Galileo 05 Limited

Lynemore Wind Farm

Additional Information Volume 2

Chapter 5: Landscape and Visual

663991 (00)

JANUARY 2026

GALILEO EMPOWER

RSK

Table of Contents

5.1 INTRODUCTION 5-1
5.2 PROJECT DESIGN AND EVOLUTION 5-2
5.3 ASSESSMENT METHODOLOGY 5-3
5.4 BASELINE OF LANDSCAPE AND VISUAL RECEPTORS 5-3
5.5 SCOPE OF REVISED ASSESSMENT 5-3
Landscape Receptors: 5-3
Visual Receptors: 5-3
Cumulative Baseline 5-4
5.6 REVISED ZTV AND VIEWPOINT ANALYSIS 5-5
5.7 REVISED LANDSCAPE EFFECTS AND CUMULATIVE LANDSCAPE EFFECTS 5-6
Landscape Effects on Rolling Uplands, Inverness LCT 5-7
Landscape Effects on Farmed Strath – Inverness LCT - Stratherrick, Strathnairn LCA 5-9
5.8 REVISED VISUAL EFFECTS AND CUMULATIVE VISUAL EFFECTS 5-9
Visual Effects on views from Settlement 5-10
Residential Visual Amenity Assessment 5-11
Visual Effects on views from Transport Routes 5-11
Visual Effects on views from Recreational Tourist Destinations 5-14
Revised Night-time Assessment on Aviation Warning Lights 5-15
Summary of Effects 5-18

TABLES

Table 5.1 Summary of Night-time Visibility of lit turbines 5-16
Table 5.2 Summary of Viewpoint Analysis 5-20
Table 5.3 Summary of Cumulative Viewpoint Analysis 5-22
Table 5.4 Summary of Landscape Effects and Cumulative Landscape Effects 5-25
Table 5.5 Summary of Visual Effects and Cumulative Visual Effects 5-26
Table 5.6 Summary of Night-time Viewpoint Analysis 5-30

FIGURES

Full list of AI Landscape and Visual figures is presented on page 2.

5 LANDSCAPE AND VISUAL

5.1 Introduction

5.1.0 This Chapter provides a revised Landscape and Visual Impact Assessment (LVIA) taking account of the Revised Proposed Development (for 12 turbines, reduced from 14 turbines) described in **Chapter 2 Updated Description of the Proposed Development** and **Chapter 4: Design Evolution Update** of this AI Report. The LVIA also includes an update of the cumulative assessment of wind farms within 15km of the Revised Proposed Development, accounting for the addition of four wind farm applications, previously at the pre-planning or scoping stage.

5.1.1 The revised LVIA should be read as an addendum to the corresponding the EIA Report (2024), **Chapter 5: Landscape and Visual**, and is supported by the following AI Report figures contained in **Volume 3 AI Figures**:

- **AI Figure 5.2a**: Comparative Zone of Theoretical Visibility (ZTV) to Blade Tip with Proposed and Revised Layouts.
- **AI Figure 5.4a**: Detailed Zone of Theoretical Visibility (ZTV) to Blade Tip with Viewpoint Locations.
- **AI Figure 5.4b**: Detailed Zone of Theoretical Visibility (ZTV) to Blade Tip with Forestry Excluded.
- **AI Figure 5.12**: Updated Cumulative Wind Farm Baseline within 45 km.
- **AI Figure 5.17**: Sequential Route Assessment - A9.
- **AI Figure 5.18a-u**: Sequential Route Assessment - A9.
- **AI Figure 5.19a-e**: Viewpoint 1 General Wade's Road - Moy to Inverness.
- **AI Figure 5.22a-f**: Viewpoint 4 B861 between Balnafoich & Inverarnie.
- **AI Figure 5.25a-f**: Viewpoint 7 A9 at Daviot.
- **AI Figure 5.28a-h**: Viewpoint 10 Carn nan Tri-tighearnan.
- **AI Figure 5.30a-f:** Viewpoint 12 Culloden Visitor Centre.
- **AI Figure 5.33a-f**: Viewpoint 15 B862 at Ashie Moor.
- **AI Figure 5.34a-f**: Viewpoint 16 Leachkin, Inverness.
- **AI Figure 5.40**: – Comparative wirelines.
- **AI Figure 5.41** Cumulative Zone of Theoretical Visibility (ZTV) to Blade Tip - Lynemore with Kyllachy and Balnespick wind farms**.**
- **AI Figure 5.42** Cumulative Zone of Theoretical Visibility (ZTV) to Hub Height - Lynemore with Kyllachy and Balnespick wind farms.
- **AI Figure 5.43** Cumulative Zone of Theoretical Visibility (ZTV) to Blade Tip - Lynemore with Clune and Highland wind farms.
- **AI Figure 5.44** Cumulative Zone of Theoretical Visibility (ZTV) to Hub Height - Lynemore with Clune and Highland wind farms.

5.1.2 Revised Residential Visual Amenity Assessment (RVAA) figures are contained in **Volume 3 AI Figures**:

- **AI Figures 5.3.1**: Residential Properties within 2km with Zone of Theoretical Visibility (ZTV) to Blade tip.
- **AI Figures 5.3.2a-g**: Residential Property 1: Lynemore Cottage.
- **AI Figures 5.3.3a-g**: Residential Property 2: Keeper's Cottage.
- **AI Figures 5.3.4a-g**: Residential Property 3: 1-4 Forestry Houses.
- **AI Figures 5.3.5a-g**: Residential Property 4: Forester's House.
- **AI Figures 5.3.6**: Residential Property 5: Moybeg Cottage.
- **AI Figures 5.3.7**: Residential Property 6: Suilven - Moy Halt Cottage.

5.1.3 Revised Night-time LVIA figures are contained in **Volume 3 AI Figures**:

- **AI Figure 5.4.1**: Revised Lighting Strategy Plan.
- **AI Figure 5.4.3**: Nacelle Lights Zone of Theoretical Visibility (ZTV) within 20km with Night-time Viewpoints.
- **AI Figure 5.4.5**: Nacelle Light intensity Zone of Theoretical Visibility (ZTV) with landscape Planning Designations.
- **AI Figure 5.4.6**: Night-time Cumulative Zone of Theoretical Visibility (ZTV): Lynemore with Application Wind Farms within 15km.
- **AI Figure 5.4.7a-e**: Viewpoint N2 B9154 northeast of Moy.
- **AI Figure 5.4.8a-d**: Viewpoint N4 B861 between Balnafoich & Inverarnie.
- **AI Figure 5.4.9a-g**: Viewpoint N6 Sustrans National Cycle Route 7 (NCR 7) at Tomatin.
- **AI Figure 5.4.10a-d**: Viewpoint N7 A9 at Daviot.

5.1.4 Note also that all viewpoints (**AI Figures 5.19f-j, 5.22g-k, 5.25g-l, 5.28i-n, 5.30g-l, 5.33g-l,** and **5.34g-l**) are also illustrated in **Volume 3d - AI THC Visualisations**.

5.1.5 The revised LVIA has been prepared by chartered landscape architects at WSP.

5.2 Project Design and Evolution

5.2.1 The Revised Proposed Development now includes 12 wind turbines, 200 m to blade tip (reduced from 14 turbines at 200m to blade tip). The reduction in turbine numbers from 14 to 12 is the main focus of the revised LVIA and has led to a reduction in landscape and visual effects from some receptors.

5.2.2 A Revised Lighting Strategy (following the lighting strategy previously agreed with the Civil Aviation Authority (CAA)) is proposed. This has led to a reduction in the number of lit turbines from seven to six. This has also led to a reduction in night-time landscape and visual effects from some receptors.

5.2.3 Other changes incorporated in the Revised Proposed Development include minor amendments to the locations of four turbines, amended and reduced length of access tracks and site access from the A9, and a reduction in the number of temporary construction compounds from two to one. These changes have led to non-material reductions in landscape and visual effects which have not altered the revised LVIA in comparison to the previous LVIA.

5.3 Assessment Methodology

5.3.1 There has been no change to the assessment methodology and the revised LVIA accords with current guidance and the methodology set out in **EIA Technical Appendix 5.1**.

5.4 Baseline of Landscape and Visual Receptors

5.4.1 There has been no change to the 45km Study Area or viewpoint locations and no change to the baseline landscape and visual receptors reported previously in the EIA Report.

5.5 Scope of Revised Assessment

5.5.1 Due to the reduced number and extent of turbines and infrastructure forming the Revised Proposed Development the scope of the revised LVIA is focused on those effects assessed previously in the EIA Report as significant and also includes those landscape and visual receptors where a Moderate, but not significant, level of effect was previously assessed.

5.5.2 Although non-significantly affected landscape and visual receptors have not been re-assessed, it is reasonable to assume that all previously assessed landscape and visual effects would remain unchanged or be reduced by the Revised Proposed Development.

5.5.3 The scope of the revised LVIA therefore includes the following landscape and visual receptors:

Landscape Receptors:

- Landscape Character:
  - * Rolling Uplands – Inverness Landscape Character Area (LCA); and
  - *Farmed Strath – Inverness LCT - Stratherrick, Strathnairn LCA.
- No landscape designations were assessed as significantly or moderately affected by the Proposed Development.

Visual Receptors:

- Settlement: at Leachkin, Inverness as illustrated in *Viewpoint 16 and scattered properties at Balnafoich on the western side of Strathnairn as illustrated by *Viewpoint 4;
- Transport routes:
  - *A9;
  - *B9154;
  - *B861;
  - *Main railway line – Inverness to Perth;
- Recreational routes:
  - Core Path IN27.02 – Distillery Wood (partially felled);
  - *Core Paths on elevated western edge of Inverness (IN19.08, IN19.09 and IN19.44);
  - *Core Paths around Culloden (IN08.12, IN08.13, IN08.25, IN08.28, IN09.01, and IN09.02);
  - *Heritage path HP1 - General Wade's Military Road, Moy to Inverness;
  - *Heritage path HP2 – Old Road to Forres / Scottish Hill Track 229;
  - *Heritage path HP3 – Slochd Military Road / Scottish Hill Track 230;

- *Sustrans National Cycle Route 7;
- *Great Glen Way / Loch Ness 360 Trail;

- Recreational and Tourist Destinations:
  - Loch Duntelchaig;
  - Culloden Battlefield; and
  - Loch Ruthven Nature Reserve.

5.5.4 Those receptors previously assessed as significant are prefixed with an * in the list above.

Cumulative Baseline

5.5.5 The cumulative baseline within the EIA Report was based on a 'cut-off date' (31st January 2025) and has been updated to include four new planning applications (previously identified in the EIA Report as pre-planning schemes) within 15 km of the Revised Proposed Development. The 15 km limit has been selected in line with the EIA Report conclusions on cumulative viewpoint analysis and would contain all previously assessed significant effects.

5.5.6 The four new applications are illustrated in **AI Figure 5.12** and described as follows:

- Kyllachy Wind Farm application (13 turbines, 180 m to blade tip):

  Forms an extension to the existing Glen Kyllachy and Farr wind farm cluster within 10 km of the Revised Proposed Development. (An interim pre-planning application layout[1] (13 turbines, 180 m to blade tip) similar to the application layout was illustrated on the EIA Report figures and wirelines). This has been updated in the relevant AI Figures to show the application layout and the revised status of this scheme as 'application'.

- Clune Wind Farm application (26 turbines, up to 200 m to blade tip):

  Located approximately 10 km to the south of the Revised Proposed Development. The EIA Report figures and wirelines illustrate what has since become the application, illustrating the same layout, height and number of turbines. (The EIA Report (Table 5.6) noted the pre-planning (scoping) scheme as 27 turbines, 200 m to blade tip). This has been updated in the relevant AI Figures to show the revised status of this scheme as 'application'.

- Balnespick Wind Farm application (9 turbines, 200 m to blade tip):

  Located approximately 10 km to the east of the Revised Proposed Development. The EIA Report (Table 5.6), figures and wirelines illustrate what has since become the application, illustrating the same layout, height and number of turbines. This has been updated in the relevant AI Figures to show the revised status of this scheme as 'application'.

- Highland Wind Farm application (19 turbines, at 230 m / 200 m to blade tip):

  Located approximately 15 km to the south of the Revised Proposed Development. The EIA Report (Table 5.6), figures and wirelines illustrate what has since become the application, illustrating the same layout, height and number of turbines. This has been updated in the relevant AI Figures to show the revised status of this scheme as 'application'.

[1] The EIA Report, Table 5.6, describes the pre-planning Kyllachy scheme as 11 turbines (as per Layout 1: Scoping, from the Kyllachy Wind Farm, Design and Access Statement, Wind Estate (UK) Ltd. August 2025.) This was amended pre-planning (Layout 2, also from the Kyllachy Wind Farm, Design and Access Statement, Wind Estate (UK) Ltd. August 2025) to include 13 turbines at 200m blade tip which were illustrated in the EIA Report viewpoint wirelines.

5.5.7 Carn na Saobhaidh remains at the pre-planning stage along with a new pre-planning site at Glenkirk. Both are within 15 km of the Revised Proposed Development and in line with NatureScot (2021) Guidance: *Assessing the Cumulative Landscape and Visual Impact of Onshore Wind Energy Developments*, projects at scoping or pre-planning stage are excluded from cumulative assessment although both of these pre-planning schemes have been illustrated on the wirelines where visible and may be subject to further change prior to any application.

5.6 Revised ZTV and Viewpoint Analysis

5.6.1 A comparative blade tip ZTV plot (comparing the Revised Proposed Development with the previous Proposed Development) is illustrated in **AI Figure 5.2a**. This figure demonstrates very limited change to the ZTV coverage with slight reductions to part of Strathnairn near Farr and Craggie, and towards the coast at Nairn. This is further supported by **AI Figure 5.4a**: Detailed ZTV to Blade Tip with Viewpoint Locations and **AI Figure 5.4b**: Detailed ZTV to Blade Tip with Forestry Excluded. Cumulative ZTV plots are provided in **AI Figures 5.41 - 44** and illustrated limited theoretical visibility from lower lying straths, glens and coastal areas in comparison to the Rolling Uplands – Inverness LCA within which these applications are located.

5.6.2 The comparative wirelines (comparing the Revised Proposed Development with the previous Proposed Development) are illustrated in **AI Figure 5.40** and demonstrate more noticeable change to the number of visible turbines and their composition as indicated by Viewpoints 1, 2, 4, 7, 9, 12, 15, 16 and 17. The revised viewpoint analysis identifies reduced effects at six viewpoints as a result of the Revised Proposed Development, and a reduction from a significant to a non-significant effect at Viewpoint 4: B861 - Balnafoich and Inverarnie, in Strathnairn (**AI Figure 5.22a-f**) and at Viewpoint 16: Leachkin, Inverness (**AI Figure 5.34a-f**). The six viewpoints with reduced effects are listed as follows:

- **AI Figure 5.19a-e**: Viewpoint 1: General Wades Road – Moy to Inverness.
- **AI Figure 5.22a-f**: Viewpoint 4: B861 - Balnafoich and Inverarnie, in Strathnairn.
- **AI Figure 5.25a-f**: Viewpoint 7: A9, Daviot.
- **AI Figure 5.30a-f**: Viewpoint 12: Culloden Visitor Centre.
- **AI Figure 5.33a-f**: Viewpoint 15: B862 Ashie Moor, west of Loch Duntelchaig.
- **AI Figure 5.34a-f**: Viewpoint 16: Leachkin, Inverness.

5.6.3 No instances of an increase in visual effects have been identified.

5.6.4 The revised viewpoint analysis of the Revised Proposed Development indicates that significant visual effects are likely to affect limited receptors within approximately 10.5 km distance from the revised turbine layout (subject to a clear view of the proposed turbines and screening by landform and / or vegetation). Viewpoint 16: Leachkin, Inverness (previously assessed as significant on a precautionary basis) is no longer considered as representative of significant effects due to the increased distance, reduced number of visible turbines, the nature of the view and the limited locations from where the Revised Proposed Development would be visible. Therefore, a reduced number of viewpoints (eight) would be significantly affected by the Revised Proposed Development as follows:

- **AI Figure 5.19a-e**: Viewpoint 1: General Wades Road – Moy to Inverness.
- **AI Figure 5.40**: Viewpoint 2: B9154 northeast of Moy.

- **AI Figure 5.40**: Viewpoint 3: A9 north of Tomatin.
- **AI Figure 5.22a-f**: Viewpoint 4: B861 - Balnafoich and Inverarnie, in Strathnairn.
- **AI Figure 5.40**: Viewpoint 6: Sustrans NCR 7 at Tomatin.
- **AI Figure 5.40**: Viewpoint 8: Càrn a' Choire Mhoir.
- **AI Figure 5.28a-h**: Viewpoint 10: Carn nan Tri-tighearnan.
- **AI Figure 5.40**: Viewpoint 11: Carn na Làir, northern boundary of CNP.

5.6.5 Reduced visual effects resulting from the Revised Proposed Development also translate through to reduced cumulative visual effects at Viewpoints 4, 7, 12 and 13 (**AI Figures 5.22a-f, 5.25a-f, 5.30a-f, and 5.40**) and significant cumulative visual effects (resulting from the revised Proposed Development) would also be contained within approximately 10.5 km distance.

5.6.6 The addition of the four planning applications for Kyllachy, Balnespick, Highland and Clune and the Revised Proposed Development has led to an increase in the combined cumulative effects (Scenario 2) for three of the significantly affected viewpoints (Viewpoints 8, 10 and 11). In addition, the four planning applications would lead to significant cumulative effects at Viewpoints 13 and 14 (**AI Figure 5.40**) but not as a result of the Revised Proposed Development. All of these effects relate to views from hill summits within the *Rolling Uplands – Inverness* LCA.

5.6.7 Elsewhere these applications would contribute to an insignificant increase as indicated by Viewpoints 3, 6, 7, 16, 18, 19, 20 (**AI Figure 5.40**) due to the screening effects of intervening landform or vegetation and distance. All of these viewpoints relate to views from the surrounding lower lying straths, glens and coastal areas.

5.6.8 The revised viewpoint analysis is summarised in **Tables 5-3 to 5-5** and significant effects resulting from the Revised Proposed Development are indicated in **bold** text (dark shaded boxes) and changes in comparison to the EIA Report are *underlined in italics* (light shaded boxes).

5.7 Revised Landscape Effects and Cumulative Landscape Effects

5.7.1 The revised landscape assessment has reassessed two LCTs previously assessed as significantly affected by the Proposed Development and illustrated in **EIA Report Figure 5.8**. This includes effects on the Farmed Strath – Inverness LCT - Stratherrick, Strathnairn LCA, part of which was previously assessed in the EIA Report as Moderate and significant. (None of the landscape receptors were assessed in the EIA Report as Moderate, but *not* significant).

5.7.2 In summary, significant landscape effects resulting from the Revised Proposed Development would affect part of the *Rolling Uplands, Inverness* LCT within 1-3km. The Revised Proposed Development is located within this LCT and due to the reduction in turbine numbers there would be a corresponding reduction in the direct effects on this landscape and its associated elements and characteristics. The nature of these effects would also be cumulative with other existing, consented and application wind farms.

5.7.3 The Revised Proposed Development changes the previous landscape assessment of the *Farmed Strath – Inverness* LCT - *Stratherrick, Strathnairn* LCA which would no longer be significantly affected. This is due to a reduction in the 'intensity' of the effect because of the reduced turbine numbers and their visual composition, which would indirectly affect a limited area of the LCT. Most areas of the Strath, including Stratherrick and Strathnairn would have

a further reduced effect or no effect on character. Cumulative effects from other existing, consented and application wind farms would be insignificant.

5.7.4 The revised landscape assessment is summarised in **Table 5.4** Significant effects as a result of the Revised Proposed Development are indicated in **bold** text (dark shaded boxes) and changes in comparison to the EIA Report are *underlined in italics* (light shaded boxes).

Landscape Effects on Rolling Uplands, Inverness LCT

5.7.5 The *Rolling Uplands – Inverness* LCT covers a relatively large area to the southwest and centre of the 45km Study Area and adjoins the *Rolling Uplands - Cairngorms* LCT to the south and east, making it a relatively common LCT in the study area.

5.7.6 There has been no overall change to the baseline *Rolling Uplands – Inverness* LCT since the EIA Report, although construction of the A9 dualling has affected part of the A9 road corridor with construction works and associated landscape planting due for completion in 2028. The sensitivity of this landscape has been assessed as Medium as set out in the EIA Report and disregards any temporary effects of the A9 dualling construction works on landscape sensitivity.

5.7.7 As described in the EIA Report, the magnitude of change to landscape character during the construction phase would range progressively from Zero (at the start of the construction phase) to High, primarily as a result of the turbine construction (reduced from 14 to 12). Other infrastructure construction is also reduced in comparison to the Proposed Development, including the creation of new access tracks (reduced in length), construction compound (reduced from two to one), substation and battery storage, and borrow pit. When combined with Medium sensitivity the landscape effects on the *Rolling Uplands - Inverness* LCT would range from None (at the start of the construction phase) increasing to **Major** and **Significant** upon completion, due in particular to the progressive nature of construction activity culminating in turbine construction. The geographical extent of significant effects would directly affect a reduced area in comparison to the Proposed Development, although the indirect landscape effects would extend approximately 3km west and east up to large areas of forestry and the A9 corridor; approximately 2km south up to the existing Farr Wind Farm; and approximately 1-3km north and northeast up to the A9 and railway corridor and forested areas. Beyond this distance the level of effect would reduce to **Moderate** or less and **Not Significant**. The nature of these effects would be long-term (reversible) and negative when compared to the pre-existing landscape.

5.7.8 The Revised Proposed Development includes native woodland planting along the northeastern Site boundary (shown as compensatory planting on **AI Figure 13.6**). This would close some of the gaps in the roadside vegetation of forestry and woodland, closest to the Revised Proposed Development along the A9 that would otherwise allow significant views of the turbines. This planting excludes areas required for access, health and safety visibility splays and utility wayleave, whilst also taking account of landscape planting undertaken as part of the A9 dualling. The mitigation planting would be undertaken, beyond the land take for A9 dualling, in the first available planting season from the commencement of the wind farm construction period.

5.7.9 During operation, the completed wind farm would gain a more 'settled' appearance when compared to the same area during the construction period. **Major** and **Significant** effects within 1-3km of the turbines would continue throughout the operational period mainly as a

result of the proposed turbines. The nature of these effects would be long-term (reversable) and negative when compared to the pre-existing landscape. Native woodland planting would provide screening and enhancement along the A9 corridor with the proposed planting becoming well established in 10-15 years leading to a localised and beneficial effect on the landscape character as perceived from the A9.

5.7.10 During decommissioning the Site would return to a 'construction site' for a temporary period with the residual landscape effect reducing to **Negligible** and **Not Significant**. The nature of these effects would be permanent, direct, and positive to neutral when compared to the pre-existing landscape with mature, native woodland remaining as a local benefit to the A9 corridor.

Cumulative Assessment: Proposed Development, Existing and Consented Wind Farms

5.7.11 There would be **no change** to the previous Scenario 1 assessment which takes account of seven existing wind farms and four consented wind farm developments within the Rolling Uplands - Inverness LCT which already have a direct effect on areas of the LCT.

5.7.12 The Revised Proposed Development would be most closely associated with the existing wind farm development at Farr and Glen Kyllachy wind farms and the additional cumulative effect of adding the Revised Proposed Development to the existing and consented wind farm baseline would be slightly reduced by the presence of these wind farms, although still significant (Moderate). The combined cumulative magnitude would be High within up to 1-3 km distance from the Revised Proposed Development, leading to a **Major** and combined **Significant** cumulative effect in combination with the Farr, Glen Kyllachy, Moy and Tom na Clach wind farms. However, due to its location, to the north of, and close to the Farr and Glen Kyllachy cluster the Revised Proposed Development would not materially add to cumulative effects of the existing and consented wind farms already influencing this LCT as a whole.

Cumulative Assessment: Proposed Development, Existing, Consented and Application Wind Farms

5.7.13 The addition of the four planning applications for Kyllachy, Balnespick, Highland and Clune are all located within the *Rolling Uplands – Inverness* LCA and the additional cumulative effect of adding the Revised Proposed Development to this baseline would be reduced by the characterising influence of these schemes, with wind farm development a key characteristic of this landscape. In this scenario the additional cumulative effect would be Moderate and significant within up to 1-3 km distance from the Revised Proposed Development. The combined cumulative magnitude (accounting for all developments) would be High, leading to a **Major** and **Significant** cumulative effect with areas of wind farm development 'clustered and spaced' more frequently across this landscape. The location of the Revised Proposed Development to the north of and close to the Farr, Glen Kyllachy and Kyllachy cluster would however limit its characterising influence on this LCT as a whole.

5.7.14 The nature of these effects would be long-term (reversible) direct, cumulative and negative when compared to the existing baseline.

Landscape Effects on Farmed Strath – Inverness LCT - Stratherrick, Strathnairn LCA

5.7.15 The Farmed Strath - Inverness LCT includes two narrow straths within the study area: Stratherrick / Strathnairn, and Strathglass. The Stratherrick / Strathnairn LCA is aligned south-west to north-east and is characterised by farmed valley floors with a central meandering river contained within steep, mainly forested and wooded valley slopes.

5.7.16 There has been no overall change to the baseline landscape character since the EIA Report and the sensitivity of this landscape remains High as assessed previously.

5.7.17 None of the proposed turbines would be located within this LCT and the Revised Proposed Development would move turbines further away from the LCT / LCA boundary, as well as reducing the 'intensity' of the previous 'dominant / prominent' effect, due to the reduced turbine numbers and their improved visual composition as illustrated in Viewpoint 4: B861 - Balnafoich and Inverarnie, in Strathnairn (**AI Figure 5.22a-f**). This may be compared to **EIA Figure 5.22a-f** and the comparative wirelines (**AI Figure 5.40**). Theoretical visibility is patchy across the LCT limiting the extent of these indirect effects on landscape character. Most areas of the Strath, including Stratherrick and Strathnairn would have a further reduced effect or no effect on character and this is supported by viewpoints Viewpoint 9 (**EIA Figure 5.27**), and from the north of Strathnairn Viewpoints 7 and 12 (**AI Figures 5.25a-f and AI Figures 5.30a-f** respectively). As a result, the magnitude of change would reduce slightly (Low to Zero) leading to a **Moderate to None** level of effect that would not be significant due to a reduction in the effect 'intensity' because of the reduced turbine numbers and their visual composition, with turbines 'pushed back' from the edge of the Strath, indirectly affecting a limited area of the LCT. Most areas of the Strath, including Stratherrick and Strathnairn would have a further reduced effect or no effect on character. The nature of these effects would be long-term (reversible), indirect and negative to neutral.

Cumulative Assessment: Proposed Development, Existing and Consented Wind Farms

5.7.18 Other existing and consented wind farms have a limited characterising influence on this LCA and (all Low-Very Low to Zero magnitude). Taking account of the Revised Proposed Development, the additional and the combined landscape effects would range between **Moderate to None** and **Not significant**.

Cumulative Assessment: Proposed Development, Existing, Consented and Application Wind Farms

5.7.19 The addition of the four planning applications for Kyllachy, Balnespick, Highland and Clune would have a very limited characterising influence on this LCA. Consequently, there would be no change to the additional and the combined landscape effects ranging Moderate to None and **not significant**.

5.7.20 The nature of these effects would be long-term (reversible) cumulative and neutral.

5.8 Revised Visual Effects and Cumulative Visual Effects

5.8.1 The revised visual assessment has reassessed visual receptors, including areas of settlement, transport / recreational routes and recreational / tourist destinations, previously assessed as significantly and / or Moderately affected by the Proposed Development.

5.8.2 In summary, significant visual effects resulting from the Revised Proposed Development would be limited to localised areas within 10.5 km from the revised turbines. Significant visual effects include the views from some residential properties at Balnafoich on the western side of Strathnairn as illustrated by Viewpoint 4 (**AI Figure 5.22a-f**); views from parts of transport routes (including the A9, B9154, and the main railway line from Inverness to Perth) and parts of recreational routes (including Core Path IN27; Heritage Paths 1, 2, and 3; and part of the Sustrans National Cycle Route 7).

5.8.3 Notably the Revised Proposed Development would lead to reduced and **Non-Significant** visual effects from Inverness (including the area of Leachkin as illustrated in Viewpoint 16 (**AI Figure 5.34a-f**) and previously assessed as significant); the B861 in Strathnairn, also previously assessed as significant; and reduced visual effects on views from Culloden Battlefield and associated core paths; and views from Loch Duntelchaig, and Loch Ruthven Nature Reserve.

5.8.4 The revised visual assessment is summarised in **Table 5.** Significant effects as a result of the Revised Proposed Development are indicated in **bold** text (dark shaded boxes) and changes in comparison to the EIA Report are *underlined in italics* (light shaded boxes).

Visual Effects on views from Settlement

Inverness and Leachkin

5.8.5 The visual effects on views from Inverness would range between Very Low and Zero and the level of effect would be **Minor to No View** and not significant as set out in the EIA Report. The greatest views would be from elevated part of Leachkin with long views to the south as illustrated in Viewpoint 16 (**AI Figure 5.34a-f**). (This was previously assessed as significant on a precautionary basis in the EIA Report). Due to the Revised Proposed Development, there would be a reduction in the visual effect due to the removal of two turbines. Although the magnitude would remain Low, the **Moderate** level of effect would not be significant due to the increased distance, reduced number of visible turbines, the turbine composition, nature of the view and the limited locations from where this effect would be visible.

5.8.6 Cumulatively other existing, consented and application wind farms have limited visibility (Balnespick and Highland have a Negligible visibility) and the additional and combined cumulative effects would not exceed Moderate and not significant. The nature of these effects would be long-term (reversible) cumulative and neutral.

Farr and Inverarnie in Strathnairn and Balnafoich

5.8.7 The visual effects on views from Farr and Inverarnie in Strathnairn would range between Low - Very Low and Zero and the level of effect would be **Moderate to Minor** or **No View** and not significant as set out in the EIA Report. Although not identified as a settlement in the Inner Moray Firth Local Development Plan 2 (IMFLDP2), the views from some residential properties at Balnafoich, on the western side of Strathnairn, would be significantly affected (**Major**) as illustrated by Viewpoint 4 (**AI Figure 5.22a-f**), see **Table 5.4**. These effects would be slightly reduced in comparison to the Proposed Development by the removal of two turbines resulting in an improved visual composition, subject to any intervening vegetation screening views from individual properties.

5.8.8 Cumulatively other existing, consented and application wind farms have limited or no visibility and the additional and combined cumulative effects would not exceed the above assessment. The nature of these effects would be long-term (reversible) cumulative and neutral.

Residential Visual Amenity Assessment

5.8.9 There would be **no change** to the levels of effect and significance reported in the EIA, Technical Appendix 5.3 and this is illustrated by revised RVAA figures (**AI Figures 5.3.1-7**, contained in **Volume 3 AI Figures**). Of the six properties assessed within 2 km significant visual effects were assessed at two groups of the properties (Keeper's Cottage and 1-4 Forestry Houses).

5.8.10 The change to the route of the site access would increase the separation distance from property groups 1 and 2, moving from within 200 m to the north, to beyond 400 m to the south. The route would also move from the north of property groups 3-4 to the south as illustrated in **AI Figure 5.3.1**.

5.8.11 There would be no instances where the Residential Visual Amenity Threshold would be reached and no instances where the visual effects, (although significant in some cases) would be so severe as to be considered as "*overwhelming views in all directions*"; "*unpleasantly encroaching*" or being "*inescapably dominant from the property*" as exampled in the RVAA guidance. This is due largely to embedded mitigation within the Project which has ensured that no property is within 1.4 km of the nearest turbine and combinations of partial screening, and use / orientation of the property, such that the property would not be adversely affected to the extent that it would become an unattractive place to live when judged objectively and in the public interest, living standards would not be affected, and it would not become a matter of residential amenity.

Visual Effects on views from Transport Routes

A9

5.8.12 The visual effects on views from the A9 are illustrated in **AI Figures 5.17 - 18a-u** which may be compared to the corresponding figures in the **EIA Report (Figures 5.17 -18a-u)**. Although there would be **no change** to the assessment there would be a slight reduction in the number of turbines visible from some views and a change to the visual composition. In summary, significant effects would be limited to the following sections of the A9 as assessed previously in the EIA Report:

- Northbound: Of the approximately 439 km total route, approximately 2.9km across four short sections would be significantly affected (**Major to Moderate**) equating to a total of approximately 2 minutes of travel time assuming an average speed of 60mph.
- Southbound: Of the approximately 439 km total route, approximately 3.9km (reducing to approximately 2.6 km accounting for coniferous forestry) across four short sections would be significantly affected (**Major to Moderate**) equating to a total of approximately 2.5 minutes of travel time assuming an average speed of 60mph.

5.8.13 Similarly, there would be **no change** to the cumulative assessment as a result of the Revised Proposed Development. The four planning applications (Kyllachy, Balnespick, Highland and Clune) have limited or no visibility (see Viewpoint 3: A9, north of Tomatin, **AI Figure 5.21a-g**)

and the additional and combined cumulative effects would not exceed the above assessment. The nature of these effects would be long-term (reversible) cumulative and negative.

B9154

5.8.14 The visual effects on views from the B9154 are illustrated in Viewpoint 2 (**EIA Report Figure 5.20a-j.**Although there would be **no change** to the assessment there would be a slight reduction in the number of turbines visible from some views. In summary, significant effects would be limited to approximately 5.5 km of the route, southbound, between Moy and Auchnahilin (reducing to approximately 1.1km accounting for coniferous forestry) and equating to approximately 5 minutes of travel time (reducing to 1 minute of travel accounting for screening) assuming an average speed of 40mph.

5.8.15 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative. The visual effects on views from the B861 are illustrated in Viewpoint 4 (**AI Figure 5.22a-f**) and there would be a reduction in the level of effect from Major to **Moderate** and **Not Significant** due to the Medium sensitivity and the reduced number and prominence of visible turbines.

5.8.16 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative.

Main railway line – Inverness to Perth

5.8.17 There would be **no change** to the visual effects on views from the main railway line – Inverness to Perth. In summary, approximately 8 00m of the journey, passing to the north of the site would be significantly affected equating to less than approximately 1 minute of travel time assuming an average speed of 60mph.

5.8.18 There would be no change to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative. Visual Effects on views from Recreational Routes

Great Glen Way / Loch Ness 360 Trail and related Core Paths western Inverness

5.8.19 The Great Glen Way / Loch Ness 360 Trail, and the nearby Core Paths on the elevated western edge of Inverness (IN19.08, IN19.09 and IN19.44) are assessed in both the EIA and the revised assessment as Low to Zero magnitude and **Moderate to No View** level of effect. There would however be a slight reduction to the visual effect due to the removal of two turbines as illustrated by Viewpoint 16 (**AI Figure 5.34a-f**). This would result in the visual effects from these receptors changing from significant (assessed on a precautionary basis) to **not significant** due to the increased distance, reduced number of visible turbines, the panoramic nature of the view and the limited locations from where this effect would be visible, such that it is not representative.

5.8.20 Cumulatively other existing, consented and application wind farms have limited visibility (Balnespick and Highland have a **Negligible** visibility) and the additional and combined

cumulative effects would not exceed **Moderate** and **Not Significant**. The nature of these effects would be long-term (reversible) cumulative and neutral.

Sustrans National Cycle Route 7

5.8.21 The Revised Proposed Development would not change the assessed visual effects on the views from the Sustrans National Cycle Route 7. The level of visual effect would remain between **Substantial to Major** and significant.

5.8.22 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative. Heritage path HP1 - General Wade's Military Road.

5.8.23 The Revised Proposed Development would reduce the visual effects on the views from Heritage path HP1 - General Wade's Military Road, Moy to Inverness as illustrated in Viewpoint 1: General Wades Road – Moy to Inverness (**AI Figure 5.19a-e**). Approximately 6.8 km of the route would be affected, reducing to 4.5 km when accounting for forestry. Due to the reduction in the number of visible turbines the magnitude would reduce from High to High-Medium and the level of effect would reduce from Substantial to **Substantial to Major**, and remain **Significant**.

5.8.24 Cumulatively other existing, consented and application wind farms would have limited visibility and where visible Kyllachy would appear beyond the Revised Proposed Development. There would be no change to the cumulative assessment and the additional and combined cumulative effects would not exceed **Substantial to Major** and **Significant**. The nature of these effects would be long-term (reversible) cumulative and negative.

Sustrans National Cycle Route 7, Heritage paths and Scottish Hill Tracks

5.8.25 The Revised Proposed Development would not change the assessed visual effects on the views from the Sustrans National Cycle Route 7 or the Heritage paths HP2 – Old Road to Forres / Scottish Hill Track 229, and HP3 – Slochd Military Road / Scottish Hill Track 230. The level of visual effect would remain between **Substantial to Major** and **Significant**.

5.8.26 There would be no change to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative. Heritage path HP2 – Old Road to Forres / Scottish Hill Track 229

5.8.27 The Revised Proposed Development would not change the assessed visual effects on the views from Heritage path HP2 – Old Road to Forres / Scottish Hill Track 229. The level of visual effect would remain between **Substantial to Major** and **Significant**.

5.8.28 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have limited or no visibility from this route. The nature of these effects would be long-term (reversible) cumulative and negative.

Heritage path HP3 – Slochd Military Road / Scottish Hill Track 230

5.8.29 The Revised Proposed Development would not change the assessed visual effects on the views from Heritage path HP3 – Slochd Military Road / Scottish Hill Track 230. The level of visual effect would remain between **Major** and **Significant**.

5.8.30 There would be **no change** to the cumulative assessment for scenario 1 (existing and consented development). The Kyllachy and Balnespick applications (scenario 2) however would be clearly visible from this route (Medium magnitude) leading to a **Significant** combined cumulative effect of **Major**. The nature of these effects would be long-term (reversible) cumulative and negative.

Core Path IN27.02 – Distillery Wood, at Tomatin

5.8.31 There would be **no change** to the visual effects on views from Core Path IN27.02 – Distillery Wood, at Tomatin, as a result of the Revised Proposed Development. Both the EIA and the revised assessment assume that forestry in this area has been felled and the level of visual effect would be **Major to No View** and **Significant**.

5.8.32 There would be **no change** to the cumulative assessment for scenario 1 (existing and consented development). The Kyllachy application (scenario 2) however would be clearly visible from this route (High-Medium magnitude assuming forestry is felled) leading to a **Significant** combined cumulative effect of **Substantial to Major**. The nature of these effects would be long-term (reversible) cumulative and negative.

Core Paths around Culloden

5.8.33 The visual effects on views from the Core Paths around Culloden (IN08.12, IN08.13, IN08.25, IN08.28, IN09.01, and IN09.02) are represented by Viewpoint 12 (**AI Figure 5.30a-f**) and there would be a reduction in the level of effect from Moderate to None to **Minor to No View**, which would be **Not Significant**, due to the Very Low to Zero magnitude with 2-4 turbine blades theoretically visible subject to forestry felling. The nature of this effect would be long-term (reversible) and neutral.

5.8.34 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have no visibility from this receptor.

Visual Effects on views from Recreational Tourist Destinations

Loch Duntelchaig

5.8.35 The views from the shoreline and waters of Loch Duntelchaig are represented by Viewpoint 15 (**AI Figure 5.33a-f**) and people camping / picnicking and appreciating the landscape (as opposed to road users) have been assessed as of High sensitivity. Although there would be a reduction in the number of turbines and an improved composition, the magnitude of change would remain Low and the level of effect **Moderate to No View** and **Not Significant**. The nature of this effect would be long-term (reversable) and negative although it is not considered that the views of the turbines, affecting a small part of the view would significantly detract from an appreciation of the loch and its environs.

5.8.36 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have no visibility from this the perimeter roads and tracks. The nature of these effects would be long-term (reversible) cumulative and negative.

Culloden Battlefield

5.8.37 The visual effects on views from Culloden Battlefield are illustrated in Viewpoint 12 (**AI Figure 5.30a-f**) and as noted previously there would be a reduction in the level of effect from 'Moderate to No View' to **Minor to No View**. This would be **Not Significant**, due to the Very Low to Zero magnitude resulting from the theoretical visibility of two to four turbine blades on the southern horizon, the visibility of which would be further screened by intervening forestry, subject to forestry felling. The nature of this effect would be long-term (reversible) and neutral with no significant effects on the tourist / visitor experience of the Culloden Battlefield.

5.8.38 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have no visibility from this receptor.

Loch Ruthven Nature Reserve

5.8.39 The views from the carpark and footpath access to Loch Ruthven Nature Reserve are outwith the ZTV as indicated in **AI Figure 5.4b** (allowing for vegetation screening). Views from along the shoreline of Loch Ruthven also tend to be outwith the ZTV and or viewing across the water and away from the Revised Proposed Development. Where visible there would be a reduction in the number of turbines and an improved composition. The magnitude of change would reduce to Low-Very Low and the level of effect would be **Moderate to Minor or No View** and **Not Significant**. The nature of this effect would be long-term (reversible) and neutral with no significant effects on the tourist / visitor experience of the Nature Reserve.

5.8.40 There would be **no change** to the cumulative assessment as a result of the Revised Proposed Development or the four planning applications, the latter of which have no visibility from this this receptor.

Revised Night-time Assessment on Aviation Warning Lights

5.8.41 A Revised Lighting Strategy follows the lighting strategy previously agreed with the Civil Aviation Authority (CAA) and proposes a reduction in the number of lit turbines from seven to six as illustrated in **AI Figure 5.4.1**. This has also led to a reduction in night-time landscape and visual effects from some receptors. Further information is provided in **AI Technical Appendix 5.6: *Lynemore Wind Farm, Report on Light Propagation from the Aviation Warning Lights*** which provides a scientific assessment of the of propagation of light, taking into account the atmospheric conditions typically found in Scotland and a range of objective factors that influence how the how the human eye perceives light.

5.8.42 The revised night-time assessment should be read in addition to the **EIA Technical Appendix 5.4** which includes information on methodology and baseline assessment, neither of which have changed since the date of the EIA Report.

5.8.43 The Revised Lighting Strategy is summarised as follows:

- Medium intensity, steady red (2000) lights fitted to the nacelles of six turbines (T1, T3, T6, T12, T13, and T14) reduced from seven.
- No mid-tower lights are required.
- Lights capable of being dimmed to 10% of peak intensity when visibility exceeds 5 km, which would be for the majority of their operation.
- Lights capable of angle intensity mitigation (equal or better than the LuxSolar Medium Intensity Obstruction Light CAP 168 MIOL-C light specification example in **EIA Technical Appendix 5.4, Table 5.4.2**) as advised in the NatureScot (NS) *Guidance on Aviation Lighting Impact Assessment*, November 2024.

5.8.44 The revised hub height ZTV analysis, provided in **AI Figure 5.4.3** indicates limited change to the area where the aviation warning lights would be theoretically visible although there are some slight reductions to parts of Culloden and Strathnairn. The revised light intensity ZTV (**AI Figure 5.4.5**) also remains similar to the **EIA Figure 5.4.5** and indicates reduced light intensity from lower lying areas along the A9 and from the straths and glens.

5.8.45 Analysis of the number of aviation warning lights theoretically visible from each viewpoint in accordance with the NS advice (*General Pre-application and Scoping Advice for Onshore Wind Farms, Annex 2* – SNH, August 2022) is provided in **Table 5.1**. The viewpoints are limited to those within the 20 km night-time study area.

Table 5.1 Summary of Night-time Visibility of lit turbines

Viewpoint No. and Title	T1	T3	T6	T12	T13	T14
1. General Wades Road – Moy to Inverness	✓	✓	✓	✓	✓	-
N2. B9154, northeast of Moy	✓	✓	✓	✓	✓	✓
3. A9, north of Tomatin	✓	-	-	✓	✓	✓
N4. B861 between Balnafoich and Inverarnie, Strathnairn	✓	✓	✓	-	-	-
5. B9154, Meallmore	**V**	-	-	**V**	-	-
N6. Sustrans NCR 7, Tomatin	✓	-	-	✓	✓	✓
N7. A9, Daviot	-	✓	✓	-	-	-
8. Carn Choire Mhoir	✓	✓	✓	✓	✓	✓
9. B851, Croachy	-	**V**	**V**	-	-	-
10. Carn nan Tri-tighearnan	✓	✓	✓	✓	✓	✓
11. Carn na Lair, northern boundary of Cairngorms National Park	✓	✓	✓	✓	✓	✓
12. Culloden Visitor Centre and Jim Savage-Lowden Observatory	-	-	-	-	-	-
13. Carn Dubh (Ic an Deoir)	✓	✓	✓	✓	✓	✓
14. Carn Loisgte, northern boundary of Cairngorms National Park	✓	✓	✓	✓	✓	✓

Viewpoint No. and Title	T1	T3	T6	T12	T13	T14
15. B862 Ashie Moor, west of Loch Duntelchaig	✓	✓	✓	-	-	-
16. Leachkin, Inverness	✓	✓	✓	✓	✓	✓
17. A9, Kessock Bridge	✓	✓	✓	✓	✓	-
18. Great Glen Way north of Blackfold	✓	✓	✓	✓	✓	✓
Key:	Visible: ✓		Screened by vegetation: **V**			

5.8.46 More detailed analysis of the viewpoints is provided in **Table 5.6** which confirms no significant night-time visual effects. This is supported by revised night-time Viewpoints N2, N4, N6 an d N7, illustrated in figures **AI Figures 5.4.7a-e, 5.4.8a-d, 5.4.9a-d** and **5.4.10a-d**. Due to the Revised Lighting Strategy, there would be a reduction in non-significant effects at Viewpoint N4: B861 between Balnafoich and Inverarnie, Strathnairn (**AI Figure 5.4.8a-d**) and Viewpoint 12. Culloden Visitor Centre and Jim Savage-Lowden Observatory (**AI Figure 5.30a-f**) where there would be **No View** of any aviation warning lights.

5.8.47 The EIA night-time assessment concluded that there would be **Significant** night-time effects on the host Rolling Uplands – Inverness LCT up to approximately 3 km distance. Although the number of aviation warning lights would reduce to six there would be **no change** to this assessment (**Moderate** within 3 km). The night-time effects would be dependent on weather conditions, distance and viewing angle, and a judgement on whether the key characteristics of the landscape could still be appreciated during periods of dusk and dawn and into darkness.

5.8.48 In terms of cumulative night-time effects, as reported in the EIA Report, there would be no significant cumulative night-time effects in combination with the consented Ourack Wind farm and none of the existing wind farms are lit. The four other planning applications all include aviation warning lights and are all located within the *Rolling Uplands – Inverness* LCT and include similar lighting strategies to the Revised Proposed Development:

- Kyllachy: All 13No. turbines lit, including three mid-tower lights on each turbine.
- Balnespick: 5No. perimeter turbine hubs to be lit.
- Clune: 10No. perimeter and selected turbine hubs to be lit.
- Highland: 8No. perimeter turbine hubs to be lit. including three mid-tower lights.

5.8.49 A cumulative ZTV of these applications is illustrated in **AI Figure 5.4.6**. Whist there would **no change** to the additional cumulative effects of the Revised Proposed Development (**Moderate** within 3 km) and the cumulative effects for existing and consented wind farms (Scenario 1) it is likely there would be **Significant** combined cumulative effects as a result of Ourack (consented), the four planning applications and the Revised Proposed Development. Considering the combined number of lights and the spread of these across a wide unlit area, with limited angle intensity mitigation it is likely there would be an increase in the magnitude from Medium to High-Medium from parts of the *Rolling Uplands – Inverness* LCT. This would have a characterising influence on the unlit landscape resulting in a **Major to Moderate** and **Significant** combined cumulative effects from some locations where multiple lights would be visible. The nature of these effects would be long-term (reversible) cumulative and negative.

5.8.50 There would be **no significant** night-time effects on the surrounding LCTs due to the intervening distance and the existence of other existing light sources from roads (in particular

the A9) and settlements. For similar reasons there would be no significant night-time effects on the Cairngorm National Park or Special Landscape Areas within the Study Area.

5.8.51 Allowing for the embedded mitigation (excepting angle intensity mitigation) and the influence of existing lights from the A9 corridor and settlements, there would be no significant effects on the views from any of the visual receptors within the Study Area. This assessment conclusion is supported by the scientific assessment in **AI Technical Appendix 5.6**.

5.8.52 The Revised Proposed Development could not therefore make a significant contribution of cumulative effects that might otherwise result from other applications in relation to any other landscape or visual receptors. The four planning applications are all located within the Rolling Uplands – Inverness LCT and would tend to not be visible from the surrounding lower lying straths, glens and coastal areas.

5.8.53 During the summer months, most people, including hill walkers are unlikely to experience the aviation warning lights. For example, during the summer solstice 2025 the aviation warning lights would switch on at 2247 and switch off at 0348 in the morning. Local residents and local road users are more likely to experience the aviation warning lights during the winter months. For example, during the winter solstice 2025 the lights would come on at 1603 and switch off at 0825 in the morning. Operation of the aviation warning lights would have no adverse effect on periods of sunrise (when the sun disk passes above the horizon and the period just after this) and sunset (the period just before the sun disk passes below the horizon) as the operation is programmed to switch off 30 mins before sunrise and switch on 30 mins after sunset, respectively.

Summary of Effects

5.8.54 A summary of the landscape and visual effects resulting from the Revised Proposed Development is provided in the following tables:

- Table 5.2: Summary of Viewpoint Analysis.
- Table 5.3: Summary of Cumulative Viewpoint Analysis.
- Table 5: Summary of Landscape Effects and Cumulative Landscape Effects.
- Table 5: Summary of Visual Effects and Cumulative Visual Effects.
- Table 5.6: Summary of Night-time Viewpoint Analysis.

5.8.55 For each of the above tables, significant effects as a result of the Revised Proposed Development are indicated in **bold** text and dark shaded, changes to the previous assessment are *underlined in italics* and light shaded.

5.8.56 In summary, significant landscape and cumulative effects resulting from the Revised Proposed Development would affect part of the *Rolling Uplands, Inverness* Landscape Character Type (LCT) within 1-3km. The Revised Proposed Development is located within this LCT and due to the reduction in turbine numbers there would be a corresponding reduction in the direct effects on this landscape and its associated elements and characteristics. Due to its location, to the north of, and close to the Farr and Glen Kyllachy cluster the Revised Proposed Development would not materially add to cumulative effects of the existing and consented wind farms already influencing this LCT as a whole. Due to the Revised Proposed Development, there would no longer be any significant effects on the *Farmed Strath – Inverness* LCT - *Stratherrick, Strathnairn* Landscape Character Area (LCA).

5.8.57 In summary, significant visual effects resulting from the Revised Proposed Development would be limited to localised areas within 10.5 km from the revised turbines. Significant visual and cumulative effects include the views from some residential properties at Balnafoich on the western side of Strathnairn as illustrated by Viewpoint 4; views from parts of transport routes (including the A9, B9154, and the main railway line from Inverness to Perth) and parts of recreational routes (including Core Path IN27.02; Heritage Paths 1, 2, and 3; and part of the Sustrans National Cycle Route 7).

5.8.58 Notably the Revised Proposed Development would lead to reduced and non-significant visual effects from Inverness (including the area of Leachkin as illustrated in Viewpoint 16 and previously assessed as significant); the B861 in Strathnairn, also previously assessed as significant; and reduced visual effects on views from Culloden Battlefield and associated core paths; and views from Loch Duntelchaig, and Loch Ruthven Nature Reserve.

5.8.59 The Revised Lighting Strategy follows the lighting strategy previously agreed with the Civil Aviation Authority (CAA) and proposes a reduction in the number of lit turbines from seven to six. Although there would be a significant and cumulative effect on part of the 'host' *Rolling Uplands – Inverness* LCT, no other landscape receptors would be significantly affected and no significant visual effects from the surrounding area are predicted. Due to the Revised Lighting Strategy, there would be **No View** of the aviation warning lights from the Jim Savage-Lowden Observatory at Culloden.

Table 5.2 Summary of Viewpoint Analysis

Viewpoint	Distance*	Sensitivity	Magnitude	Level of Effect	Comments
1. General Wades Road – Moy to Inverness	*Increased from 1,800m to 2,044m*	High (walkers)	*High-Medium (reducing to Medium-Low as forest restocked)*	***Substantial to Major** (reducing to **Major to Moderate**)*	***Reduced** in number of turbines and horizontal extent from Substantial to **Substantial to Major** (reducing further as forest is restocked).*
		Medium (road users)		***Major to Moderate** (reducing to Moderate to Minor)*	
2. B9154, northeast of Moy	2,346m	High (cyclists)	High	**Substantial**	**No change** to assessment despite reduction in number of turbines and distance, the scale of development is not changed.
		Medium (road users)		**Substantial to Major**	
3. A9, north of Tomatin	4,299m	Medium	Medium	**Moderate**	As above **no change** to the assessment.
4. B861 - Balnafoich and Inverarnie	*Increased from 4.5km to 5.1km*	High (residents)	*Medium*	***Major***	***Reduced** from Substantial to **Major** (residents) and significant, and Major to **Moderate** (road users) and not significant due to reduced number and prominence of turbines.*
		Medium (road users)		*Moderate*	
5. B9154, Meallmore	*Change from 4,764m to 4,709m*	High (res. / cyclists)	Very Low to Zero (Medium-Low if forestry felled)	Minor to No View	**No change** to assessment.
		Medium (road users)		Negligible to No View Moderate (if forestry felled)	
6. Sustrans NCR 7, Tomatin	*Change from 5,056m to 5,055m*	High (res. / cyclists)	Medium	**Major**	**No change** to assessment.
		Medium (road users)		**Moderate**	
7. A9, Daviot	*Change from 6,503m to 6,663m*	Medium	*Medium to Low*	*Moderate to Minor*	***Reduced** in number of turbines and horizontal extent from Moderate to Moderate to Minor.*
8. Carn Choire Mhoir	8,760m	High	Medium	**Major**	**No change** to assessment.

Viewpoint	Distance*	Sensitivity	Magnitude	Level of Effect	Comments
9. B851, Croachy	*Change from 9,020m to 9,452m*	High (residents)	Very Low (winter) Zero (summer)	Minor to No View	**No change** to assessment although there is a reduction in the number of turbines and the distance due to intervening vegetation.
		High-Medium (road users)		Minor to Negligible to No View	
10. Carn nan Tri-tighearnan	*9,060m*	High	Medium	**Major**	As above **no change** to the assessment.
11. Carn na Lair, near CNP	*10,468m*	High	Medium	**Major**	As above **no change** to the assessment.
12. Culloden Visitor Centre	11,667m	High	*Very Low*	*Minor*	***Reduced** from Moderate to Moderate to Minor and not significant.*
13. Carn Dubh (Ic an Deoir)	*12,151m*	High	Low	Moderate	**No change** to the assessment.
14. Carn Loisgte, near CNP	12,515m	High	Low	Moderate	**No change** to the assessment.
15. B862 Ashie Moor, west of Loch Duntelchaig	*13,776m*	High-Medium	Low	Moderate to Minor	***No change** to the assessment although there is a reduction in the number of turbines and improved composition.*
16. Leachkin, Inverness	*14,320m*	High	Low	Moderate	***Reduced to not significant** as above.*
17. A9, Kessock Bridge	*15,758m*	High (rec. users)	Low-Very Low	Moderate to Minor	**No change** to the assessment.
		Medium (road users)		Minor	
18. Great Glen Way north of Blackfold	*16,787m*	High	Low	Moderate	**No change** to the assessment.
19. Chanonry Point	*22,428m*	High	Low-Very Low	Moderate to Minor	**No change** to the assessment.
20. Meall Fuar-mhonaidh summit	*29,552m*	High	Very Low	Minor	**No change** to the assessment.
21. Meall a' Bhuachaille summit, CNP	*30,813m*	High	Very Low	Minor	**No change** to the assessment.

Table 5.3 Summary of Cumulative Viewpoint Analysis

Viewpoint Analysis:		**Cumulative Viewpoint Analysis:**				**Comments**
Viewpoint	**Revised Proposed Development Effect** (from Table 5.2)	**Scenario 1:** (RPD existing and consented schemes)		**Scenario 2:** (Scenario 1 and applications)		
		Additional Effect (RPD)	Combined Effect	Additional Effect (RPD)	Combined Effect	
1. General Wades Road – Moy to Inverness	***Substantial to Major*** *(reducing to* ***Major to Moderate****)*	No cumulative effect.				**No change** to cumulative assessment
	Major to Moderate *(reducing to Moderate to Minor)*					
2. B9154, northeast of Moy	**Substantial**	No cumulative effect.				**No change** to cumulative assessment
	Substantial to Major					
3. A9, north of Tomatin	**Moderate**	No cumulative effect.		***Moderate***		Kyllachy would be visible (Negligible) beyond trees and road embankments in addition to the RPD.
4. B861 - Balnafoich and Inverarnie	***Major***	***Major***		No cumulative effect.		Cumulative effects for Scenario 1 would be **reduced** due to reduced visibility of the RPD. **No change** to cumulative assessment for Scenario 2.
	Moderate	*Moderate*		No cumulative effect.		
5. B9154, Meallmore	Minor to No View	No cumulative effect.				**No change** to cumulative assessment.
	Negligible to No View Moderate (if forest felled)					

Viewpoint Analysis:		Cumulative Viewpoint Analysis:				Comments
Viewpoint	**Revised Proposed Development Effect** (from Table 5.2)	**Scenario 1:** (RPD existing and consented schemes)		**Scenario 2:** (Scenario 1 and applications)		
		Additional Effect (RPD)	Combined Effect	Additional Effect (RPD)	Combined Effect	
6. Sustrans NCR 7, Tomatin	**Major**	No cumulative effect.		***Major***		**No change** to cumulative assessment for Scenario 1. Kyllachy would be visible (Negligible) beyond trees and Clune would be partly visible (Negligible) beyond the viaduct for Scenario 2.
	Moderate	No cumulative effect.		***Moderate***		
7. A9, Daviot	*Moderate to Minor*	*Moderate to Minor*		*Moderate to Minor*		Cumulative effects for Scenario 1 would be **reduced** due to reduced visibility of the RPD. Balnespick would be visible (Negligible) beyond trees for Scenario 2.
8. Carn Choire Mhoir	**Major**	**Major**		**Major**	***Substantial***	For Scenario 2 the combined cumulative effect would **increase** due to the visibility of Clune, Kallachy and Balnespick, although there would be no change the contribution of RPD.
9. B851, Croachy	Minor to No View	No cumulative effect.				**No change** to cumulative assessment.
	Minor to Negligible to No View					
10. Carn nan Tri-tighearnan	**Major**	**Major**		**Major**	***Substantial to Major***	For Scenario 2 the combined cumulative effect including Tom na Clach and extension would **increase** due to the visibility of Clune, Kallachy and Balnespick, although there would be no change the contribution of RPD.
11. Carn na Lair, near CNP	**Major**	**Major**		**Major**	***Substantial***	For Scenario 2 the combined cumulative effect would **increase** due to the visibility of Clune, Kallachy and Balnespick, although there would be no change the contribution of RPD.

Viewpoint Analysis:		**Cumulative Viewpoint Analysis:**				**Comments**
Viewpoint	**Revised Proposed Development Effect** (from Table 5.2)	**Scenario 1:** (RPD existing and consented schemes)		**Scenario 2:** (Scenario 1 and applications)		
		Additional Effect (RPD)	Combined Effect	Additional Effect (RPD)	Combined Effect	
12. Culloden Visitor Centre	*Minor*	*Minor*		No cumulative effect.		*Cumulative effects for Scenario 1 would be **reduced** due to reduced visibility of the RPD.* **No change** to cumulative assessment for Scenario 2.
13. Carn Dubh (Ic an Deoir)	Moderate	Moderate	**Moderate**	*Moderate to Minor*	*Substantial*	For Scenario 2 the combined cumulative effect would **increase** due to the visibility of Clune, Kallachy and Highland, although the additional effect of the RPD would **reduce to not significant**.
14. Carn Loisgte, near CNP	Moderate	Moderate	Moderate	Moderate	*Substantial*	For Scenario 2 the combined cumulative effect would **increase** due to the visibility of Balnespick, and Clune although there would be **no change** to the contribution of RPD which is **not significant**.
15. B862 Ashie Moor, west of Loch Duntelchaig	Moderate to Minor	Moderate to Minor		No cumulative effect.		**No change** to cumulative assessment.
16. Leachkin, Inverness	Moderate	Moderate		*Moderate*		**No change** to cumulative assessment for Scenario 1. There would be a slight **increase** with Balnespick and Highland visible (Negligible) for Scenario 2.
17. A9, Kessock Bridge	Moderate to Minor	Moderate to Minor		No cumulative effect.		**No change** to the assessment.
	Minor	Minor				
18. Great Glen Way north of Blackfold	Moderate	Moderate		*Moderate*		**No change** to cumulative assessment for Scenario 1. There would be a slight **increase** with Balnespick and Highland visible (Negligible) for Scenario 2.

Viewpoint Analysis:		Cumulative Viewpoint Analysis:				Comments
Viewpoint	**Revised Proposed Development Effect** (from Table 5.2)	**Scenario 1:** (RPD existing and consented schemes)		**Scenario 2:** (Scenario 1 and applications)		
		Additional Effect (RPD)	Combined Effect	Additional Effect (RPD)	Combined Effect	
19. Chanonry Point	Moderate to Minor	Moderate to Minor		*Moderate to Minor*		**No change** to cumulative assessment for Scenario 1. There would be a slight **increase** with Kyllachy would be visible (Negligible) for Scenario 2.
20. Meall Fuar-mhonaidh summit	Minor	Minor	Moderate to Minor	*Minor*	*Moderate to Minor*	**No change** to cumulative assessment for Scenario 1. There would be a slight **increase** with Kyllachy, Balnespick, Highland and Clune theoretically visible (Negligible) for Scenario 2 in addition to Corriegarth and the RPD.
21. Meall a' Bhuachaille summit, CNP	Minor	Minor		Minor		**No change** to cumulative assessment for Scenario 1. There would be a slight **increase** with Kyllachy, Balnespick, Highland and Clune theoretically visible (Negligible) for Scenario 2 in addition to the RPD.

Table 5.4 Summary of Landscape Effects and Cumulative Landscape Effects

Landscape Receptor	Sensitivity	Magnitude	Level of Effect	Comments and Summary of Cumulative Effects
Rolling Uplands – Inverness LCT				
During Construction	Medium	Zero to High	**None to Major**	*There would be a reduction in the overall geographical extent of directly and significantly affected Rolling Uplands due to the removal of two turbines in the western part of the layout.*
During Operation	Medium	High (1-3km)	**Major (1-3km)**	

During Decommissioning	Medium	Reducing to Very Low	Reducing to Negligible	***Cumulative effects would also be Major and significant*** *due to the existing, consented and application wind farms, and the Revised Proposed Development, which are 'clustered and spaced' across this landscape and form a key characteristic.*
Farmed Strath – Inverness LCT - Stratherrick, Strathnairn LCA	High	*Low to Zero*	*Moderate to None*	*There would be a* ***reduction*** *in the 'intensity' of the effect due to the reduced number of turbines and their visual composition, which would affect a limited area of the LCT and is no longer considered as a significant effect on landscape character. Most areas of the Strath would have a reduced or no effect on character.* *(A significant visual effect would remain from some limited locations associated with residential properties on the north western side of the Strath near Balnafoich).* ***Cumulative effects would be Moderate to None and not significant*** *due to the limited charcterising influence of wind farm development on this LCA.*

Table 5.5 Summary of Visual Effects and Cumulative Visual Effects

Visual Receptor	Sensitivity	Magnitude	Level of Effect	Comments and Summary of Cumulative Effects
Visual Effects on Views from Settlement				
Inverness	High	Very Low to Zero	Minor to No View	*Generally, there would be a* ***slight reduction*** *to the visual effect due to the removal of two turbines.* *A small area of* ***Moderate****, although not significant visibility would affect an elevated area of Leachkin in the west of Inverness as illustrated by Viewpoint 16, see* ***Table 5.1****.* **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Farr and Inverarnie	High	Low - Very Low, to Zero	Moderate to Minor, reducing to None	*Generally, there would be a* ***slight reduction*** *to the visual effect due to the removal of two turbines.* *Although not identified as a settlement in the IMFLDP2, the views from some residential properties at Balnafoich, on the western side of Strathnairn, would be* ***significantly affected*** *as illustrated by Viewpoint 4, see* ***Table 5.2****. The nature of these effects would be cumulative with limited*

Visual Receptor	Sensitivity	Magnitude	Level of Effect	Comments and Summary of Cumulative Effects
				visibility of other cumulative wind farms although other wind farm developments have limited visibility from this location.
Visual Effects on Views from Transport Routes				
A9	Medium (High within Cairngorms National Park)	High-Medium (approx. 6.8km) Medium-Low to Zero (rest of route)	**Major to Moderate** to None	**No change** to the assessment – affecting approx. 6.8km of the route. **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
B9154	High	High (approx. 5.1km, reducing to approx. 1.1km accounting for forestry) to Zero	**Substantial** to None	**No change** to the assessment - Approx. 5.1km of the route would be affected, reducing to 1.1km when accounting for forestry. **No change** to the cumulative assessment with limited or no visibility of other cumulative wind farms.
B861	Medium	*Medium (approx.1.5km) Medium-Low to Zero (rest of route)*	*Moderate to None*	***Reduced** from Major to Moderate and not significant due to reduced number and prominence of turbines. Approx. 1.5km of the route would be affected.* ***No change** to the cumulative assessment with limited or no visibility of other cumulative wind farms.*
Main railway line – Inverness to Perth	Medium (High within Cairngorms National Park)	High (approx. 800m) reducing to Zero (rest of route)	**Major** to None	**No change** to the assessment – affecting approx. 800m of the route. **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Visual Effects on Views from Recreational Routes				
Great Glen Way / Loch Ness 360 Trail	High	Low to Zero	Moderate (approx. 1.1km) to No View	***No change** to the assessment although there is a reduction in the number of turbines and improved composition as illustrated in Viewpoint 16.* **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Core Paths on elevated western edge of Inverness	High	Low to Zero	Moderate to None	***Reduced** to not significant due to reduction in turbine numbers and improved composition as illustrated in Viewpoint 16, see **Table 5.1**.*

Visual Receptor	Sensitivity	Magnitude	Level of Effect	Comments and Summary of Cumulative Effects
(IN19.08, IN19.09 and IN19.44);				**No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Sustrans National Cycle Route 7	High	High to Medium-Low reducing to Zero	**Substantial to Major** to No View	**No change** to the assessment – approx. 8.1km of the route would be affected, reducing to approx. 2.3km accounting for forestry. **No change** to the cumulative assessment with limited or no visibility of other cumulative wind farms.
Heritage path HP1 - General Wade's Military Road, Moy to Inverness	High	High-Medium to Zero	**Substantial to Major** to No View	***Reduced*** *in number of turbines and horizontal extent from Substantial to* ***Substantial to Major*** *(reducing further as forest is restocked). Approx. 6.8km of the route would be affected, reducing to 4.5km when accounting for forestry.* **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Heritage path HP2 – Old Road to Forres / Scottish Hill Track 229	High	High-Medium to Zero	**Substantial to Major** to No View	**No change** to the assessment – affecting approx. 200m of the route. **No change** to the cumulative assessment with limited visibility of other cumulative wind farms.
Heritage path HP3 – Slochd Military Road / Scottish Hill Track 230	High	Medium to Zero	**Major** to No View	**No change** to the assessment – affecting approx. 1.3km of the route. **Major** combined cumulative and significant effect likely as a result of Kyllachy, Balnespick and the Revised Proposed Development.
Core Path IN27.02 – Distillery Wood (assumes forestry felled)	High	Medium (approx. 1.2km) to Zero	**Major** to None	**No change** to the assessment – affecting approx. 1.2km of the route. **Substantial to Major** combined cumulative and significant effect likely as a result of Kyllachy and the Revised Proposed Development.
Core Paths around Culloden (IN08.12, IN08.13, IN08.25, IN08.28, IN09.01, and IN09.02);	High	*Very Low to Zero*	*Minor to No View*	***Reduced*** *from Moderate to No View and not significant as illustrated in Viewpoint 12.* **No change** to the cumulative assessment with no visibility of other cumulative wind farm applications.
Visual Effects on Views from Recreational and Tourist destinations				
Loch Duntelchaig	High	Low to Zero	Moderate reducing to No View	***No change*** *to the assessment although there is a reduction in the number of turbines and improved composition as illustrated in Viewpoint 15.*

Visual Receptor	Sensitivity	Magnitude	Level of Effect	Comments and Summary of Cumulative Effects
				No change to the cumulative assessment with no visibility of the four other cumulative wind farm applications.
Culloden Battlefield	High	*Very Low to Zero*	*Minor, to No View*	***Reduced*** *from Moderate to No View and not significant as illustrated in Viewpoint 12.* **No change** to the cumulative assessment with no visibility of the four other cumulative wind farm applications.
Loch Ruthven Nature Reserve	High	*Very Low to Zero*	*Minor to No View*	***Reduced*** *from Moderate to No View and not significant.* **No change** to the cumulative assessment with no visibility of the four other cumulative wind farm applications.

Table 5.6 Summary of Night-time Viewpoint Analysis

Viewpoint No. and Title	Sensitivity	200cd Intensity		Comments
		Magnitude	Level of Effect	
1. General Wades Road – Moy to Inverness	Medium to Low (walkers)	Medium-Low	Moderate to Minor	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
N2. B9154, northeast of Moy	Low (road users[2])	Medium-Low	Moderate to Minor	As above **no change** to the assessment.
3. A9, north of Tomatin	Low (road users)	Low	Negligible	As above **no change** to the assessment.
N4. B861 between Balnafoich and Inverarnie, Strathnairn	Medium to Low (road users and residents)	*Low*	*Minor*	*There would be a **reduction** in the number of visible lit turbines from four to three. The level of effect would not be significant and the angle intensity mitigation would reduce the lights to between 4-1cd.*
5. B9154, Meallmore	Low (road users)	Low	Negligible	**No change** to the assessment although in reality the lights would be screened by vegetation.
N6. Sustrans NCR 7, Tomatin	Low (road users and residents)	Low	Negligible	*There would be a **reduction** in the number of visible lit turbines from five to four (three allowing for vegetation screening). The level of effect would not be significant and the angle intensity mitigation would reduce the lights to between 8-cd.*
N7. A9, Daviot	Low (road users)	Medium-Low	Minor	As turbines T3 and T6 would be lit in place of turbines T4 and T5 there would be **no change** to the assessment.
8. Carn Choire Mhoir	Medium (walkers)	Medium-Low	Moderate to Minor	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
9. B851, Croachy	Medium to Low (road users and residents)	Zero	No View	**No change** to the assessment - up to two lights would be screened by vegetation and there would be no view of the aviation warning lights.

[2] Roadusers, including cyclists are judged as of low susceptibility due to the presence of other light sources whilst driving / cycling as set out in Table 1 of the NS *Guidance on Aviation Lighting Impact Assessment*, November 2024.

Viewpoint No. and Title	Sensitivity	200cd Intensity		Comments
		Magnitude	Level of Effect	
10. Carn nan Tri-tighearnan	Medium (walkers)	Medium-Low to Low	Moderate to Minor	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
11. Carn na Lair, northern boundary of Cairngorms National Park	High to Medium (walkers)	Medium-Low to Low	Moderate	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
12. Culloden Visitor Centre and Jim Savage-Lowden Observatory	High (star gazers)	*Zero*	*No View*	*There would be no view of the aviation warning lights from this location.*
13. Carn Dubh (Ic an Deoir)	Medium (walkers)	Medium-Low to Low	Moderate to Minor	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
14. Carn Loisgte, northern boundary of Cairngorms National Park	High to Medium (walkers)	Medium-Low to Low	Moderate	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
15. B862 Ashie Moor, west of Loch Duntelchaig	Medium to Low (road users)	Low	Minor	*There would be a **reduction** in the number of visible lit turbines from four to three. The level of effect would not be significant and the angle intensity mitigation would reduce the lights to between 75-8cd.*
16. Leachkin, Inverness	Low (road users and residents)	Low-Very Low	Negligible	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.
17. A9, Kessock Bridge	Low (road users)	Very Low	Negligible	*There would be a **reduction** in the number of visible lit turbines from six to five. The level of effect would not be significant and the angle intensity mitigation would reduce the lights to between 8-4cd.*
18. Great Glen Way north of Blackfold	High-Medium (walkers)	Very Low	Minor to Negligible	**No change** to the assessment although there would be a slight change to the number and position of lit turbines reduced from seven to six.