Appendix A11.2: Assessment of Visual Effects – Outdoor Locations

1.1 Introduction

1.1.1 Table A11.2-1 provides the assessment of visual effects on people in outdoor locations, as shown on Figure 11.4. This information supports the assessment presented in Chapter 11 (Visual) of the EIAR. For a description of the project-specific landscape mitigation items (Mitigation Items P02-LV8 to P02-LV27) referred to in Table A11.2-1 below, please refer to Chapter 10 (Landscape), Section 10.5 (Mitigation). The Standard Mitigation Commitments (Mitigation Items SMC-LV1 to SMC-LV7) described in Table 10.8 of Chapter 10 (Landscape) are not referred to in Table A11.2-1 below; however, these are generally applicable to all receptors.

1.1.2 Where it is indicated that existing intervening vegetation would result in filtered or screened views of the proposed scheme, it is assumed that this vegetation would remain in place and not be affected either by the proposed scheme or, where outside the scheme boundary, by other development, management or clearance works.

Key to Abbreviations	
Existing View	b = bridge (IBC = Inchewan Burn Crossing, BC = Braan Crossing, TC = Tay Crossing) es = existing screening r = rural rd = road (e.g. A9) rv = river/burn/loch rw = railway u = urban v = vehicles on the A9 w = woodland
Elements of Proposed Scheme Visible	b = bridge (IBC = Inchewan Burn Crossing, BC = Braan Crossing, TC = Tay Crossing) c = cutting e = embankment fs = compensatory flood storage area l = lighting lw = loss of woodland m = mammal fencing mp = mitigation planting nb = noise barrier/bund p = SuDS feature ps = pump station r = reptile fencing rs = road surface rt = retaining wall/structure s = signage sr = side road/access road sw = stone parapet wall v = vehicles on the A9 wf = wattle screen fence
Winter of the Year of Opening	WYO
Summer 15 Years after opening	SY15

Table A11.2-1: Visual effects on people in outdoor locations

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
O1A	Highland Main Line railway – Murthly to Dunkeld & Birnam Station	Rail users	r, rd (A9), v, w, es	Medium	High	High	0	rs, v, l, p, sr, c, e, rt, s, m, lw, mp, sw	Views towards the proposed scheme largely filtered or screened either by existing intervening woodland or landform along the southern half of the route between Murthly and ch2650. From ch2650 to Dunkeld & Birnam Station the rail line runs at a similar elevation to the A9 and direct views to the scheme would be obtained. Grading out of earthworks (P02-LV8) and SuDS feature designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, native shrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV25).	Major	Large	Moderate	Moderate	Minor	Slight
O1B	Highland Main Line railway – Dunkeld & Birnam Station to Inchmagrannachan	Rail users	b (IBC, TC), r, rd (A9), v, w, es	Medium	High	High	0	b (IBC, TC), rs, v, l, p, sr, c, e, rt, s, m, lw, mp	Views towards the proposed scheme largely filtered or screened by existing intervening woodland along the southern half of the route (between Dunkeld and Inver). Highland Main Line in tunnel (with no views of surrounding landscape) between approx. ch5400 and ch5750. Direct views to the new River Tay Bridge would be obtained by rail passengers from a section of the line to the south of Inchmagrannachan. SuDS features designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). LED	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O2	NCR77	Cyclists	u, r, rd (A9), v, rw, b (IBC and TC), w, rv, es	High	High	High	0	rs, v, l, b (IBC and TC), p, sr, c, e, rt, s, fs, m, r, lw, mp	The section of NCR77 between the Birnam Junction and the Inchewan Burn runs closely parallel to the A9 and a new improved cycle route is proposed over this section. The NCR77 route is to be re-aligned along the northbound verge of the widened mainline between Birnam Junction and ch3050, along the Station Building Access Track between ch3050 and Dunkeld & Birnam Station, along the new River Tay Bridge and Dalguise Junction to join the B898. Views towards the proposed scheme are screened by intervening topography, existing vegetation and built form for much of the rest of the NCR77 route. Grading out of proposed embankments between ch1600 and ch2100 to achieve good landscape fit, and exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). SuDS features designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed bridge and underpass structures (P02-LV12 and p02-LV24). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, individual trees and native shrub planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV25). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Major	Large	Major	Large	Moderate	Moderate

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
O3	Core Path SPIT/126	Walkers	r, rd (A9), v, rw, w, rv, es	High	High	High	1	v, p, sr, c, e, rt, s, m, lw, mp	Views towards the proposed scheme partially filtered or screened by existing intervening woodland. SuDS features designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed and broadleaved woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Minor	Slight	Minor	Slight	Negligible	Slight
O4	A984	Road users	u, r, v, w, rv, es	Medium	High	Moderate	0.4	v, l, sr, c, e, s, lw, mp	Views towards the proposed scheme largely filtered or screened by existing intervening woodland for most of the route. Retention of existing woodland (P02-LV13) and mixed and broadleaved woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Moderate	Moderate	Minor	Slight	Negligible	Slight
O5	B867 – Pass of Birnam to junction with existing A9	Road users	r, rd (A9), v, rw, w, rv, es	Medium	High	Moderate	0	rs, v, l, p, sr, c, e, rt, s, m, r, lw, mp	Views towards the proposed scheme largely filtered or screened by existing intervening woodland for much of the route. The remodelled Birnam Junction and nearby SuDS would introduce new structural elements and result in the loss of some woodland, however effects upon the visual amenity of the B867 route would be localised. Grading out of proposed embankments between ch1600 and ch2100 to achieve good landscape fit and exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									bridge and underpass structures at Birnam Junction (P02-LV12 and P02-LV24). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).						
O6	Core Path DUNK/102	Walkers	r, rd (A9), v, w, rv, es	High	High	High	0.2	rs, v, sr, c, e, s, m, lw, mp	Open views looking east towards the southern end of the proposed scheme during the construction phase due to the existing area of felled trees at Birnam Wood. Elsewhere along the proposed scheme, views are largely filtered or screened by existing intervening woodland. However, visual screening would be provided during the operation phase following the establishment of new commercial coniferous forest at Birnam Wood. Grassland seeding (P02-LV19), retention of existing woodland (P02-LV13) and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Moderate	Moderate	No change	Neutral	No change	Neutral
O7	Core Path DUNK/14 – King's Seat/Birnam Hill path	Walkers	r, rd (A9), v, rw, w, rv, es	High	High	High	0	rs, v, p, sr, c, e, s, m, lw, mp	Views towards the proposed scheme are filtered or screened by existing intervening woodland and topography for much of the route. Grading out of proposed embankments between ch1600 and ch2100 (P02-LV8) and SuDS feature designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV19), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland planting (P02-LV14, P02-LV16, P02-LV17 and P02-LV19).	Moderate	Moderate	Minor	Slight	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
O8	Core Path DUNK/142	Walkers	r, rd (A9), v, rw, b (IBC), w, rv, es	High	High	High	0	rs, v, l, b (IBC), gf, p, sr, c, e, rt, s, m, r, lw, mp	Core Path DUNK/142 runs parallel and adjacent to the A9 between Birnam Junction and Dunkeld & Birnam Station and a new multi-use path is proposed. Grading out of proposed embankments between ch1900 and ch2100 and exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). SuDS feature designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV25). Design of Dunkeld & Birnam Station Pedestrian Underpass to be considered in detail. Special attention to be given to townscape and place-making aspects. Establishment of native shrub planting (P02-LV25).	Major	Large	Major	Large	Moderate	Moderate
O9	South-west of Newtyle Hill	Walkers	u, r, rd (A9), v, rw, w, rv, es	High	High	High	0.7	rs, v, l, p, sr, c, e, rt, s, m, r, fs, lw, mp	Views towards the proposed scheme partially filtered or screened by existing intervening woodland. SuDS features designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed bridge and underpass structure at Birnam Junction (P02-LV12 and P02-LV24). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Moderate	Moderate	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
O10	Core Path DUNK/11 and Right of Way TP106	Walkers	u, r, rd (A9), v, rw, b (IBC), w, rv, es	High	High	High	0	rs, v, l, b (IBC), sr, c, rt, s, lw, mp	Views towards the proposed scheme filtered or screened by existing intervening woodland for much of the route. Localised visual effects would be obtained where the route passes under the A9 via the new Birnam Glen and Inchewan Burn Bridge. Attention to aesthetics of proposed Birnam Glen and Inchewan Burn Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13), plus individual trees within and adjacent to the replacement station car park (P02-LV14, P02-LV15, P02-LV17, P02-LV19 and P02-LV25).	Major	Large	Moderate	Moderate	Minor	Slight
O11	Core Path DUNK/57 and Right of Way TP102	Walkers	r, rd (A9 and Perth Road), v, rw, w, rv, es	High	High	High	0	rs, v, gf, sr, c, e, rt, s, m, lw, mp	Core Path DUNK/57 currently crosses the A9 at ch2370. This crossing point is to be removed, and DUNK/57 would terminate at the existing tunnel under the railway. The rerouted NMU runs from the tunnel under the railway, along the side road parallel to the northbound A9 carriageway, tying into the B867 footpath at Birnam Junction. The realigned side road and watercourse/culvert at ch2420 would result in some tree loss and localised visual effects for the section of the route adjacent to the A9. Views towards the proposed scheme are filtered or screened by existing intervening woodland for much of the route. Exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). Attention to aesthetics of proposed bridge and underpass structure at Birnam Junction (P02-LV12). Retention of existing woodland (P02-	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									LV13), combined with the establishment of species-rich grassland (P02-LV20) and mixed woodland replacement planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).						
O12	Core Path DUNK/10 and Right of Way TP102	Walkers	r, rd (A9 and Perth Road), v, b (BC), w, rv, es	High	High	High	0	rs, v, l, b (BC), gf, p, sr, c, e, rt, s, lw, mp	Views towards the proposed scheme from the section of the footpath along the southern bank of the River Tay largely screened by existing intervening topography, built form and vegetation. Localised visual effects would be obtained from the southern section of the route close to Birnam Junction, with views to the proposed SuDS and access roads. Exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). Attention to aesthetics of proposed bridge and underpass structure at Birnam Junction and River Braan Bridge structure (P02-LV12 and P02-LV24) and SuDS designed to integrate with the surrounding landscape (P02-LV9). Retention of existing woodland (P02-LV13) combined with mixed woodland replacement planting and scrub planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Major	Large	Moderate	Moderate	Minor	Slight
O13	Perth Road	Road users	u, r, rd (A9 and A923), v, w, rv, es	Medium	High	Moderate	0	rs, v, l, wf, e, rt, s, lw, mp, p, sw	Views to the scheme for receptors using the Perth Road would be obtained on the southern edge of Birnam, due to the introduction of the new Birnam Junction, whilst the proposed SuDS and access roads would lead to the loss of some existing woodland. Visual effects would also occur	Major	Large	Major	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									at the junction of the Perth Road with the A923 where the lighting of the Dunkeld Junction Roundabout would be visible at night-time and at the junction with Station Road where views to the new station car park would be obtained at a distance of approximately 150m. Views towards the proposed scheme from the rest of the Perth Road route would be screened by existing intervening buildings and the proposed green screen fence or filtered by existing vegetation.						
									Exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24) and attention to aesthetics of proposed bridge and underpass structure at Birnam Junction (P02-LV12 and P02-LV24). 2m high wattle screen fence along back of verge between ch2430 and ch2900 to provide visual screening of A9 traffic (P02-LV17). Grassland seeding (P02-LV20) and retention of existing woodland (P02-LV13) combined with individual trees and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). SuDS feature designed to achieve good landscape fit (P02-LV9). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22). Design of Dunkeld & Birnam Station Replacement Car Park and Pedestrian Underpass to be considered in detail. Special attention to be given to townscape and place-making aspects at station car park (P02-LV25). Stone-faced retaining wall between the back of the verge and station car park with 2m high roadside stone parapet wall to screen A9 traffic from view. Lighting will be designed to						

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									complement the street lighting within Birnam Conservation Area, while minimising intrusiveness in the form of spillage, glare and reflection (P02-LV25).						
O14	Core Path DUNK/103	Walkers	u, r, v, w, rv, es	High	High	High	0	rs, v, l, wf, sr, c, e, rt, s, lw, mp, sw	Core Path DUNK/103 follows Perth Road from Birnam Glen to the southern edge of the town. Views would be obtained from a short southern section of the path to the new Birnam Junction and associated access roads and also from the junction with Station Road to the Dunkeld & Birnam Station Replacement Car Park. Views towards the proposed scheme would be screened by intervening buildings and the proposed green screen fence or filtered by existing vegetation for much of the route. Exposed rock cuttings at Birnam Junction to be designed with irregular faces of varied height, angle and form (P02-LV8 and P02-LV24). Retention of existing woodland (P02-LV13), combined with individual trees and mixed woodland replacement planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). 2m high wattle screen fence along back of verge between ch2430 and ch2900 to provide visual screening of A9 traffic (P02-LV17). Design of Dunkeld & Birnam Station Car Park and Pedestrian Underpass to be considered in detail. Special attention to be given to townscape and place-making aspects at station car park (P02-LV25). Stone-faced retaining wall between the back of the verge and station car park with 2m high roadside stone faced parapet wall to screen A9 traffic from view. Lighting will be designed to complement the street lighting within Birnam	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									Conservation Area, while minimising intrusiveness in the form of spillage, glare and reflection (P02-LV25).						
O15	Torwood Park	Outdoor recreation space users	u, r, rd (Perth Road), v, w, es	Low	High	Moderate	0.01	v, e, lw, mp	Views towards the proposed scheme would remain lightly filtered by retained existing intervening vegetation (P02-LV13).	Major	Large	Moderate	Moderate	Minor	Slight
O16	Dunkeld & Birnam Golf Course	Outdoor recreation space users	r, rd (A9), v, w, rv, es	Medium	High	Moderate	1.1	rs, v, l, sr, e, rt, s, fs, lw, mp	Views towards the proposed scheme largely screened by existing intervening topography and vegetation. Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Minor	Slight	Minor	Slight	Negligible	Slight
O17	Core Path DUNK/53 and Right of Way TP98	Walkers	u, r, v, w, es	High	High	High	0.65	v, e, rt, s, fs, lw, mp	Views towards the proposed scheme largely screened by existing intervening buildings, topography and vegetation. Establishment of replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) to provide screening of the proposed scheme (P02-LV10, P02-LV14, P02-LV17 and P02-LV27).	Minor	Slight	Minor	Slight	Negligible	Slight
O18	Core Path DUNK/144	Walkers	u, r, rd (A9 and Perth	High	High	High	0	rs, v, l, e, rt, s, fs,	Core Path DUNK/144 follows the route of the A923 across Dunkeld Bridge to the junction with Perth Road. Filtered views would be obtained from Dunkeld Bridge to the scheme and direct	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
			Road), v, w, rv, es					lw, mp, p	views of the scheme would be obtained adjacent to the junction with the Perth Road, including the new Dunkeld Junction Roundabout. Views towards the proposed scheme would be largely filtered or screened by existing intervening buildings, topography and vegetation for much of the route. SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed retaining structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed and riparian woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O19	A923	Road users	u, r, rd (A9 and Perth Road), v, w, rv, es	Medium	High	Moderate	0	rs, v, l, e, rt, s, fs, lw, mp, p	Filtered views would be obtained from Dunkeld Bridge to the scheme and direct views of the scheme would be obtained adjacent to the junction with the Perth Road, including the new Dunkeld Junction Roundabout. Views towards the proposed scheme from the A923 would be largely filtered or screened by intervening buildings, topography and existing vegetation for much of the route. SuDS feature designed to achieve good landscape fit (P02-LV9). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). Potential gateway feature incorporating planting on	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									Dunkeld Junction Roundabout (P02-LV21). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O20	Birnam Highland Games Park	Outdoor recreation space users / visitors	u, r, v, w, rv, es	Medium	High	High	0.075	v, l, e, s, lw, mp	Views towards the proposed scheme including the new Dunkeld Junction Roundabout would be obtained but would be filtered by intervening existing vegetation. Retention of existing woodland (P02-LV13), combined with mixed woodland replacement planting (P02-LV14, P02-LV16, P02-LV17 and P02-LV19). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Major	Large	Moderate	Moderate	Minor	Slight
O21	Allotment Gardens	Outdoor recreation space users	u, r, rd (A9 and A923), v, w, rv, es	Low	High	Moderate	0.6	v, l, e, rt, s, fs, lw, mp	Oblique views towards the proposed scheme largely screened by existing intervening vegetation. Establishment of replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) to provide screening of the proposed scheme (P02-LV10, P02-LV14, P02-LV17 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Minor	Slight	Minor	Slight	Negligible	Slight
O22	Right of Way TP101	Walkers	u, r, rd (A9 and A923), v, w, rv, es	High	High	High	0.45	v, l, e, p, rt, s, fs, lw, mp	Views towards the proposed scheme filtered by existing intervening riparian woodland. Attention to aesthetics of proposed retaining structure west of River Braan Bridge and associated flood relief culverts (P02-LV12).	Moderate	Moderate	Minor	Slight	Negligible	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									Establishment of replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) to provide screening of the proposed scheme (P02-LV10, P02-LV14, P02-LV17 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O23	Dunkeld Cathedral Grounds	Visitors	u, r, rd (A9 and A923), v, w, rv, es	High	High	High	0.3	v, l, e, p, rt, s, fs, lw, mp	Views towards the proposed scheme filtered by existing intervening riparian woodland. Attention to aesthetics of proposed retaining structure west of River Braan Bridge and associated flood relief culverts (P02-LV12). Establishment of species-rich grassland, mixed woodland and replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) to provide screening of the proposed scheme (P02-LV10, P02-LV14, P02-LV17, P02-LV19, P02-LV20 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Moderate	Moderate	Moderate	Moderate	Minor	Slight
O24	Core Path DUNK/145	Walkers	r, rd (A9), v, b (TC), w, rv, es	High	High	High	0	v, l, b (TC), p, sr, c, e, rt, s, fs, m, lw, mp	Views towards the proposed scheme largely filtered or screened by existing intervening woodland for much of the route. SuDS feature designed to achieve good landscape fit (P02-LV9). Attention to aesthetics of proposed River Tay Bridge structure, retaining structure west of River Braan Bridge and flood relief culverts (P02-LV12). Retention of existing woodland (P02-LV13), establishment of species-	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									rich grassland (P02-LV20) and mixed woodland, riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). Replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) (P02-LV10, P02-LV14, P02-LV17 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O25	A822	Road users	r, rd (A9 and A923), v, rw, b (BC), w, rv, es	Medium	High	Moderate	0	rs, v, l, b (BC), p, sr, c, e, rt, s, fs, lw, mp	Views of the proposed scheme including the Dunkeld Junction Roundabout would be obtained but would be limited to a short section of the A822. Elsewhere views to the scheme from the A822 would be largely filtered or screened by intervening topography and existing vegetation. SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed River Braan Bridge structure and A822 Dunkeld Junction Retaining Wall (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Major	Large	Moderate	Moderate	Minor	Slight
O26	Core Path DUNK/59 and Right of Way 32/10	Walkers	u, r, rd (A9, A923 and A822), v,	High	High	High	0	rs, v, l, b (BC), p, sr, e, rt,	Core Path DUNK/59 follows Birnam Walk and the southern edge of the Birnam Highland Games Park, running adjacent to the A9 and the new Dunkeld Junction Roundabout. A loss of existing	Major	Large	Major	Large	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
			b (BC), w, rv, es					s, fs, lw, mp	screening woodland would result in direct views to these elements of the scheme from the path. SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed retaining structure and River Braan Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland, riparian woodland and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19). Potential gateway feature incorporating planting on Dunkeld Junction Roundabout (P02-LV21). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O27	Core Path DUNK/23	Walkers	r, rd (A9), v, rw, b (BC and TC), w, rv, es	High	High	High	0	rs, v, l, b (BC and TC), p, sr, c, e, rt, s, m, fs, lw, mp	Core Path DUNK/23 starts at the Braan Crossing and then follows the western bank of the River Tay passing under the River Tay Crossing (Jubilee Bridge) to meet with the B898. The introduction of the proposed compensatory flood storage area and River Braan Flood Relief Culverts would result in the loss of an area of existing woodland from a section of the path west of the River Braan Bridge. The proposed fork in the path at this location would introduce a new route (leading to the proposed southbound bus lay-by) that follows the alignment of the proposed new retaining structure, embankment and associated River Braan Flood Relief Culverts. Additionally, views would be opened up to the widened A9 and associated embankments from some locations. Views towards the proposed scheme would be filtered or screened by existing intervening woodland for much of the route.	Major	Large	Major	Large	Moderate	Moderate

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									Grading out of earthworks between B898 and the mainline (P02-LV8) and SuDS feature designed to achieve good landscape fit (P02-LV9). Attention to aesthetics of proposed River Braan Bridge and River Tay Bridge structures, proposed retaining structure west of River Braan Bridge and flood relief culverts (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, scrub, hedgerow and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV27). Replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) (P02-LV10, P02-LV14 and P02-LV17). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O28	Core Path DUNK/137	Walkers	r, rd (A9), v, rw, b (BC), w, rv, es	High	High	High	0	rs, v, l, b (BC), p, sr, c, e, rt, s, m, fs, lw, mp	Core Path DUNK/137 runs between the Braan Crossing and Inver, roughly following the western bank of the River Braan. The widening of the A9 with its associated embankments and introduction of the new River Braan Bridge and SuDS, would result in a loss of existing woodland adjacent to sections of the path. This loss would result in views being opened up to the A9 and associated embankments from some locations. SuDS feature designed to achieve good landscape fit (P02-LV9). Attention to aesthetics of proposed River Braan Bridge structure and flood relief culverts (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland, riparian woodland, scrub	Major	Large	Major	Large	Moderate	Moderate

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV27). Replacement riparian woodland planting within compensatory flood storage area west of River Braan Bridge (ch4350 to ch4700) (P02-LV10, P02-LV14, P02-LV17 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).						
O29	Core Path DUNK/63	Walkers	r, rd (A9), v, rw, b (BC), w, rv, es	High	High	High	0	rs, v, l, b (BC), p, sr, c, e, rt, s, lw, mp	Core Path DUNK/63 runs between the Braan Crossing and Inver Bridge. The introduction of the new River Braan Bridge would result in a loss of existing woodland adjacent to a short section of the path. This loss would result in views opened up to the widened A9 and associated embankments from a localised section of the route. Views towards the proposed scheme filtered or screened by existing intervening vegetation for much of the route. SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed River Braan Bridge structure and River Braan Flood Relief Culverts (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland, riparian woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV27). LED luminaires equipped with back shields to mitigate light spill as much as possible from Dunkeld Junction Roundabout (P02-LV22).	Major	Large	Moderate	Moderate	Minor	Slight
O30	Core Path DUNK/64	Walkers	r, rd (A9), v,	High	High	High	0	rs, v, p, sr,	Core Path DUNK/64 runs between Inver Bridge and The Hermitage, running adjacent to the A9	Major	Large	Moderate	Moderate	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
			rw, w, rv, es					c, e, s, m, lw, mp	for a short section. The widening of the mainline and introduction of a SuDS access would be visible from limited sections of the route. Views towards the proposed scheme screened by existing intervening buildings, topography and vegetation for much of the route. SuDS feature designed to achieve good landscape fit (P02-LV9). Attention to aesthetics of proposed flood relief culverts (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland, riparian woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV19 and P02-LV27).						
O31	Core Path DUNK/15 and Right of Way TP94	Walkers	r, rd (A9), v, w, rv, es	High	High	High	0	rs, v, sr, c, e, s, m, lw, mp	Core Path DUNK/15 runs between The Hermitage car park and Kennacoil. The introduction of the scheme would not increase visibility of the A9 from The Hermitage car park or any other part of the route. Views towards the proposed scheme largely screened by existing intervening woodland for most of the route. Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Major	Large	Minor	Slight	Minor	Slight
O32	King's Pass	Road users	r, rd (A9), v, b (TC), w, rv, es	Medium	High	Moderate	0.07	rs, v, b (TC), p, sr, c, e, s, m, lw, mp	Views towards the proposed scheme largely screened by existing intervening woodland for most of the route. Loss of woodland due to the introduction of the River Tay Bridge launching platform area would open up views to the scheme over a short section of the route.	Minor	Moderate	Minor	Moderate	Negligible	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									Attention to aesthetics of proposed River Tay Bridge structure (P02-LV12), grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).						
O33	RCR83	Cyclists	r, rd (A9), v, b (TC), w, rv, es	High	High	High	0.07	rs, v, b (TC), p, sr, c, e, s, m, lw, mp	Views towards the proposed scheme largely screened by existing intervening woodland for most of the route. Loss of woodland due to the introduction of the River Tay Bridge launching platform area would open up views to the scheme over a short section of the route. Attention to aesthetics of proposed River Tay Bridge structure (P02-LV12), grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Minor	Moderate	Minor	Moderate	Negligible	Slight
O34	Core Path DUNK/65	Walkers	r, rd (A9 and B898), v, w, es	High	High	High	0	rs, v, sr, c, e, rt, s, lw, mp	Core Path DUNK/65 runs through the dense woodland on the slopes of Craig Vinean between The Hermitage and the B898. The route runs close to the A9 at ch6300 where woodland loss and an area of rock cutting would increase visibility to the A9 locally across a short section. Views towards the proposed scheme are screened by the existing intervening woodland of Craigvinean Forest for most of the route. Grading out of earthworks between B898 and the mainline (P02-LV8), grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17 and P02-LV19).	Major	Large	Minor	Slight	Minor	Slight

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
O35	Pine Cone Viewpoint	Walkers	r, rd (A9, A822 and B898), v, rw, b (TC), w, rv, es	High	High	High	0.35	rs, v, b (TC), p, sr, c, e, rt, s, m, lw, mp	Open views looking north towards River Tay Bridge and the northern end of the proposed scheme. Elsewhere along the proposed scheme, views are largely screened by existing intervening woodland and topography. Grading out of earthworks at Dalguise Junction and between the B898 and the widened mainline to achieve optimum landscape fit (P02-LV8). SuDS features designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed River Tay Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) combined with establishment of broadleaved and mixed woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV18 and P02-LV19).	Major	Large	Moderate	Moderate	Minor	Slight
O36	B898	Road users	r, rd (A9), v, rw, b (TC), w, rv, es	Medium	High	Moderate	0	v, l, b (TC), sr, c, e, rt, s, lw, mp	Direct views to elements of the scheme including earthworks and the new River Tay Bridge would be obtained across Strath Tay from the B898. Grading out of earthworks between the B898 and the widened mainline, and at Dalguise Junction to achieve optimum landscape fit (P02-LV8). Attention to aesthetics of proposed River Tay Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and mixed woodland, scrub and individual tree planting (P02-LV14, P02-LV16, P02-LV17 and P02-LV19).	Major	Large	Moderate	Moderate	Minor	Slight
O37	Core Path DUNK/100	Walkers	r, rd (A9 and B898), v,	High	High	High	0	v, l, b (TC), p, sr,	The existing Core Path DUNK/100 links DUNK/145 and DUNK/23 via the existing River Tay Crossing (Jubilee Bridge). The proposed scheme would	Major	Large	Major	Large	Moderate	Moderate

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
			rw, b (TC), w, rv, es					c, e, rt, s, m, lw, mp	result in realignment of the route along the new River Tay Bridge. The introduction of the new River Tay Bridge and associated launching platform area would result in extensive earthworks and a loss of existing woodland adjacent to the route on the northern bank of the Tay. Attention to aesthetics of proposed River Tay Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and establishment of mixed and broadleaved woodland (P02-LV14, P02-LV15, P02-LV16, P02-LV18 and P02-LV19).						
O38	Creag an Uamhaidh cairn, Tay Forest Park	Walkers	r, rd (A9), v, rw, b (TC), w, rv, es	High	High	High	2.9	rs, v, b (TC), p, sr, c, e, rt, s, m, lw, mp	Distant views and any changes would be seen in the context of the existing road. SuDS feature designed to achieve good landscape fit (P02-LV9) and attention to aesthetics of proposed River Tay Bridge structure (P02-LV12). Grassland seeding (P02-LV20), retention of existing woodland (P02-LV13) and broadleaved, mixed and riparian woodland, scrub and individual tree planting (P02-LV14, P02-LV15, P02-LV16, P02-LV17, P02-LV18 and P02-LV19).	Moderate	Moderate	Minor	Slight	Negligible	Slight
O39	Core Path SPIT/101	Walkers	r, rd (A9), v, w, es	High	High	High	0.15	lw, mp	Views towards the areas of proposed new compensatory mixed and broadleaved woodland planting would be filtered or screened by retained intervening vegetation for much of the route (P02-LV13).	Minor	Slight	No change	Neutral	No change	Neutral
O40	Core Path AGVN/11	Walkers	r, rd (A9), v, w, es	High	High	High	0	lw, mp	Views towards the areas of proposed new compensatory mixed and broadleaved woodland planting would be filtered or screened by	Minor	Slight	No change	Neutral	No change	Neutral

Receptor No	Receptor Name	Receptor Type	Existing view	Visual receptor susceptibility to change	Value of view	Visual Receptor Sensitivity	Distance of nearest visible part of scheme (km)	Elements visible	Limitations to view and/or mitigation measures	Magnitude of Impact during construction	Significance of Effect during construction	Magnitude of Impact in Winter of the Year of Opening	Significance of Effect in Winter of the Year of Opening	Magnitude of Impact in Summer 15 Years after Opening	Significance of Effect in Summer 15 Years after Opening
									retained intervening vegetation for much of the route (P02-LV13).						