	Low to medium	Passing PS21 (Gollanfield Road Overbridge) at ch15300, travellers would regain intermittent, short to medium distance views for a short distance of	Intermittent	Low to medium

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
ch16900	south.			the farmlands to the north and south.		
Length of section: 1.4km	Diversity of views: Low to Medium			Diversity of views: Low to Medium		
	Prominent Landmarks: none			Prominent Landmarks: none		
LLCA: Open Coastal Farmland	Impact Significance: Views from the proposed Scheme would be slightly more extensive than those experienced from the existing A96 owing to the higher vertical alignment of the proposed Scheme.	Slight beneficial		Impact Significance: Views from the proposed Scheme would be slightly more extensive than those experienced from the existing A96 owing to the higher vertical alignment of the proposed Scheme and the new planting associated with the Sustainable Drainage Systems (SUDS) would help to vary the sequence of views north.	Slight beneficial	
Blackcastle to Blackcastle Quarry ch16900 to ch18900	Between Blackcastle and Blackcastle Quarry views from the proposed Scheme would become restricted by the proposed Scheme entering a section of cutting and existing woodland. Short distance views to the north across Blackcastle Quarry would be possible for c.400m and while not of scenic value may be of interest to some travellers.	Restricted	Low	As per the WYO, between Easter Glackton and Blackcastle Quarry views from the proposed Scheme would become restricted, by the proposed roadside planting in addition to existing woodland and the proposed Scheme entering a section of cutting. Short distance views to the north across Blackcastle Quarry would be possible for c.400m and while not of scenic value may be of interest to some travellers.	Restricted	Low
Length of section: 2.0km	Diversity of views: Low			Diversity of views: Low		
LLCA: Enclosed Forest Edge Farmland	Prominent Landmarks: Blackcastle Quarry			Prominent Landmarks: Blackcastle Quarry		
	Impact Significance: Views from the proposed Scheme would be more restricted than those currently experienced, travellers experiencing a reduction in the extents of the available views, though this would provide a greater degree of contrast with the preceding and following sections of road in the sequential experience and the new overbridge would provide a visual reference.	Slight adverse		Impact Significance: Views from the proposed Scheme would be more restricted than those currently experienced, travellers experiencing a reduction in the extents of the available views, though this would provide a greater degree of contrast with the preceding and following sections of road in the sequential experience and the new overbridge would provide a visual reference.	Slight adverse	
Blackcastle Quarry to Mardon	Between Blackcastle Quarry and Mardon House, travellers would experience relatively open, long	Open	High	Between Blackcastle Quarry and Mardon House, travellers would have the opportunity to	Intermittent to the south, restricted to	Medium

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
House ch18900 to ch19400 Length of section: 0.5km LLCA: Enclosed Forest Edge Farmland	distance views to the south across a gently rolling agricultural landscape and the foothills beyond. Travellers would gain views to the north towards Delnies Wood and the broad skylines to the east. Diversity of views: Medium			experience relatively open, long distance views to the south across a gently rolling agricultural landscape and the foothills beyond. To the north, views would be restricted by mixed woodland planted to screen views of the proposed Scheme from nearby properties at Drumdivan and Mardon House. Diversity of views: Medium	the north	
	Prominent Landmarks: The foothills to the south would be a noticeable feature from the proposed Scheme.			Prominent Landmarks: None		
	Impact Significance: Views from the proposed Scheme would be of greater scenic quality and diversity, with a more varied sequence of views than experienced for the comparable section of the existing A96 which passes to the north of Delnies Wood in the approach to Nairn.			Moderate beneficial		
Mardon House to Meikle Kildrummie ch19400 to ch20100 Length of section: 0.7km LLCA: Enclosed Forest Edge Farmland	As per the previous section, travellers would generally continue to experience open, long distance views to the south and short distance views across farmland to Delnies Wood (and Moss-side) to the north. Diversity of Views: Medium to High	Open	High	Views from this section would be restricted by mixed woodland planted to either side of the proposed Scheme. In regard to the comparable section of the existing A96 which passes through an urban situation, travellers would experience views of a rural nature albeit restricted. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: The foothills to the south would be a noticeable feature from the proposed Scheme.			Prominent Landmarks: None		
	Impact Significance: While travellers on the comparable section of the existing A96 experience limited views through the town of Nairn, travellers on the proposed Scheme would pass through a rural landscape exhibiting greater			Moderate beneficial		

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
	scenic quality with a more varied sequence of views.			greater scenic qualities, with a more varied sequence of views, although views would be limited.		
Meikle Kildrummie to east of Balnaspirach ch20100 to ch21400 Length of section: 1.3km LLCA: Enclosed Forest Edge Farmland	Continuing from the previous section, in the WYO travellers would continue to experience open, long distance views to the south and short range views across farmland to Delnies Wood (and Moss-side) to the north. Diversity of Views: Medium to High Prominent Landmarks: The foothills to the south would be a noticeable feature from the proposed Scheme. Impact Significance: While travellers on the comparable section of the existing A96 experience limited views through the town of Nairn, travellers on the proposed Scheme would continue to journey through a rural landscape exhibiting greater scenic quality, with a more varied sequence of views, though the transition between urban and rural landscapes would no longer be experienced.	Open		Views to the wider landscapes to the south of the proposed Scheme would be regained for a short distance as the proposed Scheme passes to the south of Balnaspirach. While these views would be open and long distance, views to the north towards Moss-side would be restricted by woodland planting. Diversity of views: Medium Prominent Landmarks: None	Open to the south, restricted to the north	Medium
		Moderate beneficial		Impact Significance: Views would be of a greater scenic quality and more diverse, with a more varied sequence of views than the comparable section of the existing A96 which passes through Nairn, though the contrast of the transition between urban and rural landscapes would no longer be experienced.	Moderate beneficial	
East of Balnaspirach to River Nairn ch21400 to ch22300 Length of section: 1.7km LLCA: Enclosed	From this section of the proposed Scheme, the open views experienced in the previous sections would become restricted by a section of cutting prior to the crossing of the River Nairn. Travellers would however continue to experience rural scenery. Diversity of views: Low Prominent Landmarks: None Impact Significance: Views would be of a rural	Restricted	Low	From this section of the proposed Scheme, views from the proposed Scheme are restricted by cutting in addition to woodland planting along the road corridor. Diversity of views: Low Prominent Landmarks: None	Restricted	Low
		Slight beneficial		Impact Significance: Views would be of a rural	Slight beneficial	

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Forest Edge Farmland	character as opposed to an urban character as is experienced from the existing A96; however the views from the proposed Scheme would be restricted and of low diversity and the contrast of the transition between urban and rural landscapes would no longer be experienced.			character as opposed to an urban character as is experienced from the existing A96 however the views from the proposed Scheme are restricted and of low diversity and the contrast of the transition between urban and rural landscapes would no longer be experienced.		
River Nairn to Crook ch22300 to ch22800 Length of section: 0.5km	Having passed through a section of cutting with limited visibility of the wider surrounds to the proposed Scheme, travellers would experience brief, open views to the north and south as the proposed Scheme crosses the River Nairn. Diversity of views: Medium	Open	Medium	As per the WYO, having passed through a section of cutting with limited visibility of the wider surrounds to the proposed Scheme, travellers would experience brief, open views to the north and south as the proposed Scheme crosses the River Nairn. Diversity of views: Medium	Open	Medium
LLCA: River Nairn Corridor transitioning to Auldearn Forested Rolling Farmland	Prominent Landmarks: River Nairn Impact Significance: Views from this section would be more diverse and of greater scenic quality with a more varied sequence of views than the comparable section of the existing A96 which passes through Nairn, though the contrast of the transition between urban and rural landscapes would no longer be experienced.	Moderate beneficial		Prominent Landmarks: River Nairn Impact Significance: Views from this section would be more diverse and of greater scenic quality with a more varied sequence of views than the comparable section of the existing A96 which passes through Nairn, though the contrast of the transition between urban and rural landscapes would no longer be experienced.	Moderate beneficial	
Crook to PS17 (Nairn East Junction Underbridge) ch22800 to ch25700 Length of section: 2.9km LLCA: Auldearn	Between Crook and the PS17 (Nairn East Junction Underbridge) at ch25995 views from the proposed Scheme would be largely restricted to the direction of travel, the dual carriageway alignment passing through sections of cutting and bounded by existing planting. Views would also be interrupted by the overbridge associated with PS17 (Nairn East Junction Underbridge) at ch25995. Diversity of views: Low Prominent Landmarks: None	Restricted	Low	Between Crook and the PS17 (Nairn East Junction Underbridge) at ch25995 views from the proposed Scheme would be largely restricted to the direction of travel, the dual carriageway alignment passing through sections of cutting and bounded by existing and proposed woodland planting. Diversity of views: Low Prominent Landmarks: None	Restricted	Low

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Forested Rolling Farmland	Impact Significance: Views from this section would be less extensive and of lower scenic quality with a less varied sequence of views than from the comparable section of the existing A96 from which views of a more open nature are experienced on leaving Nairn.	Moderate adverse		Impact Significance: Views from this section would be less extensive and of lower scenic quality than the views from the comparable section of the existing A96 from which views of a more open nature are experienced on leaving Nairn, though travellers would experience a sequence of changing views as the route curves alternately through dense woodland and agricultural landscape.	Moderate adverse	
PS17 (Nairn East Junction Underbridge) to Mill of Boath ch25700 to ch26500 Length of section: 0.8km	In the WYO, between the PS17 (Nairn East Junction Underbridge) at ch25995 and Mill of Boath the elevation of the proposed Scheme would allow for short to medium distance views across the farmlands to the north and to Auldearn and surrounding farmlands to the south-east. Diversity of views: Medium Prominent Landmarks: None	Open	Medium	Between the PS17 (Nairn East Junction Underbridge) at ch25995 and Mill of Boath the elevation of the proposed Scheme would allow for intermittent short to medium distance views across the farmlands to the north and to Auldearn and surrounding farmlands to the south-east where not restricted by woodland. Diversity of views: Medium Prominent Landmarks: None	Intermittent	Medium
LLCA: Auldearn Forested Rolling Farmland	Impact Significance: Views from this section of the proposed Scheme would be more open with a more varied sequence of views than experienced for the comparable section of the existing A96 which is situated in cutting.	Slight beneficial		Impact Significance: Views from this section of the proposed Scheme would be more open with a more varied sequence of views than experienced for the comparable section of the existing A96 which is situated in cutting.	Slight beneficial	
Mill of Boath to Bogside of Boath ch26500 to ch27300 Length of section: 0.8km	Between Mill of Boath and Bogside of Boath travellers would continue to experience relatively open views across the surrounding farmland. Diversity of views: Medium Prominent Landmarks: None	Open	Medium	Views from the proposed Scheme between Mill of Boath and Bogside of Boath would be restricted to the north and south by woodland planting and bunding. Diversity of views: Low to Medium Prominent Landmarks: None	Restricted	Low
LLCA: Auldearn Forested Rolling	Impact Significance: While views from the proposed Scheme would be of a different nature to those experienced from the comparable section	Negligible		Impact Significance: While views from the proposed Scheme would be of a different nature to those experienced from the comparable section of	Negligible	

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Views from the Proposed Scheme, Winter Year of Opening (WYO)				Views from the Proposed Scheme, Summer 15 years after Opening (SY15)				
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality		
Farmland	of the existing A96 situated to the south, they would be of a similar extents and diversity.			the existing A96 they would be of a similar extents and diversity.				
Bogside of Boath to Hardmuir ch27300 to ch30900 Length of section: 3.6km LLCA: Auldearn Open Farmland	Views from this section of the proposed Scheme would be largely restricted by sections of cutting and existing woodland, travellers briefly experiencing more open views in the region of Gallows Hill, though the passage over the crest of Gallows Hill would open up a new view framed by cutting in the direction of travel. Diversity of Views: Low Prominent Landmarks: None	Restricted	Low	Views from the proposed Scheme between Bogside of Boath and Hardmuir would be restricted to the direction of travel, views of the wider surrounds curtailed by sections of cutting and both existing and proposed woodland, although the passage over the crest of Gallows Hill would open up a new view framed by cutting in the direction of travel. Diversity of Views: Low Prominent Landmarks: None	Restricted	Low		
	Impact Significance: Views from the proposed Scheme would be limited due to the route passing through sections of cutting as opposed to the more open and diverse views experienced from the existing A96.			Slight adverse			Impact Significance: Views from the proposed Scheme would be very limited due to the route passing through sections of cutting and woodland as opposed to the more open and diverse views experienced from the existing A96.	Moderate adverse
	Between Hardmuir and the proposed Scheme end, travellers would experience open short to medium distance views across the farmed and forested landscapes to the north and south. Longer distance views to the east, in the direction of travel, would also be possible, travellers obtaining views of the forested hills beyond the town of Forres. Diversity of views: Medium Prominent Landmarks: None			Open			Medium	Between Hardmuir and the proposed Scheme end, travellers would experience open short to medium distance views across the farmed and forested landscapes to the north and south. Longer distance views to the east, in the direction of travel, would also be possible, travellers obtaining views of the forested hills beyond the town of Forres. Diversity of views: Medium Prominent Landmarks: None
Impact Significance: Views from the proposed Scheme would be similar in nature as those experienced from the existing A96.	Negligible	Impact Significance: Views from the proposed Scheme would be similar in and nature as those experienced from the existing A96.	Negligible					

Table 4: Assessment of Westbound Views from the Proposed Scheme

View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Proposed Scheme start to Hardmuir ch31200 to ch30900 Length of section: 0.3km LLCA: Auldearn Open Farmland	Between the eastern end of the proposed Scheme and Hardmuir travellers would begin to experience a reduction in the extent of views appreciable from the road. This would be due to the presence of existing woodland planting along the road alignment and large scale cutting through which the proposed Scheme would pass.	Intermittent	Low	As per the WYO between the eastern end of the proposed Scheme and Hardmuir travellers would begin to experience in a reduction in the extent of views appreciable from the road. This would be due to the presence of existing woodland planting along the road alignment and large scale cutting through which the proposed Scheme would pass.	Intermittent	Low
	Diversity of views: Low			Diversity of views: Low		
	Prominent Landmarks: None	Impact Significance: Views from the proposed Scheme would be of similar extents and nature as those experienced from the existing A96.	Negligible		Prominent Landmarks: None	Negligible
Hardmuir to Bogside of Boath ch30900 to ch27300 Length of section: 3.6km LLCA: Auldearn Open Farmland	Views from the proposed Scheme between Hardmuir and Bogside of Boath would be restricted to the direction of travel, views of the wider surrounds curtailed by sections of cutting and roadside woodland, though the passage over the crest of Gallows Hill would open up a new view framed by cutting in the direction of travel.	Restricted	Low	Views from the proposed Scheme between Hardmuir and Bogside of Boath would be restricted to the direction of travel, views of the wider surrounds curtailed by sections of cutting and roadside woodland, though the passage over the crest of Gallows Hill would open up a new view framed by cutting in the direction of travel.	Restricted	Low
	Diversity of views: Low			Diversity of views: Low		
	Prominent Landmarks: None	Impact Significance: Views from the proposed Scheme would be limited to the direction of travel only due to the route passing through sections of cutting and woodland as opposed to the more open westbound views experienced from the existing A96.	Moderate adverse		Prominent Landmarks: None	Moderate adverse
Bogside of Boath to Mill of Boath ch27300 to ch26500	Between Bogside of Boath and Mill of Boath travellers would experience relatively open, short to medium distance views of the Drumduan farmland and the eastern fringes of Nairn to the north and west. Views would be partially restricted by bunding to the south of the single	Intermittent to the north, restricted to the south	Low	Between Bogside of Boath and Mill of Boath travellers would experience relatively open views of the Drumduan farmland and the eastern fringes of Nairn to the north and west. Views to the south from this section would be restricted by woodland planting.	Intermittent to the north, restricted to the south	Low

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Length of section: 0.8km LLCA: Auldearn Forested Rolling Farmland	carriageway. Diversity of views: Low			Diversity of views: Low		
	Prominent Landmarks: Travellers would experience views of east Nairn.			Prominent Landmarks: Travellers would experience views of east Nairn.		
	Impact Significance: While views from the proposed Scheme would be of a different nature to those experienced from the comparable section of the existing A96 they would be of a similar extents and diversity.	Negligible		Impact Significance: While views from the proposed Scheme would be of a different nature to those experienced from the comparable section of the existing A96 they would be of a similar extents and diversity.	Negligible	
Mill of Boath to PS17 (Nairn East Junction Underbridge) ch26500 to ch25700 Length of section: 0.8km LLCA: Auldearn Forested Rolling Farmland	Between Mill of Boath and the PS17 (Nairn East Junction Underbridge) at ch25995 the elevation of the proposed Scheme would continue to allow for short to medium distance views across the farmlands to the north and west to the eastern fringes of Nairn and short distance views across farmland to the south. Diversity of views: Medium	Open	Medium	Between Mill of Boath and the PS17 (Nairn East Junction Underbridge) at ch25995 the elevation of the proposed Scheme would allow for short to medium distance views across the farmlands to the north and west to the eastern fringes of Nairn and short distance views across farmland to the south. Diversity of views: Medium	Open	Medium
	Prominent Landmarks: Travellers would continue to experience views of Nairn as per the previous section.			Prominent Landmarks: Travellers would continue to experience views of Nairn as per the previous section.		
	Impact Significance: Views from this section of the proposed Scheme would be of a greater extent with a more varied sequence of views than experienced from the comparable section of the existing A96 which is situated in cutting.	Moderate beneficial		Impact Significance: Views from this section of the proposed Scheme would be of a greater extent with a more varied sequence of views than experienced from the comparable section of the existing A96 which is situated in cutting.	Moderate beneficial	
PS17 (Nairn East Junction Underbridge) to Crook ch25700 to ch22800 Length of section: 2.9km	Between the PS17 (Nairn East Junction Underbridge) at ch25995 and Crook views from the proposed Scheme would be largely restricted to the direction of travel only, the dual carriageway alignment passing through sections of cutting and bounded by existing woodland planting. Diversity of views: Low	Restricted	Low	Between the PS17 (Nairn East Junction Underbridge) at ch25995 and Crook views from the proposed Scheme would be largely restricted to the direction of travel only, the dual carriageway alignment passing through sections of cutting and bounded by existing and proposed woodland planting. Diversity of views: Low	Restricted	Low

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
LLCA: Auldearn Forested Rolling Farmland	Prominent Landmarks: None			Prominent Landmarks: None		
	Impact Significance: Views from this section would be less extensive and of a lower scenic quality with a less varied sequence of views than from the comparable section of the existing A96 in the approach to Nairn from which views of a more open nature and more extensive character are experienced. However views from the proposed Scheme would be of a more rural nature.	Slight adverse		Impact Significance: Views from this section would be less extensive and of a lower scenic quality than the views from the comparable section of the existing A96 in the approach to eastern Nairn from which views of a more open nature and more extensive character are experienced, though travellers would experience a sequence of changing views as the route curves alternately through dense woodland and agricultural landscape.	Slight adverse	
Crook to River Nairn ch22800 to ch22300 Length of section: 0.5km LLCA: Auldearn Forested Rolling Farmland transitioning to River Nairn Corridor	Having travelled through the previous, relatively enclosed section, travellers would experience open views across the River Nairn to the south as the proposed Scheme crosses the river views to the north being restricted by noise barriers.	Open	Medium	As per the WYO, having travelled through the previous, relatively enclosed section, travellers would experience open views across the River Nairn to the north and south as the proposed Scheme crosses the river before entering the next enclosed section.	Open	Medium
	Diversity of views: Medium			Diversity of views: Medium		
	Prominent Landmarks: River Nairn	Impact Significance: Views from this section would be more diverse and of greater scenic quality with more varied sequence of views than experienced from the comparable section of the existing A96 which passes through Nairn, though the contrast of the transition between urban and rural landscapes would no longer be experienced..	Moderate beneficial		Impact Significance: Views from this section would be more diverse and of greater scenic with a more varied sequence of views than the comparable section of the existing A96 which passes through Nairn, though the contrast of the transition between urban and rural landscapes would no longer be experienced.	Moderate beneficial
River Nairn to East of Balnaspirach ch22300 to ch21600 Length of section: 0.7km	From this section of the proposed Scheme, views from the proposed Scheme are restricted by a section of cutting; however travellers would be conscious of passing through a rural landscape. Diversity of views: Low	Restricted	Low	From this section of the proposed Scheme, views from the proposed Scheme are restricted by cutting in addition to woodland planting along the road corridor however travellers would be conscious of passing through a rural landscape. Diversity of views: Low	Restricted	Low

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
LCA: Enclosed Forest Edge Farmland	Prominent Landmarks: None			Prominent Landmarks: None		
	Impact Significance: Views would be of a rural character as opposed to an urban character as experienced from the existing A96 however the views from the proposed Scheme would be restricted and of low diversity and the contrast of the transition between urban and rural landscapes would no longer be experienced.	Slight beneficial		Impact Significance: Views would be of a rural character as opposed to an urban character as experienced from the existing A96 however the views from the proposed Scheme would be restricted and of low diversity and the contrast of the transition between urban and rural landscapes would no longer be experienced.	Slight beneficial	
East of Balnaspirach to Meikle Kildrummie ch21600 to ch20100 Length of section: 1.5km LLCA: Enclosed Forest Edge Farmland	Following the previously enclosed section, travellers would pass into a more open landscape and be able to appreciate open medium to long distance views to the west and south and shorter distance views to the north towards Delnies Wood. Diversity of views: Medium	Open	Medium to high	Between Balnaspirach and Meikle Kildrummie travellers would experience short to medium distance views to the south across the Meikle Kildrummie farmlands towards the foothills of Dava Moor. Views to the north from this section would be restricted by woodland planting along the northern edge of the proposed Scheme. Diversity of views: Medium	Open to the south, restricted to the north	Medium
	Prominent Landmarks: the foothills to Dava Moor would be visible			Prominent Landmarks: the foothills to Dava Moor would be visible		
	Impact Significance: Views would be of a rural character as opposed to an urban character as is experienced from the existing A96 with a more varied sequence of views and of greater scenic quality.	Moderate beneficial		Impact Significance: Views would be of a rural character as opposed to an urban character as is experienced from the existing A96. Views from the proposed Scheme are restricted to the north but open to the south affording views across farmlands to the hills beyond.	Moderate beneficial	
Meikle Kildrummie to Mardon House to ch20100 to ch19400 Length of section: 0.7km LCA: Enclosed Forest Edge Farmland	Views from this section would continue to be relatively open with long distance views to the south towards the foothills of Dava Moor and shorter distance views to the north. Diversity of views: Low	Open	Medium to high	Views from this section would be restricted by mixed woodland planted to either side of the proposed Scheme. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: the foothills to Dava Moor would be visible			Prominent Landmarks: None		
	Impact Significance: Views would be of a greater scenic quality and more diverse than the comparable section of the existing A96 which passes through Nairn, with a more	Moderate beneficial		Impact Significance: Views would be of a greater scenic quality and more diverse than the comparable section of the existing A96 which passes through Nairn, with a more	Moderate beneficial	

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
	varied sequence of views.			varied sequence of views, although views would be limited.		
Mardon House to Blackcastle Quarry ch19400 to ch18900 Length of section: 0.5km LLCA: Enclosed Forest Edge Farmland	Between Mardon House and Blackcastle Quarry travellers would continue to experience relatively open, long distance views to the south across a gently rolling agricultural landscape and the foothills beyond. Diversity of views: Medium	Open	High	Between Mardon House and Blackcastle Quarry travellers would generally experience relatively open, long distance views to the south across a gently rolling agricultural landscape and the foothills beyond. Views to the south would become restricted by woodland between ch18900 and ch18400. To the north, views would be restricted by mixed woodland planted to screen views of the proposed Scheme from nearby properties. Diversity of views: Medium	Restricted to the north, generally open to the south	High
	Prominent Landmarks: the foothills to Dava Moor would be visible			Prominent Landmarks: the foothills to Dava Moor would be visible		
	Impact Significance: While travellers on the comparable section of the existing A96 experience restricted views, travellers on the proposed Scheme would journey through a rural landscape exhibiting greater scenic qualities with a more varied sequence of views.			Slight beneficial		
Blackcastle Quarry to Easter Glackton ch18900 to ch16300 Length of section: 2.1km LLCA: Enclosed Forest Edge Farmland transitioning to Open Coastal Farmland	Between Blackcastle Quarry and Easter Glackton views from the proposed Scheme would be restricted by a noise barriers and cutting, travellers gaining views to the north only across the Pooltown farmlands towards the end of this section. Diversity of views: Medium	Restricted	Low	Between Blackcastle Quarry and Easter Glackton views from the proposed Scheme would be restricted by a combination of roadside planting, noise barriers and the proposed Scheme entering a section of cutting. Diversity of views: Medium	Restricted	Low
	Prominent Landmarks: Blackcastle Quarry			Prominent Landmarks: Blackcastle Quarry		
	Impact Significance: Views from the proposed Scheme would be more restricted than those currently experienced, travellers experiencing a reduction in the nature and extents of the available views, though this would provide a greater degree of contrast with the preceding and following sections of road in the sequential experience and the new overbridge would provide a visual reference.			Slight adverse		

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Easter Glackton to Pooltown ch16300 to ch15500 Length of section: 0.8km LLCA: Open Coastal Farmland	Passing PS21 (Gollanfield Road Overbridge) at ch15300, travellers would experience, short to medium distance views across the farmlands to the north and south.	Open	Low	Passing PS21 (Gollanfield Road Overbridge) at ch15300, travellers would regain intermittent, short to medium distance views across the farmlands to the north and south.	Intermittent	Low
	Diversity of views: Low			Diversity of views: Low		
	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Views from the proposed Scheme would be slightly more extensive than those experienced from the existing A96 owing to the higher vertical alignment of the proposed Scheme.	Slight beneficial		Impact Significance: Views from the proposed Scheme would be slightly more extensive than those experienced from the existing A96 owing to the higher vertical alignment of the proposed Scheme and the new planting associated with the SUDS would help to vary the sequence of views north.	Slight beneficial	
Pooltown to Drummond Lodge ch15500 to ch14600 Length of section: 0.9km LLCA: Open Coastal Farmland	Between Pooltown and Drummond Lodge views from the proposed Scheme would be restricted to the direction of travel, views to the north and south curtailed by cutting.	Restricted	Low	Between Pooltown and Drummond Lodge views from the proposed Scheme would be restricted to the direction of travel, views to the north and south curtailed by a combination of cutting and roadside planting.	Restricted	Low
	Diversity of views: Low			Diversity of views: Low		
	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Views from the proposed Scheme would be less extensive than those experienced from the existing A96, and of lower scenic quality, with less contrast to the following section of road (through woodland) and therefore less sequential variety.	Slight adverse		Impact Significance: Views from the proposed Scheme would be less extensive than those experienced from the existing A96, and of lower scenic quality, with less contrast to the following section of road (through woodland) and therefore less sequential variety.	Slight adverse	
Drummond Lodge to PS06 (Brackley Junction Overbridge) ch14600 to ch13900 Length of section:	Passing through the PS06 (Brackley Junction Overbridge) at ch14100 to Drummond Lodge, views from the proposed Scheme would be restricted by a combination of existing woods at Drummond Lodge and earthworks. These elements would restrict views to the direction of travel along the length of the dual carriageway alignment.	Restricted	Low	Passing through the PS06 (Brackley Junction Overbridge) at ch14100 to Drummond Lodge, views from the proposed Scheme would be restricted by a combination of existing woods at Drummond Lodge in addition to earthworks and the proposed planting. These elements would restrict views to the direction of travel along the length of the dual carriageway alignment.	Restricted	Low
	Diversity of views: Low					

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
0.7km				Diversity of views: Low		
LLCA: Open Coastal Farmland	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, the views interrupted by the woods east of Brackley.	Negligible		Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, the views interrupted by the woods east of Brackley.	Negligible	
PS06 (Brackley Junction Overbridge) to Drumine ch13900 to ch13200 Length of section: 0.7km	Following the restricted views of the previous section, between the PS06 (Brackley Junction Overbridge) at ch14100 and Drumine travellers would experience long distance, open views to the north and north-west towards the Black Isle and short to medium distance views to the south across the existing A96 to the adjoining farmland and wooded slopes beyond. Diversity of views: Medium	Open	Medium	As per the WYO. Between the PS06 (Brackley Junction Overbridge) at ch14100 and Drumine travellers would experience long distance, open views to the north and north-west towards the Black Isle and short to medium distance views to the south across the existing A96 to the adjoining farmland and wooded slopes beyond. Diversity of views: Medium	Open	Medium
LLCA: Open Coastal Farmland	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Travellers would experience intermittent views of the surrounding landscape views extending north towards the Black Isle with a stronger contrast with the sections of route before and after enhancing the sequential experience.	Slight beneficial		Impact Significance: Travellers would experience intermittent views of the surrounding landscape views extending north towards the Black Isle with a stronger contrast with the sections of route before and after enhancing the sequential experience.	Slight beneficial	
Drumine ch13200 to ch12600 Length of section: 0.6km	Views from this section would be restricted by the existing and proposed planting at Drumine/Milton of Gollanfield, the planting interrupting views to the north and south. Diversity of views: Low	Open to the north, restricted to the south	Low	Views from this section would be restricted by the existing and proposed planting at Drumine/Milton of Gollanfield, the planting interrupting views to the north and south. Diversity of views: Low	Restricted	Low
LLCA: Open Coastal Farmland	Prominent Landmarks: none			Prominent Landmarks: none		
	Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96.	Negligible		Impact Significance: Views would be restricted or of a similar nature to those currently experienced from the existing A96. The existing and proposed woodland would restrict views on both sides, in contrast to the open views experienced before and after.	Slight adverse	
Drumine to Inverness	Passing Drumine travellers would experience open views across Inverness Airport to the north and the Moray Firth	Open	Medium	Passing Drumine travellers would experience relatively open views across Inverness Airport to the north and the	Open	Medium

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Airport ch12600 to ch10800 Length of section: 1.8km LLCA: Open Coastal Farmland	beyond. Views to the south and west would also be experienced across the open farmlands between Mid Coul and Drumine before being curtailed by Tornagrain Woods. Diversity of views: Medium	Negligible		Moray Firth beyond. Views to the south and west would also be experienced across the open farmlands between Mid Coul and Drumine before all views are curtailed by the proposed mixed woodland at Culblair (ch11300 to 10900) and Tornagrain Wood. Diversity of views: Medium	Negligible	
	Prominent Landmarks: Travellers would gain views across Inverness Airport and the Moray Firth/Black Isle beyond.			Prominent Landmarks: Travellers would gain views across Inverness Airport and the Moray Firth/Black Isle beyond.		
	Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, though the sweeping curve of the road would add interest to the sequential experience.			Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96, though the sweeping curve of the road would add interest to the sequential experience.		
Inverness Airport to Kerrowaird ch10800 to ch8300 Length of section: 2.5km LLCA: Tornagrain Woods	Between Kerrowaird and Inverness Airport the proposed Scheme passes through Tornagrain Wood and views are restricted to the direction of travel and the road corridor. Diversity of views: Low	Restricted	Low	Between Kerrowaird and Inverness Airport the proposed Scheme passes through Tornagrain Wood and views are restricted to the direction of travel and the road corridor. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: None			Prominent Landmarks: None		
	Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96.			Impact Significance: Views would be of a similar nature to those currently experienced from the existing A96.		
Kerrowaird to PS02 (Balloch Junction Underbridge) ch8300 to ch5800 Length of section: 2.5km LLCA: Forest Edge Farmland transitioning	Between Kerrowaird and the PS02 (Balloch Junction Underbridge) at ch5000 travellers would experience generally open, occasionally intermittent views to both the north and south of the proposed Scheme in addition to the direction of travel. Views would comprise the farmed slopes below Culloden Forest to the south and to the north extend across the Morayston farmland. Diversity of views: Low	Open	Medium	Between Kerrowaird and the PS02 (Balloch Junction Underbridge) at ch5000 travellers would experience generally open, occasionally intermittent views to both the north and south of the proposed Scheme in addition to the direction of travel. Views would comprise the farmed slopes below Culloden Forest to the south and to the north extend across the Morayston farmland. Diversity of views: Low	Open	Medium
	Prominent Landmarks: The Norbord Factory would be viewed to the side of the direction of travel to the north with longer distance views towards the Moray Firth and the			Prominent Landmarks: The Norbord Factory would be viewed to the side of the direction of travel to the north with longer distance views towards the Moray Firth and the		

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
to Open Coastal Lowland	Black Isle.			Black Isle.		
	Impact Significance: The raised elevation of the proposed Scheme relative to the existing A96 would allow travellers to appreciate more diverse and wider views with a more varied sequence of views than currently experienced	Moderate beneficial		Impact Significance: The raised elevation of the proposed Scheme relative to the existing A96 would allow travellers to appreciate more diverse and wider views with a more varied sequence of views than currently experienced	Moderate beneficial	
PS02 (Balloch Junction Underbridge) ch5800 to ch4600 Length of section: 1.2km LLCA: Open Coastal Lowland	From this section, in the WYO, views from the proposed Scheme would continue to be open, travellers experiencing long distance views to the north and west and shorter distance views to the south. Diversity of views: Low	Open	Low	Following travel through the previous relatively open section, views of the wider landscape become restricted by woodland planting associated with the PS02 (Balloch Junction Underbridge) at ch5000. Longer distance views would however be possible in the direction of travel, travellers experiencing glimpsed views of the Kessock Bridge and Moray Firth. Diversity of views: Low	Restricted	Low
	Prominent Landmarks: The Kessock Bridge and Moray Firth would be visible from this section.			Prominent Landmarks: The Kessock Bridge and Moray Firth would be visible from this section.		
	Impact Significance: Travellers would experience views of a more extensive nature with a more varied sequence of views than from the existing A96.	Moderate beneficial		Impact Significance: Travellers would experience views of a slightly more extensive nature and more varied sequence than those experienced from the existing A96 albeit that views would at times be restricted to the north and south by woodland.	Slight beneficial	
PS02 (Balloch Junction Underbridge) to Allanfearn ch4600 to ch3000 Length of section: 1.7km LLCA: Open Coastal Lowland transitioning to Culloden Estate	Between the PS02 (Balloch Junction Underbridge) at ch5000 and Allanfearn westbound travellers would experience relatively open views to the south. These views would extend across the arable farmlands common to the area towards the villages of Culloden and Balloch in addition to the forested ridgeline at the northern edge of Culloden Muir. Views to the north from this section would be initially open, travellers experiencing views towards the Moray Firth before being curtailed by noise barriers in the region of Allanfearn Farm and Cottage in addition to woodland planting. Diversity of views: Medium	Intermittent to the north, open to the south	Low to Medium	As per the WYO. Between the PS02 (Balloch Junction Underbridge) at ch5000 and Allanfearn westbound travellers would experience relatively open views to the south. These views would extend across the arable farmlands common to the area towards the villages of Culloden and Balloch in addition to the forested ridgeline at the northern edge of Culloden Muir. Views to the north from this section would be initially open, travellers experiencing views towards the Moray Firth before being curtailed by noise barriers in the region of Allanfearn Farm and Cottage in addition to woodland planting.	Intermittent to the north, open to the south	Low to Medium

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View from the Proposed Scheme, Winter Year of Opening (WYO)				View from the Proposed Scheme, Summer 15 years after Opening (SY15)		
Section (approximate chainage for guidance)	Nature of View	Extent of Views	Scenic Quality	Nature of View	Extent of Views	Scenic Quality
Farmlands				Diversity of views: Medium		
	Prominent Landmarks: the forested ridge at the edge of Culloden Muir which runs broadly parallel to the proposed Scheme. The Kessock Bridge would be intermittently visible from this section.			Prominent Landmarks: the forested ridge at the edge of Culloden Muir which runs broadly parallel to the proposed Scheme. The Kessock Bridge would be intermittently visible from this section.		
	Impact Significance: Travellers would experience views of a slightly more diverse and open nature with a more varied sequence of views than from the comparable section of the existing A96.	Slight beneficial		Impact Significance: Travellers would experience views of a slightly more diverse and open than the views experienced from the comparable section of the existing A96, with a more varied sequence of views.	Slight beneficial	
Inverness Retail and Business Park to Allanfean ch3000 to ch800 Length of Section: 2.2km LLCA: Culloden Estate Farmlands transitioning to Inverness Urban Fringe	Views from the proposed Scheme would be generally directed west along the dual carriageway alignment in the direction of travel, views to the north being restricted by a combination of noise barriers and bunds to the roadside and to the south by noise barriers and earthworks. Where wider views do occur, these would typically extend to the south across the neighbouring large scale arable farmlands to the south towards the village of Culloden situated on the slopes below Culloden Wood or glimpsed to the north. Travellers would begin to be conscious of arriving in the urban fringe of Inverness and transitioning into an urban environment. Diversity of views: Low	Restricted	Low	As per the WYO, views from the proposed Scheme would be generally directed west along the dual carriageway alignment in the direction of travel, views to the north being restricted by a combination of noise barriers and bunds to the roadside in addition to tree planting, and to the south by noise barriers, earthworks and vegetation. Where wider views do occur, these would typically extend to the south across the neighbouring large scale arable farmlands to the south towards the village of Culloden situated on the slopes below Culloden Wood or glimpsed to the north. Travellers would begin to be conscious of arriving in the urban fringe of Inverness and transitioning into an urban environment. Diversity of views: Low	Restricted	Low
	Prominent landmarks: Inverness Retail and Business Park			Prominent landmarks: Inverness Retail and Business Park		
		Impact Significance: While the proposed Scheme would be embanked, the extent of views would be similar to those currently experienced from the existing A96.	Negligible		Impact Significance: While the proposed Scheme would be embanked, the extent of views would be similar to those currently experienced, with screening by the proposed mitigation planting.	Negligible