

APPENDIX 4.2: VISUAL RECEPTOR ASSESSMENT

1. VISUAL RECEPTOR ASSESSMENT

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1. VISUAL RECEPTOR ASSESSMENT

Please see **Figure 4.3a-c - Visual Receptors with ZTV.**

Table 1.1: Building Based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B1	Dounie Cottage and Burn of Rothes Residents and visitors to 1-1.5 storey residential property and cottage on the edge of forest alongside R8 (Core Path SP01).	Main views in multiple directions, generally orientated towards the north across open fields and felled forestry, with forestry visible in the background. To the south and south-east, the edge of the Wood of Conerock is visible across Core Path SP01. Mast visible towards the north on skyline.	Medium-High	The Proposed Development would be visible towards the north and north-west running across open areas of felled forestry on the opposite slope in an elevated position.	300m	Medium	Low - Medium	Minor - Moderate Adverse (not significant)	Minor - Moderate Adverse (not significant)
B2	Brauchhill and Ardcanny Residents and visitors to residential and farm buildings in an elevated position to the north of R9 (Core Path SP12).	Main elevated views towards the south and south-east across partially forested valley and Rothes Golf Course in the distance. Towards the north, rear view of forest edge in close proximity with some views enclosed by the landform.	Medium	The Proposed Development would be visible in rear views to the north, west and north-west passing in front of the forest edge. From Ardcanny, there would be more open views of the Proposed Development to the north, as it nears the A941, passing in front of the edge of Ardcanny Wood.	85m	Medium	Low - Medium	Moderate Adverse (significant)	Minor-Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B3	Drumbain Residents and visitors to residential property with outbuildings in an elevated position to the south-west of the A941.	Predominant north-westerly and south-easterly orientation of main views along the A941, with Ardcanny Wood visible to the north-west, and Rothes to the south and south-east. Drumbain partially overlooks the A941 from its elevated position to the north-east, in side views.	Low-Medium	The Proposed Development would be largely screened by undulating landform in views to the north-west running towards the A941. Construction activity may be visible to the north-west and in some side views at the edge of Ardcanny Wood. In oblique views to the north-east, the Proposed Development may be glimpsed in some views, but would largely be screened by landform and tree groups lining the A941. New access track may be visible to the north-east.	500m	Low-Medium	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B4	Properties by A941 Residents and visitors to a group of 1-1.5 storey residential properties alongside the A941 in an elevated position.	Southerly main views across the A941 towards group of trees lining the road, with forested hills visible in the background. Rear open views to the north over the Glen of Rothes and forested hills, with residential buildings and the Speyburn Distillery visible on the valley floor.	Low-Medium	Views of the Proposed Development would be to the side, towards the north-west and north, crossing the A941. Where visible it would be seen, crossing forestry and traversing the valley floor. New access track may also be visible to the north.	450m	Low-Medium	Low-Medium	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B5	Speyburn Distillery and nearby properties Residents and visitors to Speyburn Distillery and nearby group of 1-2 storey residential properties with gardens within the Glen of Rothes.	South-westerly main views towards trees lining Brood Burn across the minor road. An existing wood pole overhead line (OHL) is visible in the main view adjacent to the minor road. Steep forested hills are visible in rear views to the north.	Medium	Although it may be perceptible in some views, the Proposed Development would be largely screened by existing forestry on the slopes to the rear of properties in an elevated position. The new access track would be visible from the western most properties within the receptor group.	250m	Low-Medium	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B6	Morar, Delfur Farm, Croft Farm and residential properties along the B9105 Residents and visitors to group 1-1.5 storey residential properties and gardens along the B9015, including farm buildings (some disused).	South-easterly main views towards open field in some cases, across the B9015. Views are generally filtered through trees in gardens and lining the road. In rear views to the north, views are screened by trees and contained by sloping landform. A wood pole OHL passing the properties is visible in side and rear views to the north.	Low-Medium	The Proposed Development would be situated to the rear of properties in a slightly elevated position within forestry, in close proximity to some properties. Where visible it would be seen in filtered views to the north, partially screened by farm and outbuildings at Croft Farm. Construction works for new and upgraded access tracks would be seen by receptors in the north-eastern part of the grouping.	50m	Low-Medium	Low	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)
B7	Rothes Residents and visitors to group of urban properties including residential buildings, commercial buildings, cafe, restaurants.	Mixed orientation of main views within the urban area of Rothes. From some receptors on the edge of the receptor group there may be more open views of tree groups and fields.	Low	The Proposed Development would be largely screened in views by buildings within Rothes and surrounding roads. Potential glimpsed views may be obtained to the north at a distance however these would be filtered.	500m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B8	Dundurcas Farm and Kirkhill Residents and visitors to small group of 1-1.5 storey residential properties, farm, and outbuildings to the south-east of the B9015.	North-easterly and south-westerly orientation of main views along valley with the B9015 visible to the north-west. Views south-south east partially screened by trees in close proximity, with possibly some filtered views towards the River Spey and existing distribution OHL in some views. Forest edge is visible in oblique views to the north across the B9015.	Low-Medium	The Proposed Development would be visible in filtered side views to the west, south and south-east of the properties. Due to the proximity of the Proposed Development construction activity would be visible, although partially screened by trees. Some felling would be required near Dundurcas Farm. In the long term, the Proposed Development would be perceptible in rear views to the west from Dundurcas Farm, and in side/oblique views from Dundurcas Farm and Kirkhill.	150m	Low-Medium	Low	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)
B9	Newlands and properties south to the Wood of Dundurcas Residents and visitors to group of 1-1.5 storey properties and outbuildings north-west of the B9015.	Main views to the south and south-east across the valley, in the direction of forested hills and areas of clear-cutting. A mast is visible on top of the slope in the skyline. The B9015 is visible in the foreground, lined by low bushes and trees. Rear views of forest edge to the north and north-west.	Low-Medium	The Proposed Development would be visible to the south and south-east in partially filtered views through tree groups lining the B9015 and properties along the road.	350m	Low-Medium	Low	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B10	Collie Farm and nearby property Residents and visitors to 1-2-storey residential properties and outbuildings to the east of the B9015.	From Collie Farm there are main views south-east and east across the River Spey towards forested slopes of Ben Aigan, with garden vegetation and nearby outbuildings filtering some of the views. Tree groups and the railway are visible in side views to the north-east. The property to the north-west has main views south-east towards minor road with trees in foreground, and open rear views north-west across farmland. A double woodpole OHL passes the property immediately to the west, and another woodpole line passes to the north of the property. Side views to the west across farmland towards the B9105 and forested hills beyond.	Low-Medium	The Proposed Development would pass to the north-west in close proximity to one of the properties. Construction activity would be very noticeable on the approach to this receptor. The Proposed Development would be noticeable in open views to the north and north-west from this property, although seen in context of existing woodpole lines. From Collie Farm it would be seen in more distant, filtered views through trees lining the access roads.	50m	Medium	Low-Medium	Moderate Adverse (significant)	Minor-Moderate Adverse (not significant)
B11	Garbity House Residents and visitors to properties with outbuildings, located to the west of the River Spey.	Main views are open across fields towards railway and bridge crossing the River Spey to the south-east, with forested slopes in the background. Side and rear views to the south and west are of partially forested slopes.	Medium	In main views to the south-east, the Proposed Development would be perceptible in the distance running up the hill slope to Bridgeton, partially screened by existing trees and the railway running. In filtered side/oblique views to the south near the railway, it would be perceptible through existing trees.	500m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B12	Property near Boat o' Brig and Speyside Carpark Residents and visitors to 2 storey residential property, lodge along the B9103.	Mixed orientation of main views across the River Spey to the west, north-west and south-west. The B9103 and bridges over the River Spey are nearby, although partially screened by trees in the foreground to the south, and to the north-west lining the river.	Low	The Proposed Development would largely screened by trees and landform along road and the railway bridge.	250m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)
B13	Bridgeton Mains Residents and visitors to 1-1.5 storey residential property, outbuilding, and Bridgeton Mains lodge.	Main views predominantly to the west, south and south-west over the River Spey and the valley floor. Views to the north-east are filtered through mature vegetation. Exiting distribution wood pole OHLs are visible in some filtered views.	Medium	The Proposed Development would be seen in the distance to the west across the Spey Valley. In filtered views to the north-east the Proposed Development would be seen passing in front of the forestry edge, crossing the open field, partially screened by undulating landform.	150m	Low-Medium	Low-Medium	Minor Adverse (not significant)	Minor Adverse (not significant)
B14	Bridgeton East Residents and visitors to 1-1.5 storey residential property with garage/outbuilding to the north-east of forestry.	Main views towards the north across open field with forested hills in the background. Wood pole OHL crossing the fields is visible to the north-east. with the B9103 visible beyond.	Low-Medium	The Proposed Development would be visible to the north, north-east and east, crossing the open field partially filtered by trees lining the access road.	125m	Low-Medium	Low-Medium	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B15	Auchroisk and Auchroisk Distillery Residents and visitors to 1-1.5 storey residential properties, distillery, and agricultural buildings to the south and north of the B9103.	Main views to the south towards forestry edge across open pasture, to the south of the B9103. Wood pole OHL is visible crossing the pasture. From Auchroisk, buildings associated with the distillery are visible across the road to the north.	Low	The Proposed Development would pass to the rear of Auchroisk in the south, where it would be visible back clothed against the forestry edge somewhat filtered by foreground trees. From Auchroisk Distillery, it would be largely screened in southerly views by the Auchroisk and intervening trees.	200m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B16	Burghnamary and Cairnty Croft Residents and visitors to 1-1.5 storey residential properties and farm buildings in elevated position to the north of the B9103.	Southerly orientation of main views across valley towards fields and forested hills, with wind turbines visible on the skyline. The railway, B9103 and existing OHL are visible along the valley floor.	Low-Medium	The Proposed Development would be perceptible to the south-east crossing from the southern side of the B9103, to the northern side. It would also be seen in the distance to the south across the valley partially screened by Auchroisk, woodland.	900m	Low-Medium	Low	Negligible - Minor Adverse (not significant)	Negligible - Minor Adverse (not significant)
B17	Stoneyton Residents and visitors to 1-2 storey residential properties with outbuildings in a partially elevated position.	Mixed views across the valley over fields, towards groups of forestry, farm buildings, domestic wind turbines, wood pole OHL and the A95. Views from some properties are filtered by garden vegetation. Views to the south and south-west are contained by forestry edge.	Medium	The Proposed Development would be visible in the open view to the north and north-east crossing through the fields and across the A95. To the north-west, it would be partially visible emerging from the forestry. Construction works for upgraded access tracks may be visible to the north.	150m	Medium	Low-Medium	Moderate Adverse (significant)	Minor-Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B18	Holl and Balnabreich Residents and visitors to residential and farm properties in an elevated position.	Main elevated open views from Balnabreich are towards the south-east over the valley floor. Trees surround the properties. From Holl views are more open across fields in a general northerly direction. From Balnabreich, forestry edge is visible in rear views to the north and north-west.	Medium	From Holl, the Proposed Development would be seen in rear views to the north, north-west and north-east, partially screened by buildings. It may also be seen in the distance crossing the railway to the north-east. From Balnabreich, the Proposed Development may be seen in glimpsed views to the north-east, mostly screened by buildings.	600m	Low	Low	Negligible - Minor Adverse (not significant)	Negligible - Minor Adverse (not significant)
B19	Properties along B9103 west of Mulben Residents and visitors to 1-1.5 storey residential properties along the B9103, to the west of Mulben.	Main views are south across the B9103 towards hillslope with fields and tree groups in the foreground, and wood pole OHL crossing the road in the foreground east of properties. Wind turbines are visible on the distant skyline. Wood pole line visible in rear views to the north, in front of trees lining the railway line which runs along the valley floor.	Low	The Proposed Development would pass to the north of the grouping, directly to the rear of the properties. Although temporary, construction activity would be noticeable. It would be visible in also be seen crossing the B9103 in views to the west from the westernmost receptors. In views to the east, it would be visible running parallel to the railway before crossing it.	45m	Medium-High	Low-Medium	Moderate Adverse (significant)	Minor-Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B20	Mulben North and Mains of Mulben Residents and visitors to 1-2 storey residential properties to the north of the Orton-Keith railway line, within Mulben.	Mixed orientation of main views to the south across the railway and to the north over open fields with patches of trees. Tree groups along the bridge and railway screen views towards the south.	Low-Medium	The Proposed Development would be visible in rear and side views to the south-west and south-east from the row of cottages to the east of the minor road. Construction activity would likely be perceptible. From properties around Mulben Mains, adjacent to the railway, views of the Proposed Development would be largely screened by tree groups lining the railway and farm buildings, with some possible filtered views.	65m	Low-Medium	Low	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)
B21	Mulben South Residents and visitors to 1-2 storey residential properties with outbuildings and garages along the A95 and minor road in Mulben.	Mixed orientation of main views channelled over the A95 or in a general northward orientation. Main views are across open fields, with wood pole OHL visible in the mid-ground and foreground to the north-east. Domestic turbines are visible to the north, with patches of forested hills visible in the background.	Low-Medium	The Proposed Development would be visible crossing fields in in the mid-ground, to the north-west, north and north-east of properties across the minor road and railway, occasionally screened by tree groups lining the railway or intervening buildings.	300m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B22	Garland, the Tam and Shandston Residents and visitors to 1-1.5 storey residential properties and farm buildings in elevated position to the north of the A95.	Southerly orientation of main views across the valley with the railway and A95 visible on the valley floor, towards fields and forested hills with wind turbines visible on the skyline. Existing distribution OHLs are visible in the midground.	Low-Medium	The Proposed Development would be visible to the south-west crossing the minor road before turning south-east to run parallel to the railway.	150m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B23	Calternach, Maryhill and Glentauchers Distillery Residents and visitors to residential properties and farmhouses to the south of the A95. Workers and visitors to Glentauchers Distillery adjacent to the A95.	Mixed main views, north-easterly from Calternach and Maryhill towards the A95, across the valley. Views from Maryhill are further from the road, contained by the landform. Forestry contains rear views to the south and east. A wood pole OHL and domestic turbines are visible behind woodland to the north-west from Calternach and Maryhill. From residential properties near the distillery, views to the south are of nearby forest.	Low-Medium	The Proposed Development would be seen to the north at the bottom of the hillslope running alongside the far side of the railway before crossing it in eastern in views from the distillery. From the properties south of the A95, the Proposed Development would be visible across the road behind the railway.	200m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B24	Rosarie and properties north of A95 Residents and visitors to 1-1.5 storey residential properties, caravan, and farm buildings north of the A95.	Mixed views with general southerly orientation, largely enclosed by trees and woodland, with possible open views to the east across fields. The railway is visible in close proximity.	Low-Medium	The Proposed Development would be largely screened by trees. However, where visible it would be seen on the south side of the A95 in filtered views.	105m	Low	Low	Negligible-Minor Adverse (not significant)	Negligible-Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B25	Bush Farm and Muldearie Mains Residents and visitors to residential and farm properties along hillslope to the north of railway and the A95.	Main views across valley to the south and south-west, including views of the railway and A95. Some forestry is visible in the main view, as well as fields, and trees lining the properties. Rear views to the north are largely surrounded by forestry. Trees towards the western end of the receptor group partially screen views in this direction.	Low	Where visible the Proposed Development would be seen in the distance across the valley and A95 to the south, crossing in front of forestry edge. It may also be visible against forestry towards the south-west; however, these views would partially filtered by trees lining the properties.	800m	Low	Low	Negligible-Minor Adverse (not significant)	Negligible-Minor Adverse (not significant)
B26	Jocksleys, Hillockhead, Maisley and Douglasbrae Residents and visitors to low-lying residential property and outbuildings to the south of the A95 and to the west of the B9014.	Mixed orientation of views across fields, surrounded by pastures and patches of forestry within undulating landscape. The A95 is visible in some views to the north. To the south-east Blackhillock substation is visible on the skyline in some views. Wind turbines and farm buildings are visible in front of forestry to the south-west. Existing wood pole OHL is visible in the foreground in some main views. More open views from Maisley are across field and over the B9014 towards the south-east and Blackhillock.	Low-Medium	The Proposed Development would be seen running along the valley floor through open fields towards Blackhillock substation. Existing vegetation would partially screen / filter sections of the Proposed Development. In some views to the west, the Proposed Development would be seen running on hillslope and through forestry edge.	185m	Medium	Low-Medium	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B27	Broadfield and Blackhill Wood Residents and visitors to 1-2 storey residential properties and farm buildings to the west of the B9014.	Main views towards the road and opposite hillslopes are relatively enclosed by landform and forestry from the properties nearest the B9014. Wind turbines are visible behind forestry, on top of the hill to the south-east. Existing wood pole OHLs are visible in the distance towards the south-east in main views.	Low-Medium	Where visible the Proposed Development would be seen partially screened by trees in side views to the north-east running across the hillslope.	455m	Negligible - Low	Negligible - Low	Negligible -Minor Adverse (not significant)	Negligible -Minor Adverse (not significant)
B28	Mains of Auchindachy and Quarryhead Residents and visitors to residential properties and farm buildings along minor road to the east of the B9014.	Mixed orientation of main views, with properties largely enclosed by woodland. Views largely directed to the south, south-west and south-east due to landform and forestry to the rear of properties. The B9014 is visible from some properties to the west.	Medium	The Proposed Development would be largely screened by landform and trees lining properties in all directions, particularly to the north. There may be some distant filtered views from more elevated properties.	950m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)
B29	Coldhome Residents and visitors to residential property and group of farm buildings along minor road, to the west of Blackhillock substation.	Main open views across farmland and forestry towards Blackhillock substation in the east and south-east, with scattered tree groups in the foreground and wind turbines dotted around the landscape.	Low	The Proposed Development would be visible in some to the east across fields, partially screened by trees on the roadside in the context of Blackhillock substation. Construction works for access tracks to be upgraded would be visible to the east.	215m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B30	Braehead Residents and visitors to 1-2 storey residential properties and outbuildings located in a dip in the landform.	Mixed orientation of main views across fields. Blackhillock substation is visible on the skyline on the top hillslope to the south-east. OHLs running to the substation are visible across the landscape, with scattered trees and wind turbines visible behind forestry surrounding the substation. Undulating hillslopes screen views from some properties in a lower position.	Low	The Proposed Development would be seen in views to the south and south-west from some properties, within the context of Blackhillock substation and surrounding OHLs. Construction works for access tracks to be upgraded would be visible to the south.	530m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
B31	Allanbuie Residents and visitors to residential properties, farmhouses and agricultural properties in slightly elevated position to the north of the A95.	Main views towards the south across valley towards fields and forested slope. The A95 and Orton-Keith railway are visible running along the valley floor. Wind turbines are visible along the skyline to the south, behind patches of forestry. Blackhillock substation is visible in the distance to the south-east, and various OHLs running into the substation are visible crossing the landscape.	Low	Views of the Proposed Development would be mostly screened by forestry in the mid-ground. It may be visible in distant views to the south-east connecting into the proposed underground cable in the context of agricultural properties, Blackhillock substation, various existing OHLs and wind turbines. Although these views would likely be partially screened by trees along the properties and undulating landform leading into the substation.	1500m	Negligible - Low	Negligible	Minor Adverse (not significant)	Negligible – Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance at closest point	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B32	Keith Residents and visitors to group of urban properties including residential buildings, commercial buildings, cafe, restaurants.	Mixed orientation of main views within the urban context of Keith. From some receptors on the edge of the receptor group there may be more open views towards undulating fields and farmland to the west and south of Keith.	Low	The Proposed Development would be fully screened in views by buildings within Keith and surrounding roads. Potential glimpsed views may be obtained to the south at a distance and these would generally be filtered by buildings in the foreground.	1000m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

Table 1.2: Outdoor Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O1	Kirkhill Viewpoint and Car Park Travellers and visitors to viewpoint and car park in elevated position overlooking agricultural fields and Spey Valley.	Main views are south-eastward across agricultural fields lined by trees and Spey Valley, with the B9015 crossing in the foreground. To the north-east, the B9013 and Orton-Keith railway are visible.	Medium-High	The Proposed Development would be visible in the distance in main views running up the opposite hillslope to the north of Bridgeton. It would be partially screened behind tree groups lining the B9015 as it runs along the valley, to the east. Construction may be noticeable from the viewpoint particularly as it climbs the opposite side of the valley	380m	Low - Medium	Low - Medium	Minor -Moderate Adverse (not significant)	Minor-Moderate Adverse (not significant)
O2	Drumbain Picnic area and lay-by Travellers and visitors at picnic lay-by area near Drumbain on the west side of the A941.	Main south-westerly views towards elevated field in the direction of Ardcanny Wood. The forest edge is visible on the skyline over undulating hills. To the east views are contained by a tree group and bank that line the A941.	Low-Medium	The Proposed Development would be visible crossing the elevated field to the north-west. From the northern part of the lay-by. It would also be seen crossing the A941 however from the southern end this would be partially screened by the tree group and bank lining the A941.	225m	Medium	Medium	Minor-Moderate Adverse (not significant)	Minor-Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O3	Rothes Golf Course Recreational users and visitors to Rothes Golf Course located to the west of Rothes in an elevated position, between Core Paths SP01 and SP12.	Open main views across valley towards hills in the north and north-west, with forestry and clear cutting visible on hills to the north-west. On the western end of the golf course, views are enclosed by surrounding forestry. To the south and south-east, the edge of the Wood of Conerock is visible, along Core Path SP01, as well as the golf course building and parking lot.	Medium	The Proposed Development would be seen through area of clear-cutting in main views passing in front of forestry to the north-west and to the north behind Ardcanny on the hillside. From the western end of the golf course, the Proposed Development would be fully screened by surrounding forestry.	1050m	Low-Medium	Low-Medium	Minor Adverse (not significant)	Minor Adverse (not significant)
O4	Boat O'Brig Speyside Carpark Recreational users and visitors to Boat O'Brig Speyside Carpark located to the east of the River Spey and north of the B9103.	Main open views are across the River Spey to the west, north-west and south-west. The B9103 and bridges over the River Spey are nearby, although partially screened by trees in the foreground to the south, and to the north-west lining the river.	Low-Medium	The Proposed Development would pass to the south and south-east where it would generally be screened by trees and landform along the B9103.	110m	Negligible -Low	Negligible-Low	Negligible -Minor Adverse (not significant)	Negligible-Minor Adverse (not significant)

Table 1.3: Route Based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R1	A941 Travellers including local residents and visitors on double track road along Glen of Rothes, between Elgin and Craigellachie (outside the study area) in a north-south direction.	Main views are along the road including of Rothes through urban area and farmland and woodland elsewhere. North of Rothes it runs in an elevated position overlooking the glen including residential properties and the Speyburn Distillery lower in the valley adjacent to the route.	Low-Medium	The Proposed Development would be visible crossing the A941 to the north of the Drumbain picnic lay-by area and on the opposite side of the Glen. During construction, works would be noticeable at the point where the Proposed Development would cross the road, and on hillslopes to the north-east of the road. However, views these would be fleeting and affect a very localised part of the route. New access track may be visible in fleeting views from the route to the east of the Drumbain picnic lay-by area.	50m	Negligible (locally Low)	Negligible (locally Low)	Negligible (locally Minor) (not significant)	Negligible (locally Minor) (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2	A95 Travellers including local residents and visitors on double track road between Keith and near Ardoch within the study area. The route travels in a generally east-west direction between Keith and Mulben, turning in a north-south direction south of Mulben.	Throughout the study area, views from this route are generally channelled along the valley floor contained by patches of forestry to the south, with more open views to the east past Mulben. Near Keith, on the eastern section of this route, Blackhillock substation is visible in an elevated position to the south and south-east. The route is generally surrounded by undulating landform as it crosses the valley, with wind turbines and occasional OHLs visible nearby. South of Mulben, it passes through areas of undulating fields, with occasional trees lining the road.	Low	The Proposed Development would run roughly parallel north of the route between Mulben and Glentauchers Distillery where it would cross to the southern side and continue to run parallel to the south. Views would often be filtered by roadside vegetation, buildings and the railway or seen backclothed against woodland. Construction of the Proposed Development along the route would likely lead to some temporary disruption of views. South of Mulben views of the Proposed Development would be limited and distant.	30m	Medium	Low-Medium	Minor-Moderate Adverse (not significant)	Minor (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R3	B9015 Travellers including local residents and visitors on double track road between Orton and Rothes.	Predominantly views through wooded areas, or sections of the route lined by tree groups. Generally, forestry edges are visible to the north, with more open views southwards through tree groups towards the Spey Valley. Travelling along the route, a sequence of open and more enclosed views through undulating farmland are visible with a series of farms and residential properties adjacent to the route and private access roads branching off of it.	Low	Between Newlands and Rothes, the Proposed Development would largely be screened by forest to the north of the B9015, with possible glimpsed views in this direction. Construction works for access tracks to be upgraded and new access track would be visible to the north-east from a short section of the route. It would cross to the south of the route after the prominent northern meander of the River Spey. The Proposed Development would be visible to the south from the route from near the Kirkhill viewpoint running parallel to the B9015.	140m	Medium	Medium	Minor-Moderate Adverse (not significant)	Minor-Moderate Adverse (not significant)
R4	B9014 and Minor Road between Keith and Wester Chalder Travellers including local residents and visitors on double track road between Keith and Wester Chalder, travelling in a north-east to south-west direction.	Heading south from Keith, the route passes through urban areas, transitioning to open farmland with occasional farms and residential buildings along the route. Tree groups occasionally line the road. From the northern-eastern section of the route, Blackhillock Substation is visible. The Keith to Dufftown heritage railway runs in parallel to the route, crossing from the east to the west as the route turns more southward.	Low-Medium	The Proposed Development would cross the road near Douglasbrae and would be seen in fleeting views in the context of Blackhillock substation, affecting a localised part of the route.	25m	Low	Low	Negligible (locally Minor Adverse) (not significant)	Negligible (locally Minor Adverse) (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R5	B9103 Travellers including local residents and visitors on double track road between Mulben to Orton, travelling in an east to west direction.	Running parallel to the Keith to Orton railway, this route runs along the valley floor through open fields with occasional dense tree groups and residential properties lining the route.	Low	The Proposed Development would be visible from more open sections of this route, generally to the south around Auchroisk and as it crosses the River Spey. It would be screened by forestry and filtered by buildings along large sections of the route. Near Stoneyton it would cross to the northern side of the route.	25m	Low-Medium	Low-Medium	Minor-Moderate Adverse (not significant)	Minor-Moderate Adverse (not significant)
R6	Railway (section between Keith and near Orton) Railway (part of the Aberdeen to Inverness line) running on a north-west and south-east axis within the study area, the nearest stations being Keith and Elgin.	Mixture of views including views across fields, and more enclosed views contained by landform and woodland. Occasional views of residential properties, outbuildings, and farms in the vicinity of the railway, and of Keith and Blackhillock substation and existing OHL infrastructure at the eastern end of the route.	Low	The Proposed Development would be noticeable from some of this route, particularly in places where it would run closely parallel. Although the Proposed Development would cross the railway twice, it would not be seen in the main north and south facing views. Tree groups lining the railway at A95, B9103 would screen views of the Proposed Development through some sections. For receptors travelling in both directions, the Proposed Development would be seen either to the north or the south at some point although these views would be fleeting.	60m	Medium	Medium	Minor-Moderate Adverse (not significant)	Minor-Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R7	Heritage Railway (from Dufftown to Keith) Railway running on a north-east and south-west axis within the study area, between Keith and Dufftown.	Mixture of views down undulating valley, largely enclosed by the landform. Near Keith, Blackhillock substation is visible to the south-east Towards the south-west section of the route, fields and forestry are visible on hillslopes adjacent to the route, with residential properties and local access roads lining the B9014, which runs parallel to the railway.	Low-Medium	The Proposed Development would be visible from a localised section of this route in views on approach to Douglasbrae. Elsewhere on the route, the Proposed Development may be visible in glimpsed views, but would largely be screened by landform and tree groups lining the railway. From large parts of the route where it would be visible, it would be seen in the context of Blackhillock substation.	60m	Negligible (locally Low)	Negligible (locally Low)	Negligible (locally Minor) (not significant)	Negligible (locally Minor) (not significant)
R8	Core Path SP01 (Rothes Estate) Walkers, other recreational users, and estate workers on this recreational route crossing Rothes Estate following the Burn of Rothes.	Mixed orientation of main views, with a variety of views along the route including those enclosed by forestry and through open fields and clearcutting along the Burn of Rothes. On the eastern section of the route, there are occasional views of the Rothes Golf Club to the north. On the western section of the route, views are more enclosed by dense forest. Along the Burn of Rothes, felling activity is visible and thus more open views are obtained along this section of the route.	Medium	The Proposed Development would be noticeable in open views obtained through the middle section of the route as it crosses the Burn of Rothes towards clear cutting in the north, north-west and north-east. From more enclosed sections (e.g., near Rothes Golf Course, through Wood of Conerock, and the western section of the route), the Proposed Development may be visible glimpsed through trees but would be largely screened. During construction, activity would be noticeable in open views, particularly where it would cross above the core path and Burn of Rothes (to the west of Dounie Cottage).	35m	Low (locally Medium)	Low (locally Low)	Minor Adverse (not significant) (locally Minor-Moderate Adverse (not significant))	Minor Adverse (not significant) (locally Minor-Moderate Adverse (not significant))

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R9	Core Path SP12 (Rothes to Wood of Conerock) Walkers, other recreational users, and estate workers on this recreational route along Rothes Golf Course between Rothes and the Wood of Conerock, near Dounie Cottage.	Views are channelled along the route and enclosed by surrounding forest. There are more open views in the direction of Rothes Golf Course in the south with the forest edge in the background. Views become more contained on the western section of the route, nearing the Wood of Conerock.	Medium	The Proposed Development may be partially visible in views northward although these would be largely filtered by surrounding trees and forest and seen at a distance. On the western section of the route, nearing the Wood of Conerock and Dounie Cottage, views of the Proposed Development would largely be screened or filtered by trees and forest.	540m	Negligible-Low	Negligible-Low	Negligible-Minor Adverse (not significant)	Negligible-Minor Adverse (not significant)
R10	Speyside Way, Core Paths SRA 03 (Boat O'Brig) and SW03 (Speyside Way), and Minor Road Walkers, other recreational users, and local residents on the marked long-distance Speyside Way walking route, minor road and surrounding core paths.	From the northern section of this route (north of Boat O'Brig), views are generally enclosed as the route passes through forested areas, although there are some open views across fields towards the River Spey in the west. From the southern section of this route, views are more open towards the west and north-west in the direction of the River Spey which can be seen through the trees from elevated sections on the slopes of Ben Aigan.	Medium-High	From the northern section of this route, the Proposed Development would mostly be screened by dense trees and landform. From the southern section of this route, the Proposed Development would be seen in the distance to the west, north-west and north, in open views looking over the River Spey. Nearing the B9103 and Boat O'Brig, the Proposed Development would be noticeable where it would cross the route. However, tree groupings would contain views beyond this immediate area.	15m	Low (locally Medium)	Low (locally Medium)	Minor Adverse (locally Minor-Moderate Adverse) (not significant)	Minor Adverse (locally Minor-Moderate Adverse) (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R11	Routes within Rothes Walkers, locals and other recreational users on routes within central Rothes and to the east of Rothes (including Core Paths SP13, SP14, SP15, SP16, SP17, and SP18 and minor roads within Rothes)	Views generally contained by buildings within urban area of Rothes. More open views towards forestry edge and across fields to the east from core paths to on the eastern side of Rothes along the River Spey.	Low-Medium	Within central Rothes, the Proposed Development would not be visible, or would be glimpsed in very distant views. From core paths to the east of Rothes, the Proposed Development may be perceptible in distant, filtered views to the north across the B9015.	750m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)
R12	Minor road between Speyburn Distillery and the A941 near Pitcraigie Travellers including local residents and visitors on single track minor road between Speyburn Distillery branching off the B9015 and the A941 near Pitcraigie.	Views are generally channelled along the route and the Glen of Rothes in a north-west to south-east direction. Residential buildings line the road, but wider views are enclosed by steep forested hillslopes and trees on either side.	Low-Medium	From the majority of the route the Proposed Development would be screened by landform and tree groups In the middle section of the route, near Smallburn which is more open, the Proposed Development would cross over it, becoming noticeable particularly during construction when a new access track would be constructed to the south-west.	45m	Medium	Low-Medium	Minor-Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R13	<p>Minor Road between Arndilly Farm and Aikenway Castle remains</p> <p>Local residents, recreational users and other visitors following a single-track road running between the prominent northern meander of the River Spey.</p>	<p>Generally main views are enclosed along the route by tree groups lining its edge. Towards the east, some open views towards fields with forested slopes in the background. Along some parts of the route the River Spey is visible in the west.</p>	Medium	<p>The Proposed Development would be screened or only visible in filtered views from the most northern part of the route. Where visible it would be perceptible to the north and north-east at a distance, with tree groups in the foreground.</p>	400m	Negligible-Low	Negligible-Low	Negligible (not significant)	Negligible (not significant)
R14	<p>Minor Road through Woodside of Cairnty to the B9103 near Craighead</p> <p>Local residents, recreational users and other travellers following a single-track road through the Woodside of Cairnty towards the B9103.</p>	<p>Main views are channelled along the minor road in a north-west and south-east direction. Forest edges are visible on both sides of the road largely enclosing views until Burghnamary, where they become more open across fields. Near the B9103, fields are visible with the railway and an existing OHL crossing the route.</p>	Medium	<p>The Proposed Development would be screened by forestry from most of this route. However, it would be visible from the most southern section near the B9013, where it would be seen across open fields to the south and crossing over the B9103.</p>	20m	Negligible (locally Low-Medium)	Negligible (locally Low-Medium)	Negligible (locally Minor) (not significant)	Negligible (locally Minor) (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R15	<p>Minor Roads within Mulben and Upper Mulben</p> <p>Local residents, recreational users and other travellers following minor roads within Mulben and Upper Mulben to the north of the A95 and B9103, in a partially elevated position.</p>	<p>Mixed orientation of main views, predominantly in a southern direction towards the B9103. From Upper Mulben, views are across the valley from an elevated position overlooking Mulben. From Mulben, views are more enclosed by landform and tree groups lining the road.</p>	Low-Medium	<p>From the elevated section of this route, the Proposed Development may be seen near Mulben and the railway through tree groups lining open fields. Near Mulben and the Mains of Mulben, it would cross over the routes, but given the context would be unlikely to distract from views. .</p>	25m	Negligible (locally Low-Medium)	Negligible (locally Low-Medium)	Negligible (locally Minor Adverse (not significant))	Negligible (locally Minor Adverse (not significant))
R16	<p>Minor Road between Glentauchers Distillery and Gateside</p> <p>Local residents, recreational users and other travellers following a minor road to the south of the A95 and Glentauchers Distillery.</p>	<p>Main views in a mixture of orientations, largely, channelled north and south along the route. Views to the east and west are generally filtered by trees and vegetation lining the route, with occasional glimpses and more open views of fields from the southern section of this route, where the wind turbines of the Hill of Towie wind farm are visible.</p>	Low-Medium	<p>From the northern section of this route, near Glentauchers Distillery, the Proposed Development may be perceptible towards the north, across the A95 in the distance, however it would largely screened by the distillery and trees. For most of the route, trees and vegetation lining the road would screen views of the Proposed Development.</p>	370m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R17	<p>Minor Road south-east to the Wood of Muldearie</p> <p>Local residents, recreational users and other travellers following a minor road in an elevated position to the south-east of the Wood of Muldearie, north of the A95 and railway.</p>	<p>Main views predominantly towards the south across the valley towards the opposite hillslopes. Views to the south are generally of fields and forestry edges, with the A95 and railway visible along the bottom of the valley. Occasionally residential and farm buildings are visible along the route. On westerly and easterly sections of this route, near Rosarie and Burnside respectively, the minor road connects to the A95, where it is in a lower position. Views are more enclosed by the adjacent hillslope, tree groups lining the road, and generally channelled along the valley floor.</p>	Medium	<p>From low-lying, westerly sections of this route, the Proposed Development would be partially visible to the south, mostly in filtered views. From more elevated sections of this route, near Muldearie Mains, the Proposed Development would be visible in the distance to the south and south-east on the opposite hillslope.</p>	120m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)
R18	<p>Minor Road to the west of the B9014 from south of Blackhill Wood to near Wester Chalder</p> <p>Local residents, recreational users and other travellers following a minor road to the west of the B9014.</p>	<p>Main views are generally channelled along the route, with filtered views of surrounding fields to the west and east through vegetation lining the road and undulating hills. The B9014 is partially visible to the east.</p>	Medium	<p>The Proposed Development would be screened in main views from this route by vegetation lining the road and undulating surrounding fields.</p>	500m	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R19	<p>Minor Road between Braehead and Mains of Auchindachy</p> <p>Local residents, recreational users and other travellers following a minor road to the south-west of Keith, between Braehead and the Mains of Auchindachy.</p>	<p>Views in multiple directions, generally channelled by landform along the route towards open fields. Blackhillock substation is visible to the east in close proximity. At the southern end of the route, near the Mains of Auchindachy, views to the north and north-east are generally contained by undulating landform.</p> <p>Near Douglasbrae and Braehead, existing OHLs can be seen crossing the landscape towards Blackhillock substation.</p>	Low	<p>From northern sections of this route, the Proposed Development would be visible in fleeting views in the context of Blackhillock substation and other OHLs to the south-west, passing over the route near Coldhome and Douglasbrae. During construction, the Proposed Development would be noticeable near the crossing point. From the southern section of this route, near the Mains of Auchindachy, views would be screened by landform and tree groups lining the road.</p>	10m	Low-Medium	Low-Medium	Minor Adverse (locally Minor-Moderate Adverse) (not significant)	Minor Adverse (not significant)
R20	<p>Routes within Keith</p> <p>Local residents, recreational users and other travellers following core paths and minor roads within central Keith and routes to its south-east, including Core Paths KT06, KT07, KT08, KT09, KT10, KT11, KT12, KT13, KT14, KT15, KT16, KT17, KT18, KT19, KT20 and KT21.</p>	<p>Views generally contained within the urban area of Keith. More open views from core paths and minor roads to the south of Keith near Braehead. Blackhillock substation and existing OHL infrastructure running into the substation are visible in close proximity to the east, south-east and south of the routes.</p>	Low	<p>From southerly sections of the route (core paths near Braehead), the Proposed Development would be visible in close proximity seen in the context of Blackhillock substation and nearby existing OHLs. From core paths and minor roads within Keith, the Proposed Development would be screened by buildings and landform.</p>	850m	Negligible (locally Low)	Negligible (locally Low)	Negligible (locally Minor Adverse) (not significant)	Negligible (locally Minor Adverse) (not significant)