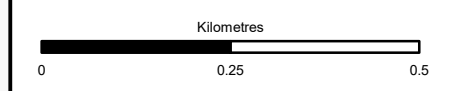


- Proposed Scheme
- Nature of view from existing A9
 - O - Open Views
 - I - Intermittent/Restricted Views
 - N - No View/Enclosed
- View from Road Assessment (Refer to Section 9.4)
 - Direction of View



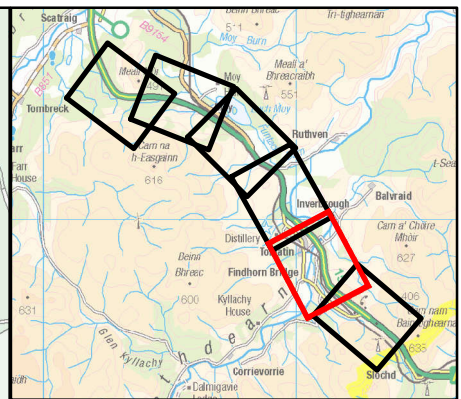
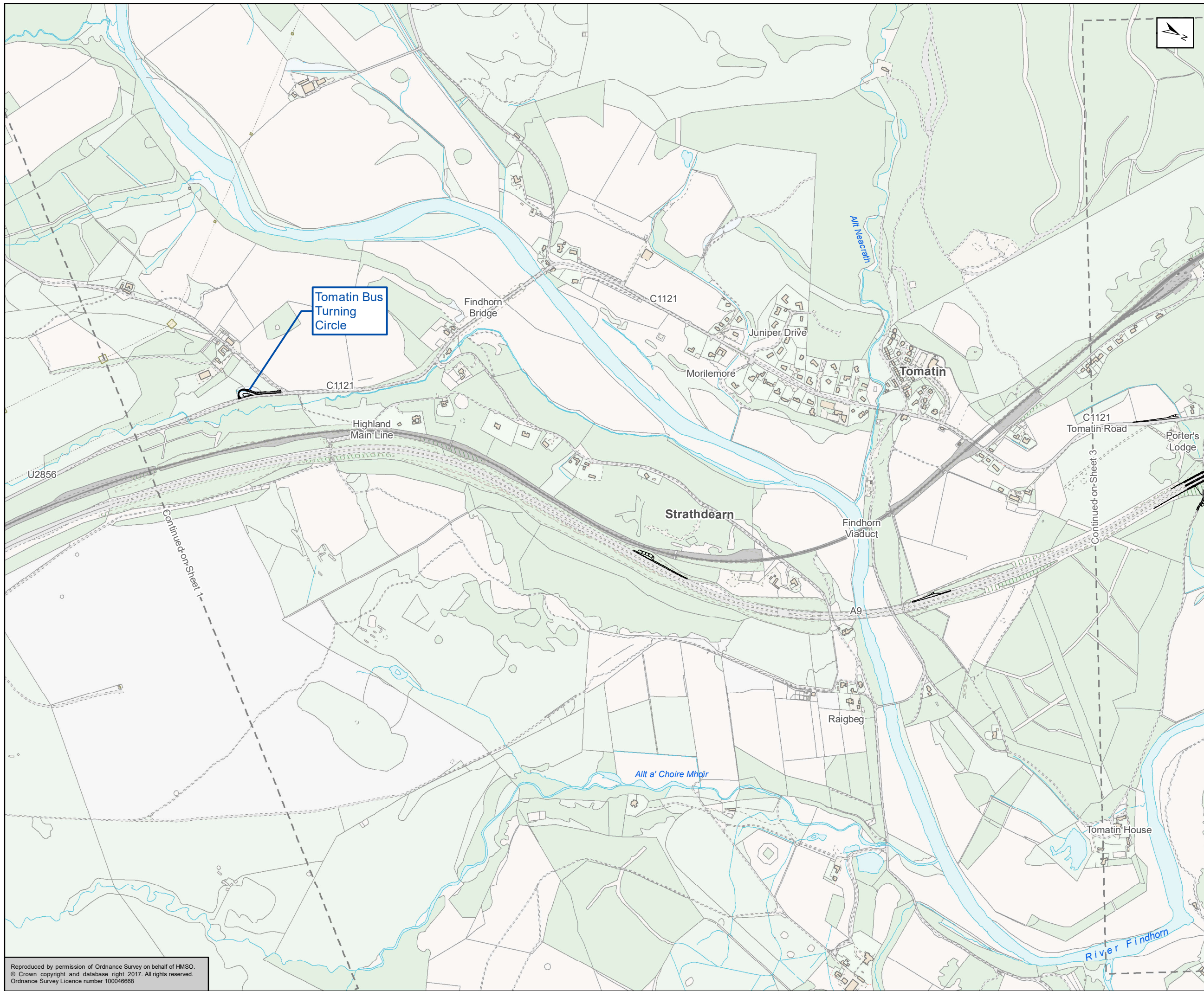
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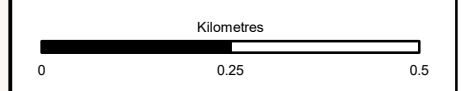
Figure 9.5a
Side Roads and Junctions
View From The Road
Sheet 1 of 6

Scale	1:10,000	Drawn	HAH	Checked	AW	Approved	RM	Authorised	SB
Document Number	A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0024							Revision	P03
Project	Originator	Volume							
Location	Type	Role	Number						

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- ~ Proposed Scheme
- Nature of view from existing A9
 - O - Open Views
 - I - Intermittent/Restricted Views
 - N - No View/Enclosed
- View from Road Assessment (Refer to Section 9.4)
 - ➔ Direction of View



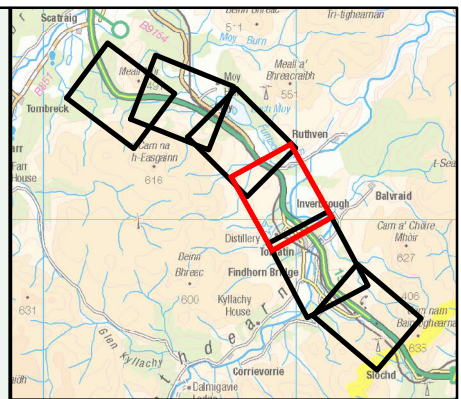
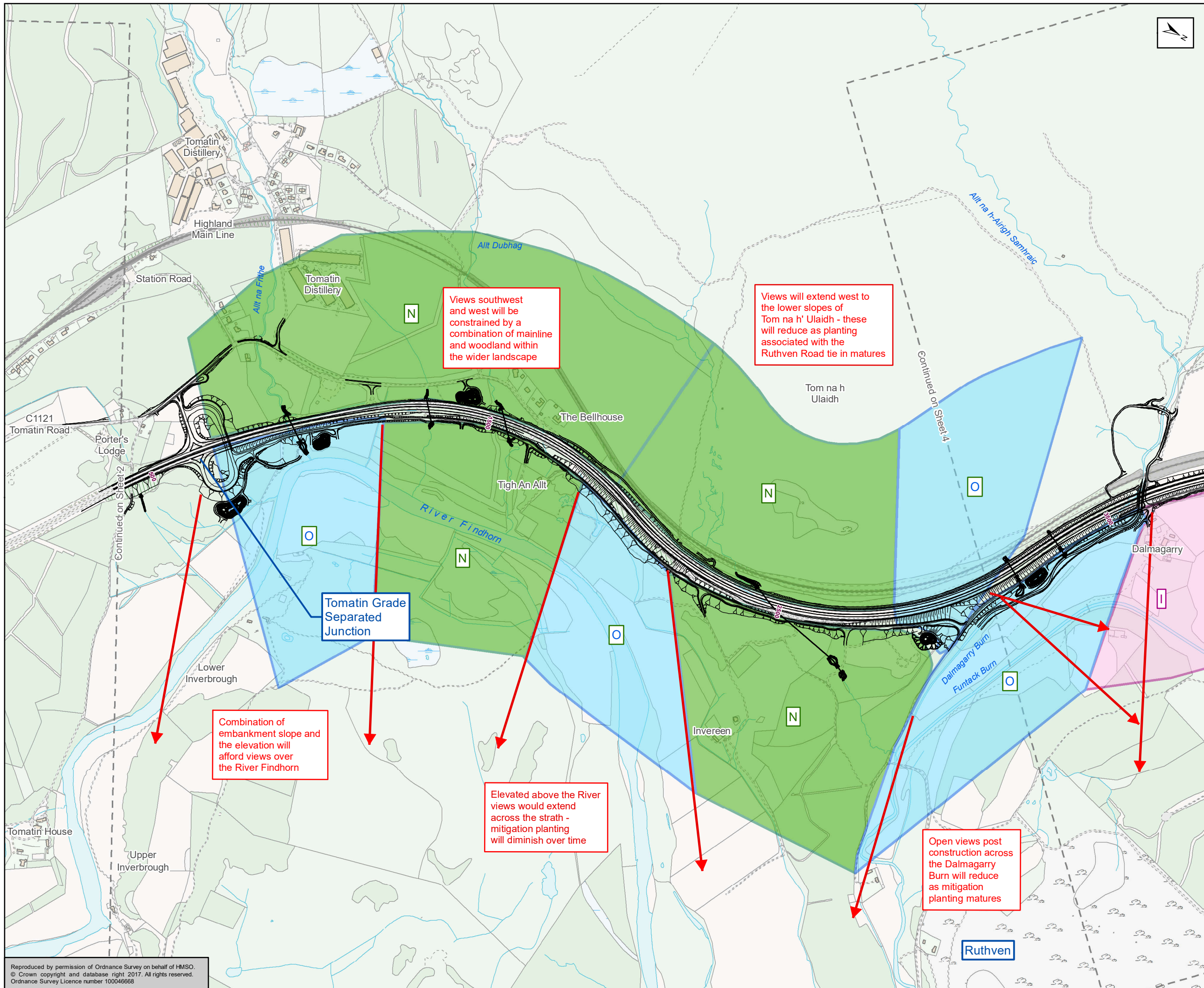
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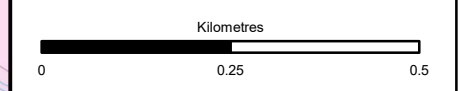
Figure 9.5b
Side Roads and Junctions
View From The Road
Sheet 2 of 6

Scale	1:10,000	Drawn	HAH	Checked	AW	Approved	RM	Authorised	SB
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Project	Originator	Volume							
Location	Type	Role	Number						

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- Proposed Scheme
- Nature of view from existing A9
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 - N - No View/Enclosed
- View from Road Assessment (Refer to Section 9.4)
- Direction of View



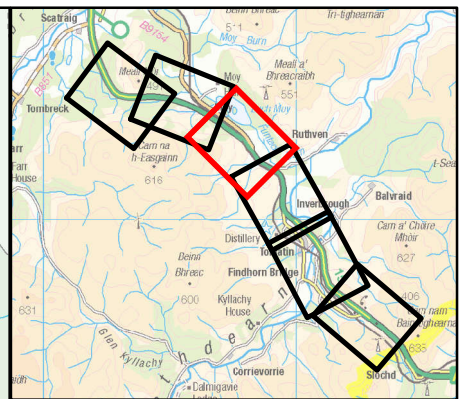
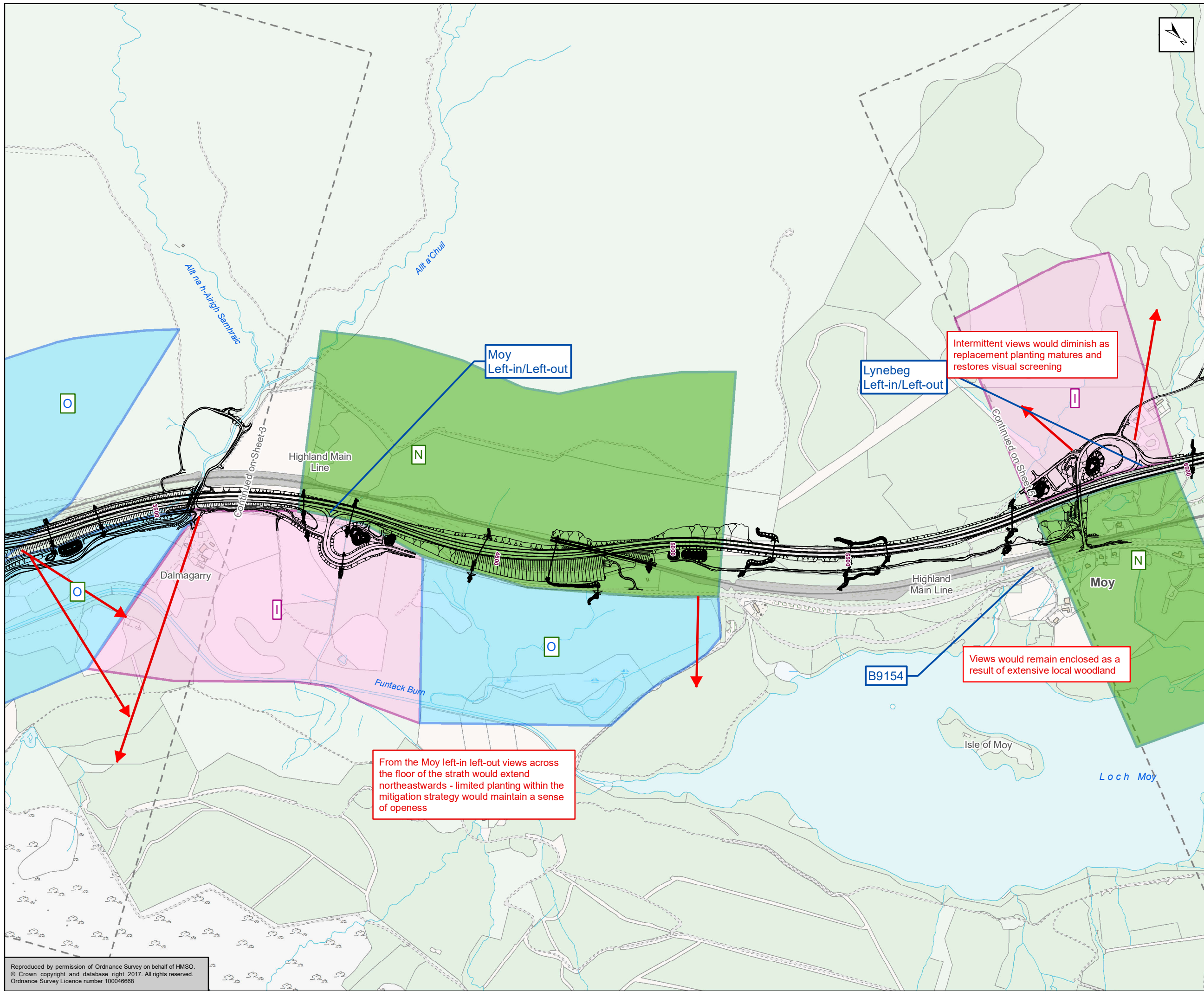
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Status	FINAL
Subsidiary	B



Figure 9.5c
Side Roads and Junctions
View From The Road
Sheet 3 of 6

Scale	1:10,000	Drawn	HAH	Checked	AW	Approved	RM	Authorised	SB	
Document Number	A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0026								Revision	P02
Project	A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0026								Location	
Originator									Type	
Volume									Role	
									Number	

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Proposed Scheme

Nature of view from existing A9

- O - Open Views
- I - Intermittent/Restricted Views
- N - No View/Enclosed

View from Road Assessment (Refer to Section 9.4)

Direction of View

Intermittent views would diminish as replacement planting matures and restores visual screening

Lynebeg Left-in/Left-out

Views would remain enclosed as a result of extensive local woodland

From the Moy left-in left-out views across the floor of the strath would extend northeastwards - limited planting within the mitigation strategy would maintain a sense of openness

Moy Left-in/Left-out

Continued on Sheet 5

Continued on Sheet 6

Highland Main Line

Dalmagarry

Funtack Burn

Isle of Moy

Loch Moy

B9154

Scale: 0 0.25 0.5 Kilometres

Status: FINAL

Subsidiary: B

Client: TRANSPORT SCOTLAND
COMHDHAIL ALBA

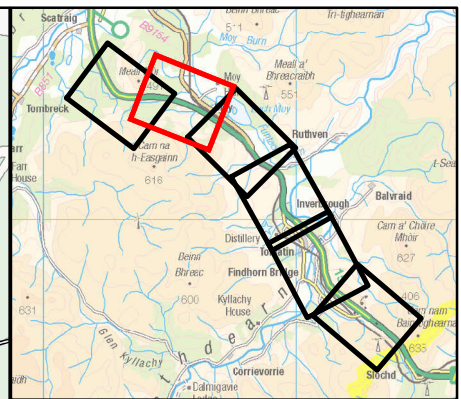
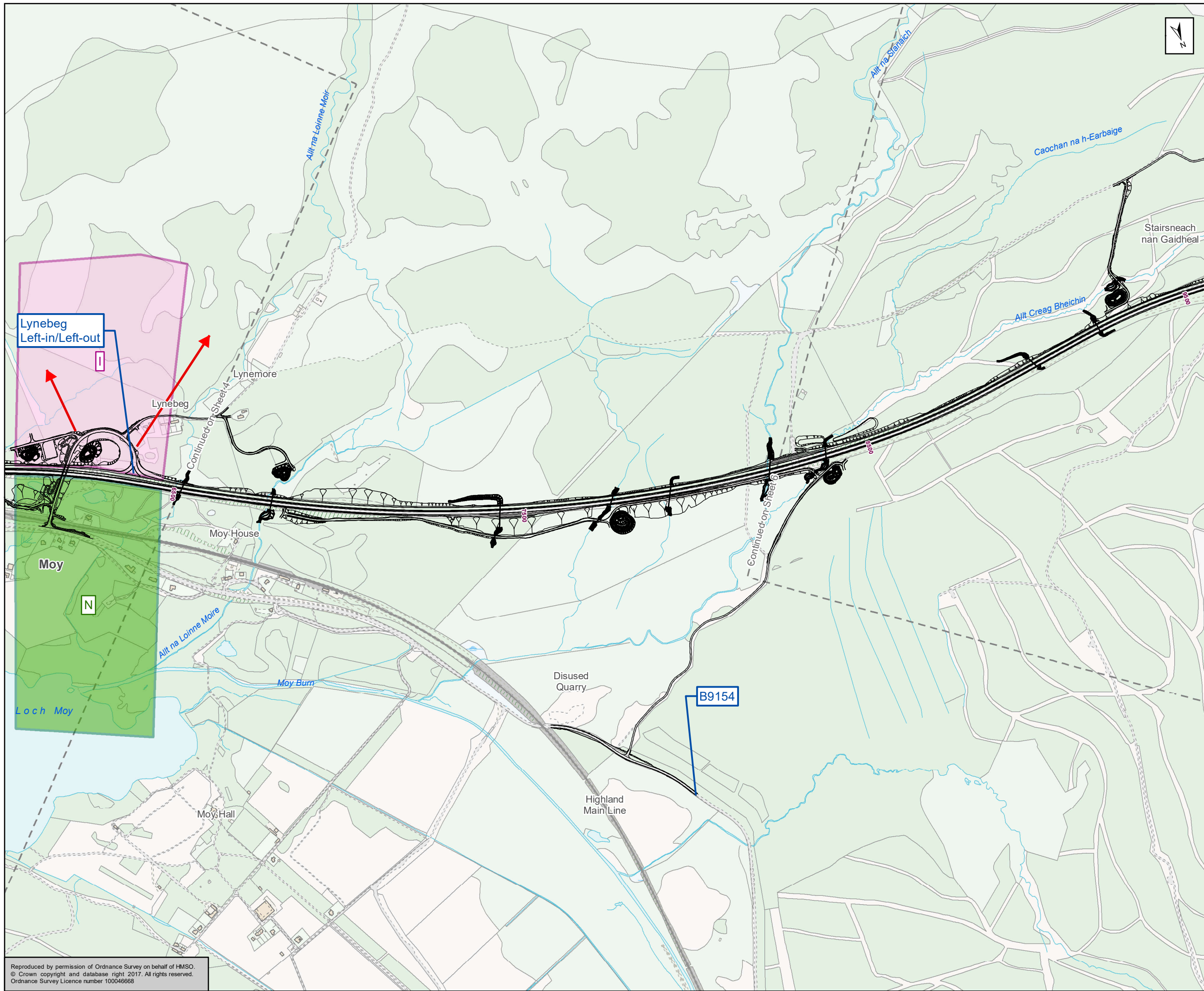
A9
DUALING
PERTH TO INVERNESS
Tomatin to Moy

ATKINS mouchel

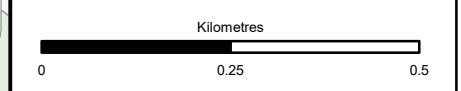
Figure 9.5d
Side Roads and Junctions
View From The Road
Sheet 4 of 6

Scale	1:10,000	Drawn	HAH	Checked	AW	Approved	RM	Authorised	SB	
Document Number	A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0027								Revision	P02
Project	Originator	Volume								
Location	Type	Role	Number							

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- Direction of View



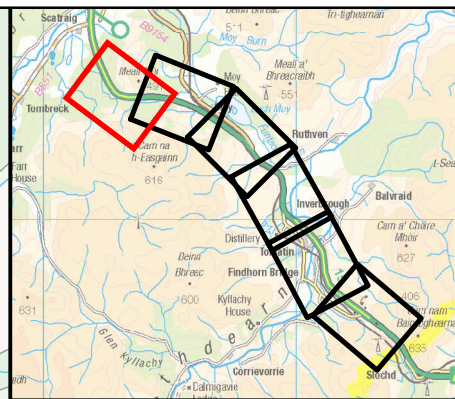
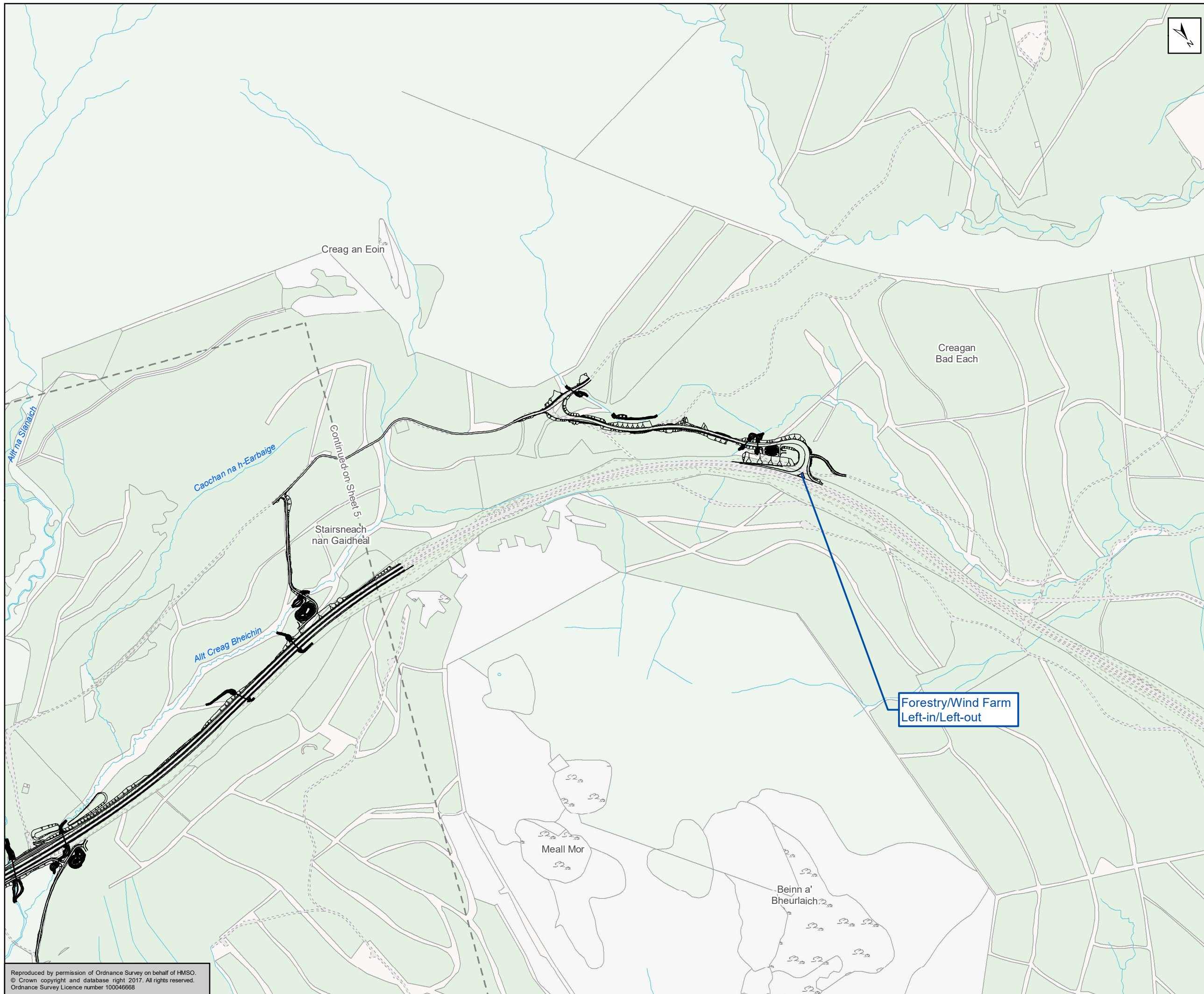
Scale	FINAL	Subsidiary
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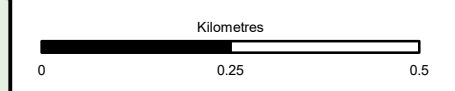
Figure 9.5e
Side Roads and Junctions
View From The Road
Sheet 5 of 6

Scale	1:10,000	Drawn	HAH	Checked	AW	Approved	RM	Authorised	SB
Document Number	A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0028							Revision	P02
Project	Originator	Volume							
Location	Type	Role	Number						

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- Proposed Scheme
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 - Direction of View



Status: FINAL Substudy: B

Client: TRANSPORT SCOTLAND
COMHDHAIL ALBA



ATKINS mouchel

Figure 9.5f
Side Roads and Junctions
View From The Road
Sheet 6 of 6

Scale: 1:10,000	Drawn: HAH	Checked: AW	Approved: RM	Authorised: SB
Document Number: A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0055	Project: A9P12-AMJ-ELS-Z_ZZZZZ_XX-DR-GI-0055	Originator: [blank]	Volume: [blank]	Revision: P02
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