





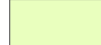


Map 2a: Landscape Opportunities & Constraints

Legend

-  Areas of more stable crop on lower slopes with potential for LISS.
-  Poor growth of trees on these upper slopes - should be felled to avoid out of scale fragments on hill top, but may be important forest margin habitat.
-  Extensive windblow across this face, where access is a key issue, will result in out of scale felling associated with removal of fallen timber. Opportunity to restock with much more varied species in smaller coupes.
-  Cruach Tarbeirt Boundary
-  The new road (subject to EIA) will form a new linear feature, emphasised by the shadow of the wayleave. On the south face, it also fragments existing access routes.
-  Windblown Areas
-  Cruach Tarbeirt Forest Cover

Areas of windblow to the North includes areas of sporadically blown larch which has some potential as LISS areas in this rotation.

Some of the mature tree cover may need to be felled & the restocking drawn back from the railway to reduce the risk of fallen trees on the track. Opportunities to open up views of any significant length along the railway are limited by the dense broadleaved woodland.

The fairly uniform crop in terms of age and species, and the lack of well designed wind firm edges, limits felling coupe options.

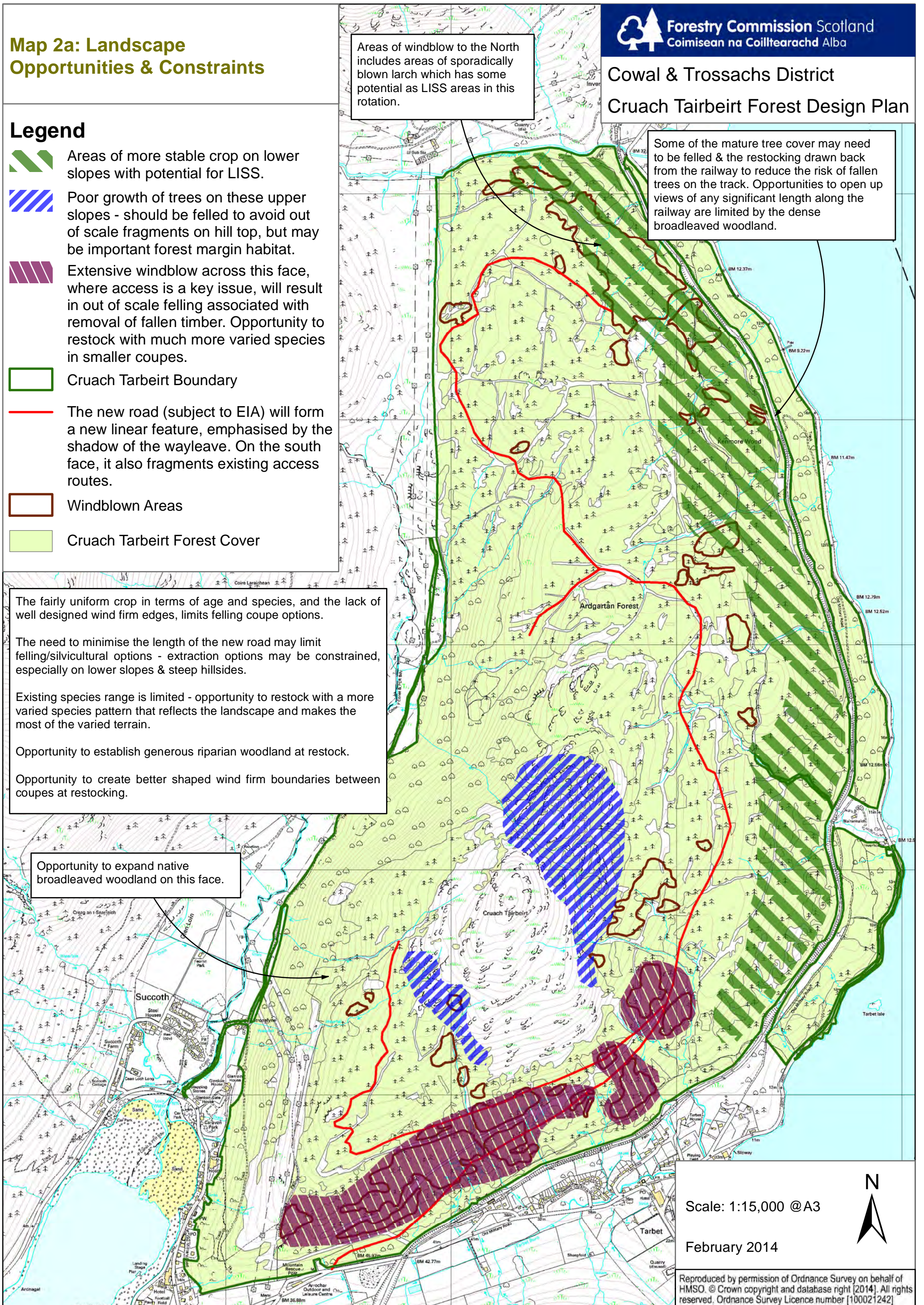
The need to minimise the length of the new road may limit felling/silvicultural options - extraction options may be constrained, especially on lower slopes & steep hillsides.

Existing species range is limited - opportunity to restock with a more varied species pattern that reflects the landscape and makes the most of the varied terrain.

Opportunity to establish generous riparian woodland at restock.

Opportunity to create better shaped wind firm boundaries between coupes at restocking.

Opportunity to expand native broadleaved woodland on this face.



Scale: 1:15,000 @A3

February 2014

