

# Appendix A9.3

View from the Road

Potential Impacts



## Table of contents

Chapter	Pages
1. Introduction	1
2. A9 Northbound	1
3. A9 Southbound	5
4. Local Roads	8



## 1. Introduction

- 1.1.1. The following sections provide a narrative of the potential impacts on views experienced by northbound and southbound vehicle travellers on the Proposed Scheme and those side roads affected by the scheme.
- 1.1.2. The assessment outlines the impacts experienced during:
- Winter Year 1 (Year of Opening) - This represents the worst case scenario which prior to the establishment of any substantial mitigation planting are broadly identical to those experienced in the absence of a landscape mitigation strategy.
  - Summer Year 15 (Design Year) – this take account of the landscape and ecological mitigation strategy outlined in Figure 13.8 a–t and described in Chapter 13 – Landscape Effects. This represents the best case scenario in that mitigation measures will have had an opportunity to establish.
- 1.1.3. These are supported by Figures 9.3 to 9.5 which provide information on the type of view experienced by users of the existing A9 and any prominent views. Reference should also be made to Figure 9.6 and 9.7 which provide photographs that demonstrate the typical views experienced on the existing A9.

## 2. A9 Northbound

### Start of the scheme to Tomatin GSJ (Chainage -4400 – 500)

#### *Winter Year 1*

- 2.1.1. From the commencement of the scheme, views would be not be perceptibly changed, this would include the improvements to the existing Tomatin South junction, enclosed by roadside vegetation and landform, the nature of the views west and north being only marginally modified as a result of a small number of failing trees being removed from the outer verge. The Priority View from the crossing of the River Findhorn previously identified will be unchanged. The magnitude of the change would be Negligible on these largely restricted views and the significance of the impact would be **Neutral**.

#### *Summer Year 15*

- 2.1.2. With the exception of some localised replacement planting along the existing verge, the magnitude of change is not anticipated to be noticeably different from the winter year if opening. The magnitude of change would be Negligible and the residual effect would be **Neutral**.

### Tomatin GSJ to Ruthven Road tie in (Chainage 500 – 2900)

#### *Winter Year 1*

- 2.1.3. Approaching Tomatin from the south the intermittent views to the north/northeast of the River Findhorn will be opened up as a result of the removal of a significant amount of semi mature roadside vegetation in the year of opening. The resulting views will be slightly elevated, overlooking the extended views along the strath and will represent a Medium beneficial magnitude of change in views afforded for this section of the upgraded A9. The impact of this change will be **Moderate Beneficial** in the year of opening.

- 2.1.4. The restricted views that currently exist between Tomatin and Ruthven Road tie in are likely to change as a result of some of the mature vegetation being removed to accommodate the wider A9 corridor and the proposed Ruthven Tomatin Link Road. Whilst the corridor is likely to appear wider and there are likely to be some further opportunities for glimpses of the wider landscape, particularly to the east towards the River Findhorn, views are still anticipated to be restricted by blocks of plantation and woodland within the adjacent landscape. More substantial change is likely to be evident as the A9 passes the existing quarry site, vegetation that currently screens the quarry will be removed to accommodate the wider carriageways and the Ruthven Tomatin Link Road, opening up views of the quarry site and as the landform falls away to the Dalmagarry Burn, broader views towards the hills are likely to be more visible. As a result, the magnitude of change is likely to be Medium with the significance of impact likely to be **Slight Beneficial**.

#### *Summer Year 15*

- 2.1.5. The views experienced in approaching the Tomatin GSJ would remain for several years however proposed woodland to replace that removed and to restore the woodland characteristics. As the vegetation matures the magnitude of change will reduce to Negligible and the residual effect become **Neutral**.
- 2.1.6. Mitigation will replace some of the woodland removed by the scheme restoring existing roadside screening and in the Design Year is likely to substantially screen the majority of the views of the quarry and Ruthven Tomatin Link Road, the magnitude of change will be Negligible with the residual effect being **Neutral**.

#### **Ruthven Road tie in to Moy Left-in/Left-out (LILO) (Chainage 2900 – 3800)**

#### *Winter Year 1*

- 2.1.7. North of the Ruthven Road tie in, the existing landform descends to the east towards Dalmagarry Burn, from its elevated position relative to the floor of the strath, views to the north east will be expanded as a result of existing roadside vegetation being removed. The Dalmagarry Burn having been re-aligned to the east will be an increasingly noticeable roadside feature, whilst the views across to Dalmagarry Farm will remain. Forward views north west will be slightly higher and some of the roadside vegetation will be removed, which will afford increased awareness of the rising hills to the west, however views will still be curtailed in part by the existing landform associated with the mainline railway. Views will be slightly broader and more expansive and will represent a Low magnitude of change, which for these medium sensitivity views will give rise to a **Slight Beneficial** impact.
- 2.1.8. As the A9 passes Dalmagarry Farm and approaches the Moy LILO, set on embankment there will be increased awareness of the broader landscape, particularly to the north and east towards the southern edge of Moy and Tullochclurry set at the foot of the opposing hill slopes. These uninterrupted views will make a noticeable change to the frequently enclosed views experienced approaching from the south, and will provide interest to the road user and as the views continue to the north as the left hand sweeping bend is reached. Although more constrained, the increase in the vertical alignment will also increase awareness of the hill slopes of Carn na Loinne to the north and west. The magnitude of change will be Low beneficial due to the slightly increased height associated with the road, the significance of the impact will be **Slight Beneficial**.

### *Summer Year 15*

- 2.1.9. Proposed mitigation will in the Design Year partially replace some of the vegetation and in providing some screening to nearby properties will limit some of the broader views to the west to include the strath and Dalmagarry Farm complex, some of the focus of the view being constrained in forward facing views. The magnitude of change is likely to remain Low beneficial and the residual effect will be **Slight Beneficial**.

### **Moy LILO to South of Moy village (Chainage 3800 – 5000)**

#### *Winter Year 1*

- 2.1.10. The Moy LILO will represent a further change in the view, the loss of surrounding vegetation and the broadening of the junction, local link roads and elevated nature of the view will result in a noticeable change to the existing road layout, broadening its visual influence. This will diminish to the north as the separation in elevation increases and the visual connectivity decreases as views follow the sweeping left hand bend. Whilst the road user is anticipated to experience broader beneficial views of the adjacent landscape this will, in part, be tempered by the increased width and influence of the A9, the Moy LILO and local link roads. The magnitude of change in the year of opening will likely be in the order of Low adverse, the adverse changes of the increased influence of the highway being moderated by the broader views afforded to the road user. On views considered to be Medium sensitivity this will result in a slight adverse impact.
- 2.1.11. Between the crossing of the mainline railway and Moy, views are likely to remain restricted by a combination of the rising landform, with areas of establishing woodland to the west and increasingly dense coniferous woodland to the east. Whilst the corridor itself will have become broader existing views for the road user are not anticipated to be significantly changed or new views opened up. The magnitude of the change is likely to be Low adverse with a significance of impact of slight adverse. Mitigation planting is likely to restore the woodland edge and strengthen areas of screening however this is offset by the broader corridor, in the Design Year the impact is anticipated to be **Slight adverse**.

#### *Summer Year 15*

- 2.1.12. Mitigation would seek to integrate the road through opportunities to plant around the proposed link road without losing some of the broader views, particularly to the north and east and restore the woodland edge, strengthening its capacity to provide screening. This will in part restore the existing views by reducing the influence of the link road however awareness of the greater footprint of the Moy LILO will remain perceptible, the magnitude of the change will be Negligible and the residual effect **Neutral**.

### **South of Moy village to north of Moy (Chainage 5000 – 7200)**

#### *Winter Year 1*

- 2.1.13. As the widened A9 passes to the west of the village of Moy the broader corridor to the west is likely to remove a significant amount of existing vegetation immediately beyond the current highway boundary. Whilst this is likely to increase some visual awareness to the north and west it is not likely to significantly expose new views beyond the context of the road corridor. Views north and east will continue to be effectively screened by existing coniferous planting. Vegetation loss and the formation of the proposed Lynebeg LILO will remove some areas of existing mature woodland and will in the Year of Opening result in some awareness of the landscape to the west albeit very briefly. Views

are likely to be subject to a Negligible magnitude of change on views considered to be of low sensitivity and the significance of impact is anticipated to be **Neutral**.

#### *Summer Year 15*

- 2.1.14. Mitigation planting aimed at replacing much of the planting removed by the Proposed Scheme will restore existing screening and in the Design Year the Negligible magnitude of change is likely to remain, and the residual effect will be **Neutral**.

### **North of Moy village to Meall Mor (Chainage 7200 – 8300)**

#### *Winter Year 1*

- 2.1.15. To the north of Moy, the visual context is initially constrained by an existing cutting which although broadened to accommodate the Proposed Scheme will limit wider views towards the forward views of Meall Mor. North of this cutting the view from the A9 opens up and broader open views, particularly to the north/north east are afforded. The removal of roadside vegetation to accommodate the widened corridor will not be significantly changed, the blocks of planting beyond the Proposed Scheme will maintain the sense of visual enclosure within forward views, particularly to the south/south west whilst the open views to the north east will be maintained. A newly formed layby will allow road users an opportunity to stop and experience the views, however the views north and east which are of most interest are set beyond the southbound carriageway and associated traffic movements. The magnitude of change will be Negligible adverse on a view of medium sensitivity, resulting in a **Neutral** impact.

#### *Summer Year 15*

- 2.1.16. Mitigation planting will seek to restore the existing landscape framework, with the views remaining largely unmodified, in the Design Year the magnitude of change will remain Negligible adverse, and the residual effect will be **Neutral**.

### **Meall Mor to Forestry Access Track (Chainage 8300 – 11300)**

#### *Winter Year 1*

- 2.1.17. The lower wooded slopes of Meall Mor will be modified by the wider A9 corridor, the removal of some of the roadside planting will result in increased awareness of the wider landscape. Blocks of woodland and plantations in the broader landscape will ultimately limit these broader views as the landform rises both to the north and south. In the year of opening the magnitude of change will be Low beneficial, the greater awareness of the landscape to the south providing some points of interest. This is likely to result in a **Slight Beneficial** impact.

#### *Summer Year 15*

- 2.1.18. In the Design Year the restoration of roadside planting will replace some of this planting, largely restoring existing views. The magnitude of change will be Negligible resulting in a **Neutral** residual effect.

### 3. A9 Southbound

#### Forestry Access Track to Meall Mor (Chainage 11300 - 8300)

##### *Winter Year 1*

- 3.1.1. Southbound views extending from the tie in with the forestry access road will be constrained by the existing steep landform to the north that forms the wooded slopes of Meall Mor and the slightly more open views brought about by the clearance of some of the roadside vegetation to the south to accommodate the wider carriageway. This will remain relatively enclosed by the blocks of plantation woodland beyond but will in the year of opening provide some degree of interest. In the year of opening the magnitude of the change will be Low beneficial giving rise to a **Slight Beneficial** impact on views considered to be of low sensitivity.

##### *Summer Year 15*

- 3.1.2. In the Design Year, as woodland blocks are felled and replanted and as roadside vegetation matures the views are likely to be more constrained and similar to those currently experienced – the residual effect will reduce to **Neutral**.

#### Meall Mor to North of Moy village (Chainage 8300 - 7200)

##### *Winter Year 1*

- 3.1.3. To the south east of Meall Mor the aspect of the A9 opens up and southbound travellers will have some open and expansive views of the northern edge of the Moy estate in forward views along the A9, including an opportunity to pause within a roadside layby. The sparse roadside vegetation will be removed making these views initially feel exposed, but affording views to the distant hills of Beinn Bhreac and Beinn an Uain, between which are several turbine blades associated with the Moy windfarm. In the foreground there is the possibility of some awareness of new access tracks and immediately adjacent the formation of a new drainage pond. These views continue for approximately 1.2km to the south until a cutting is reached and woodland associated with the northern edge of Moy starts to constrain the views along the A9. In the year of opening the magnitude of the change will be in the order of Low beneficial due to the lack of intervening vegetation, giving rise to a **Slight Beneficial** impact.

##### *Summer Year 15*

- 3.1.4. The replacement of the roadside planting as part of the mitigation strategy including focused planting around the layby as part of proposed enhancement works will reduce the extent of the views whilst some awareness will remain this will be at a reduced scale. The magnitude of change will be Negligible with the resulting residual effect **Neutral**.

#### North of Moy to South of Moy village (Chainage 7200 - 5000)

##### *Winter Year 1*

- 3.1.5. Southbound views will be heavily constrained by the adjoining planted areas, there being little awareness of the landscape and the village of Moy beyond the immediate environment of the A9 corridor. The corridor will however appear slightly broader in the



context of the existing views along the A9. The resulting magnitude of change will be Negligible, giving rise to **Neutral** impacts in the year of opening.

### *Summer Year 15*

- 3.1.6. Replacement planting aimed at integrating the proposed scheme into the landscape and restoring areas of woodland will largely replicate existing views in the design year, the magnitude of change being Negligible and the residual effect being **Neutral**.

## **South of Moy village to Moy LILO (Chainage 5000 - 3800)**

### *Winter Year 1*

- 3.1.7. From its slightly elevated position above the strath, and as it descends towards the Dalmagarry farm complex, southbound users of the A9 will experience a noticeable change to their aspect. Far reaching views across the floor of the strath will include the buildings at Tullochclurry and the hills beyond. The existing roadside planting will be largely removed, exposing views of a proposed attenuation pond and broadened slopes that extend north eastwards to tie into the existing landform. The lack of intervening vegetation will result in these views initially be very open and broad however over time and as vegetation aimed at integrating the road into the wider landscape matures, these views will gradually diminish and the focus of the view will become increasingly focused on the corridor. The views will initially result in a Low adverse magnitude of change, on views considered to be of medium sensitivity given the relationship between the wooded and exposed views within the strath. The resulting significance of impact will be **Slight** adverse.
- 3.1.8. As the A9 crosses the mainline railway, views east will be further exposed, the re-profiled slope will require the removal of a belt of open woodland, providing uninterrupted views of the farmland to the east and hills on the opposing side of the strath. As the landform descends and with it the A9, the new junction with the B9154 will become increasingly visible. Within the junction itself the proposed attenuation ponds will form perceptible features, as will the proposed link road between the junction and the Dalmagarry farm complex. Forward views south will include the hill slopes of Tom na h-Ulaidh, beyond the existing embankment of the mainline railway that sits elevated within the landscape at this point. The magnitude of change will be Negligible, the increasingly broad views across the strath being tempered by the presence of a new and wider junction with the B9154, resulting in a **Neutral** impact.

### *Summer Year 15*

- 3.1.9. Over time and as the proposed mitigation planting matures these views will be increasingly restricted, the A9 increasingly forming the focus of the view, and whilst some awareness of the broader strath and the Moy LILO will remain, this will still represent one of the more notable views along this stretch of the A9, the views will be more constrained including those associated with the junction. The magnitude of the change will be Negligible with a **Neutral** residual effect.

## **Moy LILO to Ruthven Road tie in (Chainage 3800 - 2900)**

### *Winter Year 1*

- 3.1.10. Dalmagarry Farm will remain a noticeable cluster of buildings associated with views from the southbound A9, once south of these the landform rises to form the lower slopes of Tom na h-Ulaidh and a re-profiled Dalmagarry Burn and access tracks for Dalmagarry Farm will be visible to the north east. In the year of opening these views are likely to



appear engineered, but by the Design Year as replacement woodland and scrub establish these will become increasingly integrated with the wider landscape. As the A9 passes to the south west of the existing quarry the formation of an attenuation pond and the construction of the new link road will form new features of some note in the short term. The Ruthven Tomatin Link Road will form a new parallel feature with the widened A9 and form an element of the forward views along the A9, although the slight rise in landform to the east will limit broader views towards the River Findhorn, set some distance below within the Strathdearn. The magnitude of impact will be Low beneficial with the significance of impact **Slight Beneficial**.

### *Summer Year 15*

- 3.1.11. Views in the Design Year are not anticipated to change significantly – whilst clumps of roadside planting will establish the views would remain intermittent and direct views of the Dalmagarry Farm and the strath will be maintained. There will be established planting associated with the Dalmagarry Burn and the edge of the Tomatin Quarry site. The magnitude of change will be Low beneficial and the residual effect **Neutral**.

### **Ruthven Road tie in to Tomatin GSJ (Chainage 2900 - 500)**

#### *Winter Year 1*

- 3.1.12. South of the access to Invereen the proposed A9 will be afforded some greater awareness of the River Findhorn, the views will look across the link road to the river and the landscape beyond, incorporating views of Tom nan Cliath that forms a significant hill within the far reaching views. The removal of existing roadside planting to allow construction of the mainline will afford more extensive views. The magnitude of change will be Medium beneficial and will result in a **Moderate Beneficial** significance of impact.
- 3.1.13. The heavily restricted views associated with the woodland planting around the northern fringes of Tomatin, and Tigh an Allt will maintain the enclosed views associated with this section of the Proposed Scheme although the proposed parallel link road will broaden the corridor and provide increased forward visibility along the sweeping left hand bend. Views of the proposed drainage pond to the west will be screened by the remaining mature woodland.
- 3.1.14. As the Proposed Scheme exits the dense woodland, views to the east will be opened up by the broader corridor and the proposed link road set at a slightly lower elevation. Views east will include the River Findhorn as the river meanders to the east and beyond it the rising landform of the headland, incorporating Lower and Upper Inverbrough and the distant hill beyond. To the south east viewers will be increasingly aware of the newly formed Tomatin junction, access tracks and attenuation ponds, the various cutting slopes and embankments creating a variety of slopes within the landform as it descends towards the river. Views south and south west will be partially constrained by a slight rise in the landform and the rooflines of the Tomatin Distillery will likely be visible set within the woodland associated with Tomatin. The newly exposed views east will represent a medium beneficial magnitude of change, these will however be moderated by the presence of the junction and the overall impact is likely to be Low beneficial. The resulting significance of impact is therefore likely to be **Slight Beneficial**.

### *Summer Year 15*

- 3.1.15. Approaching Tigh an Allt views will become increasingly screened as the proposed planting establishes and with the exception of a gap to allow some awareness to remain, these views will be largely contained. As views are increasingly limited by the maturation

of the proposed roadside planting the magnitude of change will be Negligible and the resulting residual effect will be **Neutral**.

- 3.1.16. South of Tigh an Allt and the woodland is left behind the awareness of the river is likely to remain in the Design Year, albeit reduced by establishing mitigation planting, this planting is however likely to reduce visual awareness of the Tomatin junction and the Negligible magnitude of change is likely to remain along with the **Neutral** residual effect.

### Tomatin GSJ to Start of the scheme (Chainage 500 - -4400)

#### *Winter Year 1*

- 3.1.17. Passing through the Tomatin junction, the associated cutting slopes are likely to limit broader views and the majority of views will be restricted. Link roads will however extend either side of the junction and whilst those to the south west are unlikely to result in new and significant views, those to the north and east are likely to be afforded new and extensive views across the River Findhorn.
- 3.1.18. South of the Tomatin junction and approaching the existing dualled section of the carriageway, views will in the short term will be aware of the removal of small areas of roadside planting, whilst the Priority View from the River Findhorn crossing will be unchanged. Views associated with the Tomatin South junction would be not be perceptibly changed, the nature of the views west and south west being only marginally modified as a result of a small number of failing trees being removed from the outer verge. The magnitude of change is anticipated to be Negligible, resulting in **Neutral** impact significance.

#### *Summer Year 15*

- 3.1.19. Replacement of planting within the existing verge will result in a Negligible magnitude of change and the resulting residual effect will be **Neutral**.

## 4. Local Roads

### Ruthven Road

#### *Winter Year 1*

- 4.1.1. Views currently experienced along the Ruthven Road will be substantially changed by the Proposed Scheme – the direct link to the A9 will be removed and the Dalmagarry Quarry-Tomatin Access Road will run parallel with the A9 before joining the Ruthven Road to the west of the existing crossing of the Funtack Burn via the stone bridge.
- 4.1.2. The current view afforded to the existing Ruthven Road between the A9 and the bridge crossing will be changed, as a result of the link road re-alignment, this will reduce views of the Dalmagarry Burn and of the strath to the northwest. However, as a result of the removal of mature planting associated with the quarry, new views to the south and west are likely to be afforded towards the summit of Tom na h-Ulaidh. The Medium sensitivity views along this section will be subject to a High magnitude of change resulting in a **Moderate** adverse significance of impact on a short section, approximately 425m of existing road.

### *Summer Year 15*

- 4.1.3. Conifer, mixed woodland and wet woodland planting, as part of landscape mitigation will establish by the Design Year and largely restore the existing intermittent views, although the orientation of the views are likely to change the existing unspoilt characteristics of the single track road reflecting the adjacent strath will be lost. The magnitude of impact will be Medium adverse and the residual effect will be **Moderate** adverse.

## **Dalmagarry Quarry – Tomatin Access Road**

### *Winter Year 1*

- 4.1.4. The new views afforded by the proposed Dalmagarry Quarry – Tomatin Access Road extending north from the Tomatin junction to tie into the Ruthven Road have been outlined below. Views northbound will initially be dominated to the west by the southbound exit slip road for the Tomatin junction, a steep embankment slope descending to the link road, which would be set within a cutting due to a rise in the adjacent landform to the east. The views would quickly open up and would descend down the slope towards the River Findhorn, incorporating within it views of the access tracks to land parcels and a proposed attenuation pond. Views would become increasingly contained by a dense block of plantation woodland to the north, before becoming completely contained by this planting, the emphasis of the view likely to become the summit of Tom na h-Ulaidh. These restricted views remain to the north until Tigh an Allt cottage has been passed and a new and open view is revealed across the Strathdearn and the River Findhorn, this incorporates a landscape of good quality and locally this will have a high value. The sensitivity of the view will be Medium sensitivity and the predicted magnitude of change will be **Slight Beneficial**.
- 4.1.5. Approaching the entrance to Invereen the view becomes constrained by a cutting slope either side of the link road, the easing of the slope profile to the east, to a 1:6 profile would provide some relief to the otherwise regular engineered appearance and create a more integrated landform. The enclosed views continue to the north, with the link road being increasingly set within cutting and forward views to the north being increasingly focused on the distant horizon. As the Dalmagarry quarry is passed, the vertical alignment descends and the road sweeps east in a relatively tight bend to meet with the existing Ruthven Road, set above the Dalmagarry Burn. At this point the removal of the existing plantation woodland will allow new and slightly elevated views above the Burn and the narrowing Funtack Burn to the east. Views would be of a good quality landscape, the result would be views that are of Medium sensitivity.
- 4.1.6. Views southbound would reflect those experienced by northbound users, the key differences being that at the tie in with the Ruthven Road there would be increased awareness of the wider landscape associated with the Dalmagarry Farm complex and the summits of Carn na Loinne and Tom na h-Ulaidh to the north and west respectively. These are views of a good quality landscape, resulting in views that are Medium sensitivity.
- 4.1.7. Views would once again become enclosed by a combination of landform and planting within the wider landscape until the entrance to Invereen is reached. Beyond this point a new and prominent view would be revealed overlooking the River Findhorn to the south east and east towards Inverbrough and the distant hills beyond. These views comprise a good quality landscape, the result will be Medium sensitivity views.
- 4.1.8. Views become quickly constrained by dense planting around Tigh an Allt Cottage, and these restricted views continue south until the Tomatin junction is approached and views to the south east are once again revealed, overlooking the River Findhorn and distant

hills. The attenuation ponds and access tracks forming additional features within the landscape. The views comprise a landscape that is of good quality and have high value at a local level, the views are considered to be of Medium sensitivity.

- 4.1.9. Where new views have been exposed as a result of the proposed Dalmagarry Quarry – Tomatin Access Road the magnitude of change is Low Beneficial, the views typically occurring at a marginally lower elevation to those occurring to the mainline alignment. On views that are of Medium sensitivity the significance of impact is anticipated to be **Slight Beneficial** these impacts would remain into the Design Year.

#### *Summer Year 15*

- 4.1.10. The proposed mitigation strategy will as a result of mixed species blocks of woodland, combined with open views, particularly to the east result in a varied experience to the travelling public. The magnitude of impact will be medium beneficial, the residual effect being **Slight Beneficial** by the Design Year.

### **Moy LILO**

#### *Winter Year 1*

- 4.1.11. The Proposed Scheme would result in changes arising at the junction of the B9154 and the A9, a re-designed junction will result in similar views being experienced by both the northbound and southbound road users. The most noticeable change would be that views of Medium sensitivity would be experienced from a location further to the east than are currently experienced and the inclusion of several attenuation ponds would be visible within the junction itself. The magnitude of change for road users will be Low beneficial with a **Slight Beneficial** significance of impact experienced in the year of opening.

#### *Summer Year 15*

- 4.1.12. By the Design Year and as the planting strategy establishes, views are anticipated to become increasingly intermittent, some awareness of the wider landscape is likely to remain, the magnitude of change will remain Low and the significance of impact is likely to reduce to **Neutral**.

### **Lynebeg LILO**

#### *Winter Year 1*

- 4.1.13. The existing direct access provided to Lynebeg from the A9 will be subject to a substantial re-design, this will require the removal of a locally substantial block of woodland. As a result there will be newly exposed views of the junction, SuDS pond and the road passing beneath the A9 accessing Moy to the east. The majority of users of the Lynebeg LILO would experience restricted views, arising as a result of cuttings either side of the access road and a rising landform to the west that includes extensive areas of plantation woodland. Broader views would be limited beyond the area immediately impacted by the proposed junction by existing extensive areas of woodland. These heavily constrained views of Low sensitivity would be subject to a magnitude of change of Low adverse resulting in a significance of impact of **Slight** adverse.



### *Summer Year 15*

- 4.1.14. Existing woodland would be reinforced by the proposed landscape strategy, as a result the magnitude of impact is likely to reduce to negligible in the longer term as woodland is replaced and matures giving rise to a significance of impact of **Neutral**.