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3. LANDSCAPE AND VISUAL

3.1 Executive Summary

Introduction

- 3.1.1 A Landscape and Visual Impact Assessment (LVIA) has been undertaken for the Proposed Development. The LVIA has been undertaken by Chartered Landscape Architects at ASH design + assessment Ltd (ASH), a registered practice with the Landscape Institute, in accordance with best practice guidance, the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA)¹.
- 3.1.2 The LVIA considers the two separate subjects of landscape and visual amenity as follows:
- The landscape assessment has considered the potential effects of the Proposed Development on landscape character, designated and protected landscapes.
 - The visual assessment has considered the potential effects of the Proposed Development on the visual amenity of those present within the landscape, including established views from residential areas, routes and other outdoor locations where appreciation of the view is considered important.
- 3.1.3 The study area for the LVIA has considered 1.5 km from the proposed OHL alignment within Section 0 which would comprise wood poles, and 2.5 km from the proposed OHL alignment (or UGC alignment) for Sections 1 to 6, which would comprise a mix of steel lattice towers and underground cabling.
- 3.1.4 The LVIA has been carried out on a Section by Section basis. However, it also gives consideration to the potential for cumulative effects between Sections of the Proposed Development, along with other related developments (two Substation extensions at Edinbane and Broadford) which would be the subject of separate planning applications. Further consideration of cumulative effects with other unrelated, proposed electrical infrastructure developments (including wind farm proposals and other proposed OHL and substation developments) falling within 1 km of the LVIA study area has also been undertaken where relevant.
- 3.1.5 The LVIA takes account of embedded mitigation measures developed when establishing the preferred route and alignment for the Proposed Development, and the selection of the proposed technology for different Sections of the route. It also takes into account the likely benefits of general mitigation measures concerning the use of best practice construction and restoration techniques which would be applied during the construction and reinstatement phases of the Proposed Development. Recommendations for specific mitigation measures are also provided where these could help to minimise and improve landscape and visual effects where possible.

Summary of Effects

Landscape Character

- 3.1.6 The landscape assessment has identified that there would be no significant effects to landscape character during both construction and operational phases, within Sections 0, 3, 5 and 6 of the Proposed Development.
- 3.1.7 Significant adverse landscape effects during construction are predicted within parts of Sections 1, 2 and 4. These Sections contain the greater areas of remote and mountainous landscapes within the study area, considered to be of higher sensitivity to development of the type proposed. Construction works for the Proposed Development would lead to a temporary disruption of these remote characteristics within Sections 1 and 4 and more southerly parts of Section 2, and would lead to a temporary distraction and disconnect between mountain

¹ Landscape Institute and Institute of Environmental Management and Assessment. (2013). Guidelines for Landscape and Visual Impact Assessment, Third Edition.

and coastal landscapes within the more northerly part of Section 2. This is predicted to lead to temporary significant adverse landscape effects within the following areas:

- Section 1: Open, expansive parts of the landscape within the Achaleathan and An Leitir areas;
- Section 2: Coastal edge and foothill areas between Glen Varragill and Creag Strollamus;
- Section 4: Remote mountain glen areas between Druim Iosal and Kinloch Hourn; and
- Section 4: The landscape of rugged knolls and lochans between Kinloch Hourn and Loch Cuaich.

3.1.8 During operation, following reinstatement, and with the application of mitigation measures, to minimise the longer term effects of tracks, the majority of these effects would reduce and become not significant. Residual significant adverse effects would be limited to localised parts of the landscape within Section 1 (within the Achaleathan area) and Section 2 (within an area to the south of Luib and Strollamus), comprising more remote and unmanaged areas where the Proposed Development would involve the replacement of the existing wood pole OHL with steel lattice towers, and would therefore lead to a more noticeable degree of change to landscape components.

3.1.9 Elsewhere, the similarity of the proposed steel lattice towers or wood poles to those which would be replaced, and / or the presence of other development or land management activities, would lead to a less pronounced change in landscape characteristics and no longer term significant effects are predicted.

3.1.10 There would also be some limited beneficial effects in parts of Section 2, between Glen Varragill and Luib, and in Section 6, where the existing wood pole OHL would be replaced with an underground cable (UGC) connection.

Designated and Protected Landscapes

3.1.11 The assessment of designated and protected landscapes has considered potential effects on National Scenic Areas (NSAs), Wild Land Areas (WLAs), Special Landscape Areas (SLAs) and sites included on the Inventory of Gardens and Designed Landscapes (GDLs), giving special consideration to potential effects on identified Special Qualities of these areas.

3.1.12 The landscape effects described above are predicted to lead to a *localised* significant adverse effect during construction to the landscape character of the Cuillin Hills NSA within the study area for Section 2, which would affect the Special Landscape Qualities (SLQs) “*Magnificent mountain scenery*” and “*The surrounding wild landscape, a fitting foil for the mountains*” within an area between Luib and to the south of Strollamus. However, this effect would be temporary with longer term operational effects on the NSA being not significant and no longer term significant effects to any of the NSA SLQs. There would also be some benefit elsewhere around the edge of the NSA, where an existing wood pole OHL would be removed and replaced by a UGC connection.

3.1.13 Although this part of the Proposed Development would also lead to limited adverse effects to the wild land character and some Wild Land Qualities (WLQs) of WLA 23. Cuillin, these would be not significant during both construction and operation, due to the existing influence of external built features and contemporary land use within the areas affected.

3.1.14 Significant adverse landscape effects during construction within Section 4 are also predicted to lead to temporary and *localised* significant adverse effects to WLA 18. Kinlochhourn – Knoydart – Morar, between Druim Iosal and Kinloch Hourn, affecting the Wild Land Quality “*A very remote interior drawing adventurous and experienced hillwalkers*”. This effect on the sense of remoteness is also predicted to lead to a *localised* significant adverse effect to the Knoydart NSA within the same area, affecting the SLQ “*One of the remotest areas on mainland Britain*.” However, these effects would be temporary, during the construction phase only with no long term significant effect.

3.1.15 Adverse effects on the remaining part of the Knoydart NSA between Kinloch Hourn and Loch Cuaich are not predicted to be significant, and there would be no significant adverse effects to the character and Special Qualities of the Moidart, Morar and Glen Shiel SLA which also falls within Section 4.

3.1.16 There would be no significant adverse effects during construction or operation for any other designated or protected landscapes within the study area.

Visual Effects

3.1.17 The visual assessment has identified that there would be a limited number of significant adverse visual effects during construction and operation within Sections 1, 2, 4 and 5, affecting residents, tourists and visitors, travellers and recreational users. No significant visual effects have been identified for Sections 0, 3 and 6.

3.1.18 During construction, temporary significant effects are predicted for the following locations or routes where the appearance of construction activities is anticipated to form a noticeable reduction in the quality of visual amenity for those present:

- Within Section 1: Residents located in Glen Vic Askill, Glenmore and Mugeary; travellers using the B885; and recreational users of two paths at Glen Vic Askill and to the north of Loch Connan;
- Within Section 2: Residents located at Luib and Strollamus, visitors to Sligachan hotel and campsite; travellers on the A87, and the Sconser to Moll minor road around Loch Ainort; recreational receptors using footpaths and tracks around Luib and Strollamus, and along the northern shore of Loch Sligachan to Peinachorrain; and visitors to laybys located at the head of Loch Ainort;
- Within Section 4: Residents located in Glen More, near Balavoulin; travellers / recreational users of the minor road to Kinloch Hourn; and recreational users of walking routes which form parts of the Kinloch Hourn Drove Road Heritage Path between Balvraid (in Gleann Beag) and Kinloch Hourn, and a localised part of a track to the north of Loch Coire Shubh; and
- Within Section 5: Residents located at Leacan Dubh and Munerigie.

3.1.19 During operation the number and spread of significant adverse effects would be reduced with longer term adverse effects occurring only at a few locations within Sections 1, 2 and 5 where the steel lattice towers, replacing an existing wood pole OHL, would appear larger and more prominent in the view. These locations are summarised as follows:

- Within Section 1, for recreational users of a Core Path and residents at an isolated property at Glen Vic Askill, residents at properties at Mugeary and travellers on the B885 minor road;
- Within Section 2, for recreational users of a footpath close to Luib (the Torrin Ring from Luib);
- Within Section 5, for residents of properties at Leacan Dubh and Munerigie.

3.1.20 During operation, there would be a small number of not significant beneficial effects for some residential receptors, travellers and recreational users within Section 0, the northern part of Section 2 and Section 6 due to the replacement of an existing wood pole OHL with a UGC cable connection within Section 2 and 6, and localised realignment within Section 0.

Cumulative Effects

3.1.21 The cumulative assessment identified a small number of additional cumulative effects as follows:

- Cumulative visual effects for users of a Core Path (SL28.01 (Loch Caroy to Glen Vic Askill) near Glen Vic Askill, resulting from Section 1 of the Proposed Development, when considered in addition to Section 0 of the Proposed Development and the Edinbane Substation Extension, and the consented Glen Ullunish Wind Farm;
- Cumulative landscape effects around the Sligachan area for Section 2 of the Proposed Development, when considered in addition to Section 1 of the Proposed Development;

- Cumulative visual effects for travellers on the A87 for Section 2 of the Proposed Development, in addition to Sections 1 and 3 of the Proposed Development; and
- Cumulative visual effects for users of the Kinloch Hourn Minor Road for Section 4 of the Proposed Development, when considered in addition to Section 5 of the Proposed Development.

3.1.22 The majority of these cumulative effects would occur during the construction phase of the Proposed Development only, but cumulative effects to Core Path SL28.01 (Loch Caroy to Glen Vic Askill) are also predicted to occur during the operational phase of the Proposed Development.

3.2 Introduction

3.2.1 This Chapter presents the findings of the Landscape and Visual Impact Assessment (LVIA) for the Proposed Development. The purpose of the LVIA is to identify and describe potential significant effects which may occur as a result of the Proposed Development to views obtained by those living, working and visiting in the area, and to the wider landscape resource, and, the residual predicted significance of effects after mitigation.

3.2.2 This Chapter presents a summary of the likely significant landscape and visual effects of the Proposed Development through Sections 0 – 6. Detailed LVIAs for each Section have been undertaken and are included in **Appendices V2-3.5 to V2-3.12** as listed below. The methodologies and background appraisal work (such as describing the scope of the baselines), used in the detailed LVIAs are provided within **Appendices V2-3.1 to 3.4**. The Chapter should therefore be read in conjunction with the following Appendices:

- **Appendix V2-3.1: LVIA Scoping Appraisal;**
- **Appendix V2-3.2: LVIA Methodology;**
- **Appendix V2-3.3: Technical Methodologies for Visual Representation;**
- **Appendix V2-3.4: Landscape Character Types Sensitivity Appraisal;**
- **Appendix V2-3.5: Assessment of Designated and Protected Landscapes;**
- **Appendix V2-3.6: LVIA of Section 0;**
- **Appendix V2-3.7: LVIA of Section 1;**
- **Appendix V2-3.8: LVIA of Section 2;**
- **Appendix V2-3.9: LVIA of Section 3;**
- **Appendix V2-3.10: LVIA of Section 4;**
- **Appendix V2-3.11: LVIA of Section 5;**
- **Appendix V2-3.12: LVIA of Section 6;**
- **Appendix V2-3.13: Mitigation Measures;** and
- **Appendix V2-3.14: Landscape and Visual Reference List.**

3.2.3 The LVIA has been undertaken by Chartered Landscape Architects at ASH design + assessment Ltd (ASH), a registered practice with the Landscape Institute. The assessment has been undertaken in accordance with best practice guidance, the *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition* (GLVIA)². A table presenting relevant qualifications and experience of key staff involved in the preparation of this Chapter is included in **Appendix V1.5.1: EIA Team**, contained within Volume 5 of this EIA Report.

3.3 Scope of Assessment and Methodology

Consultation and Scoping

3.3.1 The scope of the assessment has been determined through a combination of professional judgement, reference to the relevant guidance documents and consultation with stakeholders through a formal EIA scoping process and pre-application advice. The LVIA work has also been based on the formal Scoping Opinion issued by Scottish Ministers in April 2022.

3.3.2 Summaries of the scoping responses, relevant to landscape and visual matters are provided in **Appendix V2-3.1**.

3.3.3 In summary, the LVIA is based upon the following scope, as agreed through Scoping and subsequent consultation with NatureScot and The Highland Council (THC):

² Landscape Institute and Institute of Environmental Management and Assessment. (2013). *Guidelines for Landscape and Visual Impact Assessment*, Third Edition.

- A study area of 1.5 km from the Proposed Development for Section 0 (132 kV wood pole overhead line (OHL), and 2.5 km from the Proposed Development for Sections 1-6 (combinations of 132 kV steel lattice tower OHL and underground cable);
- Landscape character assessment identifying the potential for the Proposed Development to influence the key characteristics of identified Local Character Zones (LCZs) within the study area whilst taking cognisance of Landscape Character Types (LCTs) from the NatureScot *National Landscape Character Assessment*³ (c.f. Table 3 of Appendix V2-3.1);
- Visual assessment giving consideration to views obtained by those living, working and travelling and undertaking recreation within the study area including settlement areas, transport and recreational routes and other identified valued viewing locations (see Tables 4 to 6 of Appendix V2-3.1 which identify Building, Route and Outdoor based receptors included in the detailed assessment);
- Assessment of the Special Qualities and Integrity of designated and protected landscapes (see Table 2 of Appendix V2-3.1); and
- Cumulative assessment giving consideration to the combined effects with other proposed OHL or electricity infrastructure works within 1 km of the study area based on two different scenarios:
 - Scenario 1: Including other Sections of the Proposed Development and other related development proposals; and
 - Scenario 2: Including, in addition, other unrelated development proposals (see **Table 7 of Appendix V2-3.1**).

Visualisations

3.3.4 Nineteen visualisations have been produced to support the LVIA work. These show the predicted appearance of the Proposed Development during operation, once landscape reinstatement of disturbed areas has been assumed to be fully established. Visualisations have been included from the following locations:

- Photomontage 0-1: Trumpan (OS Grid Reference NG 23209 61174)
(See **Figures V4A-0.1a to d** and **V4B-0.1a to e**);
- Photomontage 0-2: Upper Feorlig (OS Grid Reference NG 29898 44566)
(See **Figures V4A-0.2a to d** and **V4B-0.2a to e**);
- Photomontage 1-1: B885 at Leacan Nighean an t-Siosalaich (OS Grid Reference NG 39549 42641)
(See **Figures V4A-1.1a to d** and **V4B-1.1a to e**);
- Photomontage 1-2: Mugeary (OS Grid Reference NG 44348 39232)
(See **Figures V4A-1.2a to d** and **V4B-1.2a to e**);
- Photomontage 2-1: Allt Dubh Viewpoint, north of Sligachan (OS Grid Reference NG 47860 31649)
(See **Figures V4A-2.1a to d** and **V4B-2.1a to e**);
- Photomontage 2-2: Luib (OS Grid Reference NG 56466 27894)
(See **Figures V4A-2.2a to d** and **V4B-2.2a to e**);
- Photomontage 2-3: Strollamus (OS Grid Reference NG 59270 27023)
(See **Figures V4A-2.3a to d** and **V4B-2.3a to e**);
- Photomontage 2-4: Srath Mòr (OS Grid Reference NG 56635 26535)
(See **Figures V4A-2.4a to d** and **V4B-2.4a to e**);
- Photomontage 2-5: Beinn na Caillich (OS Grid Reference NG 60166 23380)
(See **Figures V4A-2.5a to d** and **V4B-2.5a to e**);

³ NatureScot (2019) Scottish Landscape Character Types – Map and Descriptions [online]. Available at: <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment/scottish-landscape-character-types-map-and-descriptions>

- Photomontage 3-1: A851 near Market Stance (OS Grid Reference NG 67280 22092)
(See **Figures V4A-3.1a to d** and **V4B-3.1a to e**);
- Photomontage 3-2: Cnoc a' Mhadaidh Ruaidh Core Path (OS Grid Reference NG 73982 25745)
(See **Figures V4A-3.2a to d** and **V4B-3.2a to e**);
- Photomontage 3-3: Donald Murchison's Monument (OS Grid Reference NG 78703 27081)
(See **Figures V4A-3.3a to d** and **V4B-3.3a to e**);
- Photomontage 4-1: Glen More (OS Grid Reference NG 84125 20038)
(See **Figures V4A-4.1a to d** and **V4B-4.1a to e**);
- Photomontage 4-2: Bealach Aoidhailean (OS Grid Reference NG 88393 12087)
(See **Figures V4A-4.2a to d** and **V4B-4.2a to e**);
- Photomontage 4-3: Gleandubhlochain (OS Grid Reference NG 90755 10218)
(See **Figures V4A-4.3a to d** and **V4B-4.3a to e**);
- Photomontage 4-4: Road above Kinloch Hourn (OS Grid Reference NG 95517 06379)
(See **Figures V4A-4.4a to d** and **V4B-4.4a to e**);
- Photomontage 4-5: Loch Coire Shubh (OS Grid Reference NG 96215 04624)
(See **Figures V4A-4.5a to d** and **V4B-4.5a to e**);
- Photomontage 5-1: Quoich Dam (OS Grid Reference NH 07083 02467)
(See **Figures V4A-5.1a to d** and **V4B-5.1a to e**); and
- Photomontage 5-2: Loch Lundie Core Path (OS Grid Reference NH 29540 02780)
(See **Figures V4A-5.2a to d** and **V4B-5.2a to e**).

3.3.5 The visualisations have been produced to support the LVIA work and are intended to show the appearance of the Proposed Development within the landscape setting. Visualisation Locations do not comprise representative viewpoints for visual assessment and have therefore not been assessed as viewpoints, because the visual assessment is a receptor based assessment (giving consideration to all potential visual receptors) rather than a viewpoint based assessment.

3.3.6 Two sets of visualisations have been produced to NatureScot 2017⁴ and The Highland Council (THC) 2016⁵ standards, included within the EIA Report as **Volume 4A** and **Volume 4B**, respectively. Further detail on the preparation of visualisations is included in **Appendix V2-3.3**.

Methodology

3.3.7 The detailed methodology for the LVIA is included in **Appendix V2-3.2**. The methodology has been developed using GLVIA3 and other best practice guidance as detailed in **Appendix V2-3.2**.

3.3.8 GLVIA3 advises that landscape and visual effects should be assessed from a clear understanding of the development proposed and any mitigation measures which are being adopted.

3.3.9 The GLVIA3 methodology for landscape assessment involves an appreciation of the existing landscape resource, the susceptibility of its key components to accept the change proposed, and an understanding of the potential effects which could occur and how these could affect these key components.

⁴ Scottish Natural Heritage (2017) Visual Representation of Wind Farms. Version 2.2. Available at: <https://www.nature.scot/doc/visual-representation-wind-farms-guidance> [accessed June 2022]

⁵ The Highland Council (2016) Visualisation Standards for Wind Energy Developments. Available at: https://www.highland.gov.uk/downloads/file/12880/visualisation_standards_for_wind_energy_developments [accessed June 2022]

- 3.3.10 Familiarity with the site and the extent, nature and expectation of existing views by visual receptors is a key factor in establishing the visual sensitivity in terms of the development proposed. The guidelines require evaluation of magnitude of change to views experienced by sensitive receptors, comprising individuals living, working, travelling and carrying out other activities within the landscape, and the subsequent evaluation of the significance of effects.
- 3.3.11 The potential to mitigate adverse effects should also be considered for both landscape and visual assessment.
- 3.3.12 There are five key stages to the assessment:
- Establishment of the baseline (see **Part 1.3 of Appendix V2-3.2**);
 - Appreciation of the development proposed (see **Part 1.4 of Appendix V2-3.2**);
 - Identification of key landscape and visual receptors (see **Part 1.5 of Appendix V2-3.2**);
 - Identification of potential effects (see **Part 1.6 of Appendix V2-3.2**); and
 - Assessment of significance of effect (see **Part 1.7 of Appendix V2-3.2**).
- 3.3.13 GLVIA3 places a strong emphasis on the importance of professional judgement in identifying and defining the significance of landscape and visual effects. As part of this assessment, professional judgement has been used in combination with structured methods and criteria to evaluate landscape value and landscape and visual sensitivity, magnitude and significance of effect. The assessment has been undertaken and verified by two Landscape Professionals (Chartered Landscape Architects), providing a robust and consistent approach.
- 3.3.14 Given the nature of the Proposed Development which involves the replacement of existing infrastructure, the methodology gives consideration to the potential for effects to be both adverse and beneficial.
- 3.3.15 Significance of effect is presented on a seven point scale ranging from Negligible through Minor (Adverse / Beneficial), Moderate (Adverse / Beneficial) to Major (Adverse / Beneficial). Details on the criteria for these ratings are provided in **Table 4 of Appendix V2-3.2**. These ratings represent points on a continuum and therefore where relevant, interim ratings may be applied (i.e. Minor to Moderate). For the purposes of the EIA Regulations⁶, in this assessment an effect rating of Moderate or greater is considered to be significant.
- 3.3.16 Where relevant, effects ratings are provided for two stages of the Proposed Development:
- During construction; and
 - During operation (assumed to be approximately 10 years after completion when landscape / habitat reinstatement and any mitigation planting (if proposed) has established).
- 3.3.17 A list of limitations and assumptions of relevance to the Proposed Development are detailed in paragraph 1.8.1 **of Appendix V2-3.2**.

3.4 Baseline Conditions: Landscape

- 3.4.1 The Proposed Development, crossing from the western coast of Skye to the Great Glen, would pass through landscapes typically characterised by mountain glens, inland and coastal loch-shore, and moorland, interspersed with areas of forest and settled croftland and glens. A detailed description of the baseline landscape character for each Section of the Proposed Development is provided within **Part 1.3** of the Section-specific LVIA's (**Appendices 3.6 to 3.12**). An overview of the baseline landscape character of each Section is provided below:

⁶ The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017

Section 0

- 3.4.2 The landscape of Section 0 is heavily influenced by the coast with an intricate coastline of bays and rocky promontories backed by croft lands and strung-out settlements. Inland areas are characterised by stepped moorland, rising into relatively low (typically up to 300 m) rounded or flat topped, craggy hills, with occasional patches of forest plantation. Shallow, open glens leading into the hills, are populated by linear crofting settlements which contrast in their bright green colouring, with the more muted tones of the surrounding moorland and hills. The two distinctive steep-sided and flat-topped hills of the Macleod's Tables (Healabhal Mhòr and Healabhal Bheag) form a notable visual landmark in the south-westerly context.

Section 1

- 3.4.3 The landscape of Section 1 is characterised by broad, open swathes of moorland plateau with a large scale pattern of plantation forestry. Within the western part of this Section, the landscape is characterised by small and very distinctive, flat-topped rocky knolls which are scattered throughout. Wind turbines further to the north-west also influence this part of Section 1. To the east, the landform becomes characterised by more pronounced rounded hills and sweeping valleys, with linear croft lands strung along the valley of Glenmore which comprises the only settlement within this Section. The A87 crosses through the study area on a north / south trajectory at its eastern end.

Section 2

- 3.4.4 The landscape of Section 2 is characterised by the mountains of the Black and Red Cuillin ranges with their high summits and well-recognised silhouettes forming a prominent landscape and visual focus within the wider surrounding area. The long, fjord-like sea-lochs of Loch Sligachan and Loch Ainort cut inshore to the feet of the mountains and form a strong composition of land, and sea which emphasises the height and contrast of the mountains. Residential and tourism development and transport routes are strung along the A87 trunk road around the coastal edge whilst the remote landscape away from the shore is highly popular with recreational users. This is a highly sensitive landscape due to its dramatic mountains and wild land qualities which can be easily experienced by visitors from the A87, and its status as one of the most iconic landscapes of Scotland.

Section 3

- 3.4.5 The landscape of Section 3 differs in character between its eastern and western parts. The western part is characterised by the southern fringes of Broadford and associated crofting communities which make up its outskirts. These neighbour broad, open swathes of moorland and large-scale forestry plantation. To the east, the landscape is characterised by the remote southern coastline of Loch Alsh and Kyle Rhea with a rocky shoreline and steep wooded slopes, rising up into a group of high, rounded summits. The existing steel lattice tower line comprises the only development through this area, although scattered settlement along the A87 is present on the northern side of Loch Alsh and at the southern edge of the study area, to the east and west of Kyle Rhea.

Section 4

- 3.4.6 The landscape of Section 4 is characterised by an extensive stretch of remote mountains, upland moorland and long, sweeping glens, interspersed with large bodies of water comprised of the long finger sea-loch of Loch Hourn and the expansive Loch Cuaich. This Section is largely uninhabited but small scale agricultural use and settlement is present around the coastal fringes and within some of the coastal glens including Glen More and Gleann Beag.

Section 5

- 3.4.7 The landscape of Section 5 is characterised by large expanses of coniferous forest plantation which cloth the slopes to the east and west of the large open waterbodies of Loch Garry and Loch Poulary. At the western end

of the Section, open, moorland slopes with small clumps of native woodland characterise a steep-sided valley which contains the Quoich Dam with panoramic views towards the western mountains. A greater sense of enclosure is experienced as the Section progresses eastwards and forest plantation and native woodland surrounding the lochs become more dominant. Dispersed, rural properties are scattered throughout this Section, alongside the lochs and within the edges of the forest, reached by narrow single track roads and tracks leading from the A87 and rural road alongside Loch Garry.

Section 6

- 3.4.8 The landscape of Section 6 is broadly characterised by a mosaic of upland moorland by Loch Lundie and coniferous forestry on higher ground, and a low-lying pastoral glen floor with rural settlements, including Invergarry, Auchterawe and Fort Augustus. Existing OHLs are a noticeable feature within this landscape, crossing through forestry, across moorland and along valleys and other built features, such as wind turbines and substations, are also present.

Designated Landscapes

- 3.4.9 Landscapes can be ascribed an international, national, regional or local designation that recognises the importance of the landscape for its scenic interest or attractiveness. Areas of landscape may also be protected by planning policy at either a national or regional level.
- 3.4.10 Designated or protected landscapes which have been identified for inclusion within the assessment for the Proposed Development, as agreed with THC and NatureScot, are listed in **Table V2-3.1** and are illustrated on **Figures V2-3.2-S0 to V2-3.2-S6**. The rationale for those which have been identified for inclusion within the assessment and others which have been Scoped out is included in **Table 2** of **Appendix V2-3.1**.

Table V2-3.1: Designated and Protected Landscapes Identified for Inclusion in the LVIA

Section	National Context	Regional / Local Context
Section 0	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> North West Skye Special Landscape Area (SLA)
Section 1	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Section 2	<ul style="list-style-type: none"> The Cuillin Hills National Scenic Area (NSA); and Wild Land Area (WLA) 23. Cullin. 	<ul style="list-style-type: none"> None
Section 3	<ul style="list-style-type: none"> Loch Aish Woodland Walks Garden and Designed Landscape (GDL) 	<ul style="list-style-type: none"> None
Section 4	<ul style="list-style-type: none"> Knoydart NSA; WLA 18. Kinlochhourn – Knoydart - Morar 	<ul style="list-style-type: none"> Moidart, Morar and Glen Shiel SLA
Section 5	<ul style="list-style-type: none"> WLA 18. Kinlochhourn – Knoydart - Morar 	<ul style="list-style-type: none"> Moidart, Morar and Glen Shiel SLA
Section 6	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None

- 3.4.11 The above areas are described in **Appendix V2-3.5** where their Special Qualities⁷ are listed, with those of particular relevance to the Proposed Development highlighted in bold.

⁷ The name of the various highlighted qualities of designated and protected landscapes varies. For this assessment, the term Special Qualities has been used as a general term to reference any of the following: Special Landscape Qualities (SLQs) of NSAs, Wild Land Area Qualities (WLAQs), Special Qualities of SLAs, and highlighted levels of interest for GDLs.

Landscape Character

3.4.12 NatureScot has undertaken detailed review and classification of the various landscape areas and types of Scotland (SNH, 2019 [online]³). Individual Landscape Character Types (LCTs) are identified within the study area for each Section in **Table V2-3.2**. Descriptions of these LCTs, including their key characteristics are included in **Appendix V2-3.4**.

Local Character Zones

3.4.13 In order to more closely reflect the local characteristics and qualities of the study area, Local Character Zones (LCZs) have been identified which linearly divide the study area into segments where it is considered that an over-riding uniformity of character is present. These LCZs form the basis of the landscape character assessment and are listed by Section in **Table V2-3.2** and illustrated on **Figures V2-3.3-S0 to V2-3.3-S6**. Details of each LCZ are provided in the Section specific LVIA's (**Appendices V2-3.6 to V2-3.12**):

Table V2-3.2: Landscape Character Types and Local Character Zones Identified within the Study Area

Section	Landscape Character Types	Local Character Zones
Section 0	<ul style="list-style-type: none"> LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; LCT 358 – Low, Smooth Moorland; LCT 539 – Upland Sloping Moorland; and LCT 360 – Stepped Moorland. 	<ul style="list-style-type: none"> LCZ 0-1 Waternish Peninsula LCZ 0-2 Loch Bay to Dunvegan LCZ 0-3 Loch Bracadale Coastal Hills and Glens LCZ 0-4: Glen Colbost
Section 1	<ul style="list-style-type: none"> LCT 539 – Upland Sloping Moorland; and LCT 360 – Stepped Moorland; 	<ul style="list-style-type: none"> LCZ 1-1 Glen Colbost LCZ 1-2 Loch Connan Rocky Knolls LCZ 1-3 Achaleathan and Glenmore LCZ 1-4 An Leitir and Glen Varragill LCZ 1-5 – Caiplach
Section 2	<ul style="list-style-type: none"> LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; LCT 358 – Low, Smooth Moorland; LCT 359 – Upland Sloping Moorland; LCT 360 – Stepped Moorland; LCT 364 – Rocky Moorland - Skye and Lochalsh; LCT 367 – Smooth Mountain Range; and LCT 368 – Angular Mountain Range – Skye and Lochalsh. 	<ul style="list-style-type: none"> LCZ 2-1: Loch Sligachan LCZ 2-2: Gleann Torra-mhichaig LCZ 2-3: Loch Ainort LCZ 2-4: Strollamus Coastal Hills LCZ 2-5: Broadford Forest Plantations
Section 3	<ul style="list-style-type: none"> LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; LCT 358 – Low, Smooth Moorland; LCT 359 – Upland Sloping Moorland; LCT 363 – Rugged Coastal Hills – Skye and Lochalsh; LCT 364 – Rocky Moorland – Skye and Lochalsh; and LCT 365 – Rugged Massif – Skye and Lochalsh; and . LCT 367 – Smooth Mountain Range. 	<ul style="list-style-type: none"> LCZ 3-1: Broadford Outskirts LCZ 3-2: Kyleakin Forest Plantations & Kyle Akin LCZ 3-3: Loch Alsh and Kyle Rhea Coast
Section 4	<ul style="list-style-type: none"> LCT 237 – Rocky Moorland – Lochaber; LCT 239 – Interlocking Sweeping Peaks – Lochaber; LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; LCT 363 – Rugged Coastal Hills – Skye & Lochalsh; and LCT 365 – Rugged Massif – Skye and Lochalsh. 	<ul style="list-style-type: none"> LCZ 4-1: Glenelg to Gleann Beag LCZ 4-2: Druim Iosal to Kinloch Hourn LCZ 4-3: Kinloch Hourn to Loch Cuaich LCZ 4-4: Alongside Loch Cuaich
Section 5	<ul style="list-style-type: none"> LCT 220 – Rugged Massif – Inverness; LCT 235 – Broad Forested Strath; 	<ul style="list-style-type: none"> LCZ 5-1: Eastern Loch Cuaich to Poulary LCZ 5-2: Poulary to Munerigie Wood

	<ul style="list-style-type: none"> • LCT 237 – Rocky Moorland – Lochaber; and • LCT 239 – Interlocking Sweeping Peaks – Lochaber. 	<ul style="list-style-type: none"> • LCZ 5-3: Around Invergarry and Loch Lundie
Section 6	<ul style="list-style-type: none"> • LCT 220 – Rugged Massif – Inverness; • LCT 225 – Broad Steep-Sided Glen; • LCT 235 – Broad Forested Strath; and • LCT 237 – Rocky Moorland – Lochaber. 	<ul style="list-style-type: none"> • LCZ 6-1: Loch Lundie and Invergarry • LCZ 6-2: Inchncardoch Forest and Fort Augustus

3.5 Baseline Conditions: Visual

Zone of Theoretical Visibility

3.5.1 The Zone of Theoretical Visibility (ZTV) for each Section of the Proposed Development (**Figures V2-3.1-S0 to V2-3.1-S5**) illustrates theoretical visibility of the Proposed Development, based on a bare ground scenario (without the effects of trees, woodland or other local features which may affect the availability of visibility). ZTVs have been used to aid the identification of visual receptors within the study area.

Visual Receptors

3.5.2 Visual receptors within the study area comprise residents or others present in and around buildings and settlement areas, those using routes (including transport and recreational routes) through the study area, and those obtaining views from outdoor locations where enjoyment of the view is one of the principal reasons for being at the location. For each Section of the Proposed Development, visual receptors are described in detail within each of the Section specific appendices (see **Appendix V2-3.6 to V2-3.12**).

Building-based Receptors

3.5.3 Building-based receptors throughout the study area include those occupying residential settlements, workplaces and tourist facilities. Those identified for inclusion within the assessment are listed by Section within **Table V2-3.3** and shown on **Figures V2-3.4-S0 to V2-3.4-S6**.

Route-based Receptors

3.5.4 Routes within the study area can be classified into two different categories:

- Public transport routes (including public roads); and
- Recreational routes.

3.5.5 Public transport routes identified within the study area include main classified roads, minor roads and ferry routes and are used by local residents and visitors including recreational users. Recreational routes considered within the visual assessment include Core Paths (The Highland Council, 2011)⁸, Scottish Hill Tacks (Scottish Rights of Way and Access Society, 2011)⁹, and other commonly used recorded walking or cycling routes including mountain ascent routes. These are detailed by Section in **Table V2-3.3** below and shown on **Figures V2-3.4-S0 to V2-3.4-S6**.

Receptors at Outdoor Locations

3.5.6 Outdoor Viewing Locations have been included where the view is considered to be a principal reason for being at the location¹⁰ and include locations such as roadside laybys and picnic areas: These are detailed by Section in **Table V2-3.3** below and shown on **Figures V2-3.4-S0 to V2-3.4-S6**.

⁸ The Highland Council [Online] Interactive Map of Core Paths: Available at: https://www.highland.gov.uk/info/1225/countryside_farming_and_wildlife/161/outdoor_access/4

⁹ Scottish Rights of Way and Access Society (2011). *Scottish Hill Tracks. 5th edition*

¹⁰ Note: Where outdoor viewing locations comprise cultural heritage features, the visual assessment considers the effect on the visual amenity of the location only, and does not consider the cultural heritage values which are discussed in Volume 2, Chapter 8: Cultural Heritage)

Table V2-3.3: Visual Receptor Locations Identified within the Study Area

Section	Visual Receptors
Section 0	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Linear crofting townships on the south-western side of the Waternish Peninsula (Receptor Locations B0-1 to B0-7 and B0-10 to B0-14): • Linear crofting townships on the north-eastern side of the Waternish Peninsula (Receptor Locations B0-8 and B0-9): • Rural properties on the outskirts of Dunvegan (Receptor Locations B0-15 and B0-16): • Crofting townships around the head Loch Bracadale (Receptor Locations B0-17, B0-19 and B0-20): • Glen Heysdal, Bealmeanach and Glen Vic Askill (Receptor Locations B0-18 and B0-21 – B0-23): <p><u>Route-based Receptors</u></p> <p>Public Roads</p> <ul style="list-style-type: none"> • Route R0-1 (A850) • Route R0-2 (A863) • Route R0-3 (B886) • Route R0-4 (Trumpan Minor Road) • Route R0-5 (Stein to Sgor Beag Minor Road) • Route R0-6 (Hallin to Knockbreck Minor Road) • Route R0-7 (Dunvegan Substation Minor Road) • Route R0-8 (Minor Roads to Feorlig and Upper Feorlig) • Route R0-9 (Balmeanach Minor Road). <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R0-10 (Core Path SL10.01: Stein to Gillen) • Route R0-11 (Core Path SL06.02: Healaval Forest) • Route R0-12 (Core Path SL28.01: Loch Caroy to Glen Vic Askill) • Route R0-13 Footpath to Waternish Point <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • Receptor Location O0-1 (Trumpan Vantage Point and Car-Park) • Receptor Location O0-2 (Hallin War Memorial) • Receptor Location O0-3 (Fairy Bridge)
Section 1	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Glen Vic Askill (Receptor Location B1-1) • Glenmore and Mugeary (Receptor Locations B1-2 and B1-3) • Sligachan (Receptor Location B1-4) <p><u>Route-based Receptors</u></p> <p>Public Roads</p> <ul style="list-style-type: none"> • Route R1-1 (A87) • Route R1-2 (A863) • Route R1-3 (B885) • Route R1-4 (Glenmore and Mugeary Minor Road) <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R1-5 (Core Path SL28.01: Loch Caroy to Glen Vic Askill) • Route R1-6 (Forest Track to north of Loch Connan) • Route R1-7 (Glenmore to Glenvarragill Footpath) <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • None
Section 2	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Sligachan (Receptor Locations B2-1 and B2-2). • Peinachorrain (Receptor Location B2-3); • Sconser (Receptor Locations B2-4, B2-5 and B2-6) • Kinloch Ainort (Receptor Location B2-7) • Luib (Receptor Location B2-8) • Dunan and Strollamus (Receptor Locations B2-9 and B2-10)) • Broadford and surrounding rural properties (Receptor Locations B2-11 and B2-12)

	<p><u>Route-based Receptors</u></p> <p>Public Roads and Ferries</p> <ul style="list-style-type: none"> • Route R2-1A&B (A87) • Route R2-2 (A863) • Route R2-3 (B883 Peinachorrain) • Route R2-4 (B8083) • Routes R2-5 (Sconser to Moll Minor Road) • R2-6 (Old Corry Minor Road) • Route R2-7 (Raasay Ferry) <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R2-8 (Core Path SL04.04: Glenbrittle to Sligachan Hill Path) • Route R2-9 (Core Path SL03.06: Broadford to Camas na Sgianadin) • Route R2-10 (Corry Core Paths) • Route R2-11 (Core Paths to the South-west of Broadford) • Route R2-12 (Scottish Hill Tracks through Glen Sligachan) • Route R2-13 (Scottish Hill Track 290 (The Torrin Ring from Luib)) • Route R2-14 (Sligachan to Peinachorrain Footpath) • Route R2-15 (Glamaig and the Northern Red Hills) • Route R2-16 (Footpath, Garbh Beinn and Belig Circular) • Route R2-17 (Loch Ainort Footpath) • Route R2-18 (Beinn na Caillich and Beinn Dearg Mhor) <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • Receptor Location O2-1 (Sligachan Old Bridge Parking Area/ Picnic Area/ Vantage Point) • Receptor Location O2-2 (Peinachorrain Picnic Area) • Receptor Location O2-3 (Isle of Skye Golf Course) • Receptor Location O2-4 (A87 Lay-Bys above Kinloch Ainort) • Receptor Location O2-5 (Eas a' Bhradain Parking Bay)
<p>Section 3</p>	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Old Corry (Receptor Location B3-1) • Broadford, outskirts and surrounding properties (Receptor Locations B3-2, B3-3 B3-4) • Kyleakin and Old Kyle Farm Road (Receptor Locations B3-5 and B3-6) • Properties along the northern shore of Loch Alsh (Receptor Locations B3-7 and B3-8) • Kylerhea and Glenelg Ferry (Receptor Location B3-9 and B3-10) <p><u>Route-based Receptors</u></p> <p>Public Roads and Ferries</p> <ul style="list-style-type: none"> • Route R3-1 (A87 Broadford to Skye Bridge) • Route R3-2 (A87 Kyle of Lochalsh to Balmacara Bay) • Route R3-3 (A851) • Route B3-4 (B8083) • Route R3-5 (Old Corry Minor Road) • Route R3-6 (Broadford to Heasta Minor Road) • Route R3-7 (Glen Arroch Minor Road) • Route R3-8 (Glenelg Ferry) <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R3-9 (Corry Core Paths) • Route R3-10 (Core Path SL03.06: Broadford to Camas na Sgianadin) • Route R3-11 (Core Paths to the South-west of Broadford) • Route R3-12 (Paths on the Arnish Peninsula) • Route R3-13 (Core Path SL18.02: Cnoc a' Mhadaidh Rhuaidh) • Route R3-14 (Core Paths within Kyleakin) • Route R3-15 (Core Path SL12.05: Glen Bernera to Ardintoul to Ferry Circular Route) • Route R3-16 (Ascent / Decent of Kylerhea Hills) • Route R3-17 (Kylerhea Otter Hide Footpath) <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • O3-1 (A87 Roadside Vantage Points) • O3-2 (Balmacara Woodland Walks) • O3-3 (Otter Hide Car Park Viewpoint, Kylerhea)

<p>Section 4</p>	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Village of Glenelg, Kylerhea and nearby properties (Receptor Location B4-1 to B4-6): • Rural properties in Glen More, east of Glenelg (Receptor Locations B4-7 to B4-8): • Rural properties in Gleann Beag (Receptor Location B4-9): • Rural properties at Kinloch Hourn, to the immediate east of Lochhournhead (Receptor Location B4-10): • Hydro buildings on northern shore of Loch Cuaich (Receptor Locations B4-11 to B4-13). <p><u>Route-based Receptors</u></p> <p>Public Roads and Ferries</p> <ul style="list-style-type: none"> • Route R4-1 (Glen Arroch minor road) • Route R4-7 (minor road through western Glen More) • Route R4-8 (minor road and paths between Glenelg and Gleann Beag) • Route R4-19 (Kinloch Hourn minor road) • Route R4-4 (Glenelg Ferry) <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R4-5 (Core Path SL 12.05: Glen Bernera to Ardintoul to Ferry Circular Route). • Route R4-9 (Core Path SL 12.02: Balvraid to Strath a Chomair) • Route R4-11 (Core Path SL 12.07: Corran to Gleann Dubh Lochain) • Route R4-6 (Scottish Hill Track 254: Glenelg to Totaig) • Route R4-10 (Scottish Hill Track 252a: Kinloch Hourn to Glenelg) • Route R4-12 (Scottish Hill Tracks 252b: Kinloch Hourn to Glenelg and 252c: Kinloch Hourn to Glenelg) • Route R4-13 (Scottish Hill Track 250: Kinloch Hourn to Inverie (Loch Nevis) • Route R4-16 (Scottish Hill Track 256: Kinloch Hourn to Achnagart (Glen Shiel) • Route R4-17 (Scottish Hill Track 249a: Loch Cuaich to Inverie (Loch Nevis) • Route R4-18 (Scottish Hill Track 257b: Glen Garry to Glen Shiel) • Route R4-14 (Buidhe Bheinn Mountain Route) • Route R4-15 (Sgurr nan Eugallt Mountain Route) • Route R4-20 (Gleouraich and Spidean Mialach Circular Mountain Route) • Route R4-21 (Gairich Mountain Route) • Route R4-2 (Ascent / Descent of Kylerhead Hills). • Route R4-3 (Kylerhead Otter Hide Footpath) <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • None
<p>Section 5</p>	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Small settlements and rural properties along / near the Loch Garry / Loch Cuaich minor road, east of Quoich Dam (Receptor Locations B5-1 to B5-7): • Rural properties to the south of Loch Garry (Receptor Locations B5-8 to B5-10): • Rural properties at the eastern end of Glen Garry, north of the A87 (Receptor Locations B5-11 to B5-12): • Village of Invergarry and nearby properties (Receptor Location B5-13): <p><u>Route-based Receptors</u></p> <p>Public Roads</p> <ul style="list-style-type: none"> • Route R5-1 (A87) • Route R5-2 (Loch Garry / Loch Cuaich minor road) • Route R5-3 (minor roads at Faichem and Mandally) <p>Recreational Routes</p> <ul style="list-style-type: none"> • Route R5-4 (Core Path LO11.02: Aldernaig Burn to Loch Lundie (also Scottish Hill Track 259: Fort Augustus to Invergarry, by Loch Lundie)) • Route R5-5 (Core Paths and other walking routes around Invergarry) • Route R5-6 (Scottish Hill Track 257a: Glen Garry to Glen Shiel) • Route R5-7 (Scottish Hill Track 247: Strathan (Loch Arkaig) to Tomdoun (Glen Garry); • Route R5-8 (Scottish Hill Track 238: The Dark Mile (Loch Arkaig) to Laggan Loch and Track 239: Loch Garry to Laggan Locks) • Route R5-9 (Gairich Mountain Route) <p><u>Outdoor Locations</u></p> <ul style="list-style-type: none"> • None

Section 6	<p><u>Building-based Receptors</u></p> <ul style="list-style-type: none"> • Achadh-nan-darach Bothy (Receptor Location B6-1) • Small group of properties in Invergarry near the Aldernaig Burn (Receptor Location B6-2) <p><u>Route-based Receptors</u></p> <p>Public Roads</p> <ul style="list-style-type: none"> • Route R6-1 (Minor road between Auchterawe and Fort) • Recreational Routes • Route R6-2 (Core Path LO11.02: Aldernaig Burn to Loch Lundie) • Route R6-3 (Core Path IN 16.10: Bridge of Oich to Torr Dhuin) • Route R6-4 (Core Path IN 16.02: Auchteraw Woods Paths) <p>Outdoor Locations</p> <ul style="list-style-type: none"> • None
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Future Baseline

- 3.5.7 A wind farm proposal has been consented at Glen Ullinish, lying just south of the study area at the transition between Sections 0 and 1. If built, this would alter the characteristics of the area around Glen Vic Askill to some extent. Any potential changes relating to this development are considered within the cumulative assessment (see **Part 3.8**).
- 3.5.8 Within the study area for Sections 5 and 6, steel lattice towers were present within the landscape at the time of site survey. These towers have been replaced by the recently constructed Quoich to Abercharder wood pole OHL, and are due to be dismantled. Given the intended removal of these towers, they have not been considered present within the baseline for the Proposed Development.
- 3.5.9 Elsewhere, the baseline landscape and visual resource of the study area is not anticipated to alter noticeably in future years. Whilst there may be some continued development or ongoing changes to forestry or tree cover, this is not anticipated to lead to any very noticeable change to the wider landscape characteristics of the study area or visual amenity.

3.6 Assessment of Likely Significant Effects: Landscape

- 3.6.1 This Part summarises the assessment of the likely significant effects of the Proposed Development on landscape character and designated and protected landscapes during the construction and operational phases, in accordance with the significance of effects criteria outlined in the methodology (**Appendix V2-3.2; Part 1.7**). The assessment of landscape character is presented first, as this is also used to feed into the assessment of effects on designated and protected landscapes.
- 3.6.2 For each Section of the Proposed Development, the detailed assessment of effects for each LCZ or designated / protected landscape is provided in detail within each of the Section specific appendices (see **Appendix V2-3.6 to V2-3.12**). This summary therefore places an emphasis on effects which have been identified as likely to be significant. The description of effects should be read in conjunction with the baseline descriptions for the relevant receptors, detailed in **Parts 1.3 and 1.4** of the **Appendices V2-3.6 to V2-3.12**.

Section 0

- 3.6.3 The detailed assessment of landscape character has considered four separate LCZs. No significant landscape effects were identified for any of these areas during either construction or operation. This is primarily due to the similarity of the Proposed Development to the existing 132 kV wood pole OHL which it would replace. Limited, temporary effects may occur during construction within some parts of the open and less obviously managed moorland landscape, where works would be more noticeable as discussed in **Appendix V2-3.6**. However, these would be short term and not significant, and the long term landscape effect throughout the study area is predicted to be barely perceptible.

Section 1

3.6.4 The landscape assessment has identified significant adverse effects during the construction of the Proposed Development within three of the five LCZs assessed as part of the LVIA for Section 1 as follows:

- LCZ 1-2: Loch Connan Rocky Knolls (during construction);
- LCZ 1-3: Achaleathan and Glenmore (during construction and localised during operation); and
- LCZ 1-4: An Leitir and Glen Varragill (during construction).

3.6.5 These adverse effects would largely occur within open, expansive parts of the landscape. Construction activities are anticipated to form a noticeably distracting feature through these simple upland areas with the level of activity and movement, and associated temporary access tracks anticipated to affect the sense of remoteness. Within the Loch Connan area, which is characterised by distinctive, flat-topped rocky knolls, these works would also have the potential to appear imposing and reduce the prominence of the distinctive landform.

3.6.6 Within other parts of the study area, similar landscape effects would occur but are not predicted to be significant as there is a greater characterisation of forestry and other infrastructure within these areas which reduces the landscape sensitivity.

3.6.7 The effects to those areas where significant effects have been identified are summarised below:

LCZ 1-2 (Loch Connan Rocky Knolls)

3.6.8 Overall, within this LCZ, the Proposed Development is predicted to lead to a **Moderate Adverse** (significant) effect during construction given wider intervisibility across the open, moorland parts of the LCZ, and leading to a greater effect on the setting and scale of the distinctive rocky, knolly landscape around Loch Connan than the existing wood pole OHL which would be replaced. However, during the operation of the Proposed Development, after 10 years, the effect is predicted to be **Minor – Moderate Adverse** (not significant) throughout this LCZ, as discussed in **Appendix V2-3.7**.

LCZ 1-3 (Achaleathan and Glenmore)

3.6.9 Overall, construction works in this area are predicted to lead to a **Moderate Adverse** (significant) effect during construction when works would be perceptible across a wide area, due to the open and expansive characteristics of the LCZ, and more noticeable within the localised context, particularly across the open expansiveness of the Achaleathan basin. A significant effect is predicted to continue within this LCZ during operation but would be localised, limited to the Achaleathan area where the Proposed Development would cut across an area of expansive, open peatland. The linear development of steel lattice towers would appear fairly prominent crossing this area and would physically divide it. This is anticipated to reduce the sense of remoteness and perceived scale, and the association with Dun Maol, a distinctive knoll which presides over this area. This would lead to a *localised Moderate Adverse* (significant) effect during operation. Elsewhere, the operational effect after 10 years would be **Minor – Moderate Adverse** (not significant), as discussed in **Appendix V2-3.7**.

LCZ 1-4 (An Leitir and Glen Varragill)

3.6.10 During construction, the Proposed Development is predicted to lead to a *localised Moderate Adverse* (significant) effect within the An Leitir area where construction of towers and temporary tracks would appear more prominent within the open landscape and likely to distract from the simple structure and remote characteristics of this area. However, these activities would be relatively contained by the surrounding landform, with works at only occasional towers being intervisible beyond the immediate enclosure of the valley. Construction works would appear less out of place within the context of Glen Varragill where similar types of

forestry works are not uncommon and the sensitivity to this type of activity is reduced by the busy road, and therefore the construction phase effect would be **Minor – Moderate Adverse** (not significant) across the remainder of the LCZ. During operation, effects would reduce to a non-significant level throughout the LCZ, due to the absence of construction activities and removal of temporary tracks. The effect would be locally **Minor – Moderate Adverse** (not significant) within the An Leitir area where towers may reduce localised perceptions of remoteness, and otherwise **Minor Adverse** (not significant) as the Proposed Development is not anticipated to form a noticeably greater distraction than the existing features, as discussed in **Appendix V2-3.7**.

Section 2

3.6.11 The landscape assessment of Section 2 has identified that there would be significant adverse effects on four of the five LCZs included in the detailed assessment of landscape character during construction as follows:

- LCZ 2-1: Loch Sligachan (during construction);
- LCZ 2-2: Gleann Torra-mhichaig (during construction);
- LCZ 2-3: Loch Ainort (during construction); and
- LCZ 2-4: Strollamus Coastal Hills (during construction and operation).

3.6.12 These predicted significant adverse effects, the majority of which would be temporary, would occur as a result of a, focussed corridor of construction activity throughout valued and sensitive landscape areas, around the base of the Cuillin mountains. However, during operation, once construction and restoration works were complete, and vegetation had been allowed to re-establish, some limited beneficial effects are predicted between Sligachan and Loch Ainort, where an existing wood pole OHL would be removed and replaced by a UGC connection. A significant adverse effect would remain for only one LCZ (LCZ 2-3) where steel lattice towers would be present within the longer term.

3.6.13 One LCZ characterised by forestry on the outskirts of Broadford would not be significantly affected during either construction or operation, as discussed in **Appendix V2-3.7**.

3.6.14 The effects to those areas where significant effects have been identified are summarised below:

LCZ 2-1: Loch Sligachan, LCZ 2-2: Gleann Torra-mhichaig and LCZ 2-3: Loch Ainort

3.6.15 During construction, a **Moderate Adverse** (significant) effect is predicted within LCZ 2-1 (Loch Sligachan), LCZ 2-2 (Gleann Torra-mhichaig) and LCZ 2-3 (Loch Ainort) where the focussed activity of the works is anticipated to be noticeable and temporarily disruptive in the local context, creating a sense of disconnect between the coastal landscapes, lower valley and the Red Cuillins and distracting within important scenic views. However, a **Minor Beneficial** (not significant) effect is predicted during operation for LCZ 2-1 (Loch Sligachan) and LCZ 2-2 (Gleann Torra-mhichaig) and the majority of LCZ 2-3 (Loch Ainort), because the existing wood pole OHL through these LCZs would be replaced by a UGC connection. During operation, within this areas, the removal of a distracting feature in the form of the existing wood-pole OHL and its substitution with a UGC connection would reduce the existing influence of OHL wire-scape. The excavated cable corridor and temporary tracks may continue to be perceptible as vegetation recovered but, with best practice reinstatement techniques would be anticipated to be barely perceptible after 10 years. Occasional junction boxes or jointing bays along the cable corridor, may form locally distracting features, but with mitigation (see **Appendix V2-3.13**) would not outweigh the beneficial effects of the removal of the existing wood pole OHL.

3.6.16 A *localised* **Minor Adverse** (not significant) effect is predicted in the longer term in the area around Luib within LCZ 2-3 (Loch Ainort), due to the localised effects of a sealing end compound on the setting of this settlement.

LCZ 2-4: Strollamus Coastal Hills

3.6.17 **Moderate Adverse** (significant) effects are predicted for LCZ 2-4 (Strollamus Coastal Hills) during construction and operation where a steel lattice tower OHL would replace an existing wood pole OHL following a similar alignment. During construction, activities associated with the erection of steel lattice towers, a sealing end compound and temporary access tracks are anticipated to lead to a reduction in the remote qualities of the inland valleys of this LCZ and would also interrupt views towards Beinn na Caillich from the Strollamus area, to some extent creating a barrier between the settled coastal area and mountainous interior. In the longer term the Proposed Development would largely follow a similar alignment through this LCZ to that of the existing OHL, but steel lattice towers would form a noticeable change within the local context in comparison to the wood pole OHL which would be removed, particularly in the more remote upland glen areas (see Visualisation Location 2.3 (**Figures V4A-2.3a -d** and **Figures V4B-2.3a – e**)). This is anticipated to reduce the sense of remoteness experienced within this area in the longer term, and increase the separation between the coastal and upland parts of this LCZ.

Section 3

3.6.18 The landscape assessment of Section 3 has identified that no significant effects to landscape character are likely to occur as a result of the Proposed Development. This is primarily due to the similarity of the Proposed Development to the existing steel lattice OHL which it would replace. Limited, temporary adverse effects may occur during construction within some parts of the study area as discussed in **Appendix V2-3.9**. However, these would be short term and not significant, and the long term landscape effect throughout the majority of the study area is predicted to be barely perceptible because towers would have a similar influence on the landscape character as those they would replace. Although new access tracks may improve the accessibility to remote parts of the coast, careful construction and mitigation techniques (see **Appendix V2-3.13**) would minimise the wider influence of these routes, and the area would continue to be challenging to access by most people, and remote from wider development.

Section 4

3.6.19 The landscape assessment of Section 4 has identified that there would be significant adverse effects on two out of four of the LCZs included in the detailed assessment of landscape character during construction as follows:

- LCZ 4-2: Drium losal to Kinloch Hourn (during construction); and
- LCZ 4-3: Kinloch Hourn to Loch Cuaich (during construction).

3.6.20 Within these areas, the construction of the Proposed Development would increase the perception of development, activity and connectivity and form a new focus in local character zones, locally affecting the sense of remoteness and wildness and scenic vistas. However, although the Proposed Development would lead to localised changes, and increased prominence of towers in the landscape in some areas, no long-term significant effects are predicted to landscape character due to the similarity of the Proposed Development to the existing OHL to be removed, which already forms a precedent for this type of development within the landscape areas affected. Mitigation measures would be employed to reduce the effects of upgraded or new access tracks and with these measures, these tracks are considered unlikely to lead to significant effects (see **Appendix V2-3.13**).

3.6.21 Effects to the LCZ 4-1 and LCZ 4.4 would be not significant, as discussed in **Appendix V2-3.10**. The effects to those areas where significant effects have been identified are summarised below:

LCZ 4-2: Drium losal to Kinloch Hourn

3.6.22 Construction works within this LCZ would temporarily form a new focus and distraction within the landscape, disrupting some valued scenic vistas and increasing the sense of development, activity and connection with

nearby settled areas, thereby locally diminishing the sense of remoteness and wildness. This effect would reduce during operation, but during construction it is predicted that there would be temporary **Moderate Adverse** (significant) effects on this LCZ. During operation, this effect would reduce to **Minor Adverse** (not significant) since construction activities would cease. Although the slightly larger towers of the Proposed Development may draw slightly more attention within valued views, they would have a similar influence on the landscape as the existing towers which would be removed. New / upgraded access tracks would be locally perceptible and may slightly reduce the sense of separation and remoteness in the LCZ, but mitigation measures to reduce the influence of these tracks would be applied (see **Appendix V2-3.13**). The Operational Corridor would be reduced to 30 m through ancient woodland areas, but there would be some localised removal of native woodland to accommodate a wayleave, notably around Gleandubhlochain which may locally reduce the sense of enclosure and draw greater attention to the OHL. However, remaining woodland would continue to form a feature of the landscape and the effect is not predicted to be significant. It is nevertheless recommended that woodland loss be minimised wherever possible.

LCZ 4-3: Kinloch Hourn to Loch Cuaich

- 3.6.23 Construction works within this LCZ would temporarily form a new focus and distraction within parts of the landscape, potentially altering the experience of the rugged landform, disrupting some valued scenic vistas, and increasing the sense of development and connectivity, thereby locally diminishing the sense of remoteness. This effect would reduce during operation, but during construction, it is predicted that there would be temporary **Moderate Adverse** (significant) effects on this LCZ. During operation, this effect would reduce to **Minor Adverse** (not significant). Although slightly larger, the steel lattice towers of the Proposed Development would appear similar to the existing towers to be removed, although may draw additional focus within localised areas, or locally distract from the prominence of existing landscape features, such as individual rock features or knolls. The Operational Corridor would be narrowed to 30 m through ancient woodland areas, but the removal of some small areas of native woodland and individual trees would be required, and would lead to a very localised loss of features which contribute to the scenic quality of the landscape. There would be a slightly greater prominence of towers where the alignment deviates around Loch Coire Shubh. However, this is not predicted to fundamentally change the character of the LCZ, given the existing influence of the steel lattice towers which would be removed. Mitigation measures would be employed to reduce the visual appearance of new tracks (see **Appendix V2-3.13**) and, in most cases, the attractive scenic vistas across the small lochans alongside the public road would be preserved, thereby retaining the setting of these small lochans.

Section 5

- 3.6.24 The landscape assessment of Section 5 has found that there would be no significant adverse effects on landscape character as a result of the Proposed Development. The Proposed Development would locally increase the perception of development and form a new focus in the local landscape, to varying degrees, but effects would not be significant. Where existing steel lattice towers exist, to the west of Quoich Switching Station, the Proposed Development would appear very similar to those towers which would be removed. To the east of Quoich Switching Station, where a wood pole OHL would be replaced, the wooded character of the landscape, and presence of other built features reduce sensitivity to change and would confine the effects of the Proposed Development to a very localised area as described in **Appendix V2-3.11**.

Section 6

- 3.6.25 The landscape assessment of Section 6 has found that there would be no significant adverse effects on landscape character as a result of the Proposed Development, in particular due to the fact that this Section of the proposed 132 kV transmission connection would be installed using a UGC connection. Construction of the Proposed Development would be associated with a locally perceptible increase of development and activity in the short term. However, in the long term, it would result in small scale, localised, beneficial landscape effects, due to the removal of an existing wood pole OHL through the landscape, as described in **Appendix V2-3.12**.

Occasional junction boxes along the cable route may form locally distracting features in some areas, but would not outweigh the beneficial effects of the removal of the existing wood pole OHL.

Assessment of Effects on Designated and Protected Landscapes

3.6.26 The detailed assessment of designated and protected landscapes, including relevant Special Qualities is included in **Appendix V2-3.5**. Seven designated or otherwise protected landscape areas were included in the assessment. The assessment concluded that effects to the following areas would not be significant, during either construction or operation as discussed in **Appendix V2-3.5**:

- North West Skye Special Landscape Area (SLA);
- Wild Land Area (WLA) 23. Cullin;
- Loch Alsh Woodland Walks Garden and Designed Landscape (GDL); and
- Moidart, Morar and Glen Shiel SLA.

3.6.27 Temporary significant adverse effects were identified for three areas during the construction phase of the Proposed Development as follows:

- The Cuillin Hills NSA;
- Knoydart NSA; and
- WLA 18. Kinlochhourn – Knoydart – Morar.

3.6.28 No longer term significant effects to designated or protected areas were identified during operation.

3.6.29 The identified significant effects are described in detail in **Appendix V2-3.5** and the Section specific LVIAs for Section 2 (see **Appendix V2-3.8**) and Section 4 (see **Appendix V2-3.10**) summarised below:

The Cuillin Hills NSA

3.6.30 Assessment of The Cuillin Hills NSA has been undertaken for Section 2 of the Proposed Development. Whilst there is some peripheral presence of the NSA within the study areas for Sections 1 and 3, the potential for any significant adverse effects in relation to these sections was considered very unlikely.

3.6.31 Works within the NSA would include installation of a UGC connection between Sligachan and Luib, construction of a sealing end compound at Luib (see Visualisation Location 2.1 (**Figures V4A-2.1a to d** and **Figures V4B-2.1a to e**)), and steel lattice towers between Luib and Broadford (see Visualisation Location 2.2 – 2.4 (**Figures V4A-2.2a – d to V4A-2.4a – d** and **Figures V4B-2.1a – e to V4B-4.2a – e**)). The requirement for permanent access tracks has been largely designed out within the NSA but, there would be a new permanent track following the alignment near Luib and a combination of new and upgraded existing tracks to the rear of Creag Strollamus. Mitigation measures would be employed to minimise the longer term effect of these tracks (see **Appendix V2-3.13**)

3.6.32 The overall effect on the NSA is predicted to comprise a *localised Moderate Adverse* (significant) effect during construction to landscape character within the study area for the Proposed Development, which would incorporate a very localised equivalent significant effect on two SLQs:

- “*Magnificent mountain scenery*”, and
- “*The surrounding wild landscape, a fitting foil for the mountains*”.

3.6.33 This would principally affect an area between Luib and to the south of Strollamus, where the Proposed Development moves away from the more developed coastal edge and works would therefore create a greater focus and sense of movement and activities at the mouths of more remote inland valleys. Elsewhere, where construction works would follow the edge of the NSA around the coastal fringe, some negative effects on the

appreciation of the mountain scenery would lead to temporary effects on the SLQs *“Magnificent mountain scenery”*, and *“Iconic images of crofting townships with dramatic backdrops”*. However, these effects would not be significant due to the overriding scale and presence of the mountains within this setting which would ensure that the SLQ would remain present.

3.6.34 During operation, the effect on the NSA is not predicted to be significant. Positive effects, relating to the removal of the existing wood pole OHL to the north and west of Luib and replacement with a buried cable (within LCZs 2-1 to 2-3), and negative effects relating to the presence of new steel lattice towers and two short stretches of permanent tracks to the south of Luib (within LCZ 2-4) would combine to give an overall **Minor Adverse** (not significant) effect within the study area during operation. There would be no longer term significant effects to SLQs. Effects on the vast majority of The Cuillin Hills NSA would be **Negligible** during both construction and operation and therefore the integrity of the NSA would not be affected.

Knoydart NSA

3.6.35 Section 4 of the Proposed Development would pass through the Knoydart NSA, comprising a remote area between Srath a' Chomair, and Loch Cuaich, through LCZs 4-2 (Druim Iosal to Kinloch Hourn) and 4-3 (Kinloch Hourn to Loch Cuaich). Works within this NSA would include replacement of approximately 17 km of existing steel lattice OHL with new, slightly taller steel lattice towers along a similar alignment with a minor deviation at Loch Coire Shubh (see Visualisation Location 4-5 (**Figures V4A-4.5a – d** and **Figures V4B-4.5a – e**)). There would also be some sections of upgraded access track, and short sections of new access track.

3.6.36 A temporary, localised adverse effect has been identified during construction for part of the NSA within the study area between Srath a' Chomair, and Kinloch Hourn, through LCZ 4-2, due to the anticipated effects of construction works on one SLQ as follows:

- *“One of the remotest places on mainland Britain”*.

3.6.37 This is reflective of the likely effects of the construction for the Proposed Development, including activities to erect new steel lattice towers, dismantle existing towers, and construction and use of new and upgraded access tracks, on remote qualities to this area within WLA 18, as discussed in **paragraph 3.6.43** below.

3.6.38 A less pronounced effect would also occur to the SLQ, *“One of Scotland’s last great wild areas,”* but would not be significant, due to the effects of the existing OHL which would be removed, which already reduces the sense of wildness within the study area as shown within the baseline photographs for Visualisation Locations 4.2 (see **Figure V4A-4.2a**) and 4.3 (see **Figure V4A-4.3a**). During the construction phase, a temporary, but not significant adverse effect is also predicted to the SLQ *“Some of the grandest coastal and mountain scenery on the west coast,”* where construction works may distract focus within some views.

3.6.39 During the operational phase, the effect on all SLQs would be not significant, due to the similarity of the Proposed Development to the existing OHL which would be removed as shown by Visualisation Locations 4-2 to 4.5 (**Figures V4A-4.2a – d to V4A-4.5a – d** and **Figures V4B-4.2a – e to V4B-4.5a – e**). Mitigation measures (as described in Appendix V2-3.13) would be employed to minimise the longer term effects of new and upgraded tracks. Although minor deviations from the existing alignment, such as at Loch Coire Shubh, may lead to towers becoming locally more prominent, the development of the preferred alignment for the Proposed Development has sought to preserve key valued views, such as those across the small lochans which are scattered along the narrow, winding public road to Kinloch Hourn and these localised effects would be to some extent, offset by the removal of the existing towers (see Visualisation Location 4-5 (**Figures V4A-4.5a - d** and **Figures V4B-4.5a - e**)). Some areas of woodland removal may be perceptible in the local context leading to greater fragmentation and localised reduction in the sense of enclosure, or a loss of features within particular scenic views (for example near Loch an Doire Duibh). However, woodland would still remain as a characteristic

in all the areas affected and the Operational Corridor would be reduced to 30 m in width through areas of ancient woodland to limit woodland loss.

- 3.6.40 The overall effect on the Knoydart NSA is predicted to be *localised Moderate Adverse* (significant) during construction, but with a **Minor Adverse** (not significant) effect on the NSA as a whole. This would reduce to **Negligible** during operation. There would be no long term significant effects to any SLQs and the integrity of the designation would not be affected.

WLA 18. Kinlochhourn – Knoydart – Morar

- 3.6.41 Assessment of WLA 18 has given consideration to the effects of the Proposed Development within Section 4 and Section 5. Works within this WLA would include replacement of approximately 12.5 km of existing steel lattice OHL with new, slightly taller steel lattice towers along a similar alignment. There would also be around a further 15 km of replacement steel lattice OHL within the nearby context of the WLA.
- 3.6.42 Within Section 4, the Proposed Development would be perceptible within the WLA in LCZ 4-2 (Druim Iosal to Kinloch Hourn), where it would cross the WLA between Srath a' Chomair and Kinloch Hourn, and would feature in the nearby context of the WLA boundary in other LCZs, between Kinloch Hourn and Quoich Dam. This is an area already influenced by the existing steel lattice OHL to be removed and therefore showing a slightly reduced presence of baseline wild land attributes, as illustrated by the baseline photographs for Visualisation Locations 4-2, 4-3, 4-4 and 4-5 (**Figures V4A-4-2a, V4A-4.3a, V4A-4.4a and V4A-4.5a**).
- 3.6.43 During construction, a temporary increase in activities through the remote parts of the WLA would lead to greater influence from contemporary land use and modern artefacts whilst the construction of new access tracks and upgrading of existing access tracks, and use of these by vehicles and construction plant, would lead to a reduced sense of remoteness, solitude and perceived risk through this localised area.
- 3.6.44 During operation, although slightly taller, the Proposed Development would have a similar influence to the existing towers to be removed, due to the broadly similar alignment (see Visualisation Locations 4.2 (**Figures V4A-4.2a – d and V4B-4.2a – e**) and 4.3 (**Figures V4A-4.3a – d and V4B-4.3a – e**)). However, some new and upgraded access tracks through the area, which would create a route through the WLA, would lead to some localised improvements to accessibility and connectivity within this localised part of the WLA, potentially affecting the sense of remoteness and perceived risk, to some extent. However, these attributes would still remain strongly present and the WLA would continue to feel far from more developed areas, requiring a long journey and considerable physical effort to access it.
- 3.6.45 Within Section 5, the Proposed Development would be perceptible from the WLA, but would be largely indistinguishable from the section of existing steel lattice OHL it would replace, following a similar alignment to the south of the WLA (between Quoich Dam and Kingie Switching Station). To the east of Kingie Switching Station, the replacement of the wood pole OHL with a steel lattice OHL would be largely imperceptible, given its distance from the WLA and its context near / within woodland east of Poulary.
- 3.6.46 During construction, a localised, temporary significant adverse effect is predicted on one WLQ:
- *“A very remote interior drawing adventurous and experienced hillwalkers”.*
- 3.6.47 This would be focused within the WLA through Section 4, affecting the area between Srath a' Chomair and Kinloch Hourn.
- 3.6.48 Temporary adverse effects on two further WLQs during construction (*“High, remote, rugged and rocky mountains with a strong sense of naturalness and awe – some angular in profile with sweeping peaks, and some more massive in form,”* and *“Spectacular deep glens and lochs cut through the high mountains and hills, strongly influencing visibility, remoteness and access through the landscape,”*) are also predicted but would be

not significant. During operation, the effect on these three WLQs would reduce and would not be significant. No perceptible effect would be predicted to the other WLQs.

- 3.6.49 The effect on WLA 18. Kinlochhourn – Knoydart – Morar is therefore predicted to be *locally Moderate Adverse* (significant) within LCZ 4-2, and elsewhere within Section 4, **Minor Adverse** (not significant) during construction. During operation, this would reduce to *locally Minor Adverse* (not significant) within LCZ 4-2 and **Negligible** (not significant) elsewhere within Section 4. The effect on WLA 18. Kinlochhourn – Knoydart – Morar within Section 5 is predicted to be **Negligible** (not significant) during both construction and operation. Therefore, the integrity of the WLA would not be affected by the Proposed Development.

Summary of Landscape Effects

- 3.6.50 A summary of the effects on LCZs during construction and operation is outlined in **Table V2-3.4** and **Table V2-3.5**, and on designated and protected landscapes is outlined in **Table V2-3.6** and **Table V2-3.7**.

Table V2-3.4: Summary Effects on Local Character Zones During Construction

Section (S)	Landscape Character Zone (LCZ)	Beneficial Effect					Adverse Effect					
		Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
S0	LCZ 0-1 Waternish Peninsula						•					
	LCZ 0-2 Loch Bay to Dunvegan							•				
	LCZ 0-3 Loch Bracadale Coastal Hills and Glens							•				
	LCZ 0-4 Glen Colbost							•				
S1	LCZ 1-1 Glen Colbost								•			
	LCZ 1-2 Loch Connan Rocky Knolls									•		
	LCZ 1-3 Achaleathan and Glenmore									•		
	LCZ 1-4 An Leitir and Glen Varragill								•	L		
	LCZ 1-5 Caiplach							•				
S2	LCZ 2-1: Loch Sligachan									•		
	LCZ 2-2: Gleann Torra-mhichaig									•		
	LCZ 2-3: Loch Ainort									•		
	LCZ 2-4: Strollamus Coastal Hills									•		
	LCZ 2-5: Broadford Forest Plantations							•				
S3	LCZ 3-1: Broadford Outskirts							•				
	LCZ 3-2: Kyleakin Forest Plantations and Kyle Akin							•				
	LCZ 3-3: Loch Alsh and Kyle Rhea Coast								•			
S4	LCZ 4-1: Glenelg to Gleann Beag							•				
	LCZ 4-2: Druim Iosal to Kinloch Hourn									•		
	LCZ 4-3: Kinloch Hourn to Loch Cuaich									•		
	LCZ 4-4: Alongside Loch Cuaich								•			
S5	LCZ 5-1: Eastern Loch Cuaich to Poulary								•			
	LCZ 5-2: Poulary to Munerigie Wood							•				
	LCZ 5-3: Around Invergarry and Loch Lundie						•		L			
S6	LCZ 6-1: Loch Lundie and Invergarry							•				
	LCZ 6-2: Inchnacardoch Forest and Fort Augustus						•	L				

L indicates that the effect would occur in a localised area only.

Table V2-3.5: Summary of Effects on Local Character Zones During Operation

Section (S)	Landscape Character Zone	Beneficial Effect					Adverse Effect					
		Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
S0	LCZ 0-1 Waternish Peninsula						•					
	LCZ 0-2 Loch Bay to Dunvegan						•					
	LCZ 0-3 Loch Bracadale Coastal Hills and Glens						•					
	LCZ 0-4 Glen Colbost						•					
S1	LCZ 1-1 Glen Colbost								•			
	LCZ 1-2 Loch Connan Rocky Knolls								•			
	LCZ 1-3 Achaleathan and Glenmore								•	L		
	LCZ 1-4 An Leitir and Glen Varragill							•	L			
	LCZ 1-5 Caiplach							•				
S2	LCZ 2-1: Loch Sligachan					•						
	LCZ 2-2: Gleann Torra-mhichaig					•						
	LCZ 2-3: Loch Ainort					•		L				
	LCZ 2-4: Strollamus Coastal Hills								•			
	LCZ 2-5: Broadford Forest Plantations							•				
S3	LCZ 3-1: Broadford Outskirts						•					
	LCZ 3-2: Kyleakin Forest Plantations and Kyle Akin						•					
	LCZ 3-3: Loch Alsh and Kyle Rhea Coast							•				
S4	LCZ 4-1: Glenelg to Gleann Beag						•					
	LCZ 4-2: Druim Iosal to Kinloch Hourn							•				
	LCZ 4-3: Kinloch Hourn to Loch Cuaich							•				
	LCZ 4-4: Alongside Loch Cuaich							•				
S5	LCZ 5-1: Eastern Loch Cuaich to Poulary							•				
	LCZ 5-2: Poulary to Munerigie Wood							•				
	LCZ 5-3: Around Invergarry and Loch Lundie						•	L				
S6	LCZ 6-1: Loch Lundie and Invergarry					•						
	LCZ 6-2: Inchnacardoch Forest and Fort Augustus						•					

L indicates that the effect would occur in a localised area only.

Table V2-3.6: Summary of Effects on Designated and Protected Landscapes During Construction

Section (S)	Designated or Protected Landscape	Beneficial Effect					Adverse Effect					
		Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
S0	North West Skye SLA						•					
S2	The Cuillin Hills NSA						•			L		
	WLA 23. Cuillin							•				
S3	The Lochalsh Woodland Walks GDL						•					
S4	Knoydart NSA							•		L		
	WLA 18. Kinlochhour – Knoydart – Morar (Section 4)							•		L		
	Moidart, Morar and Glen Shiel SLA (Section 4)							•				
S5	WLA 18. Kinlochhour – Knoydart – Morar (Section 5)						•					
	Moidart, Morar and Glen Shiel SLA (Section 5)							•				

L indicates that the effect would occur in a localised area only.

Table V2-3.7: Summary of Effects on Designated and Protected Landscapes During Operation

Section (S)	Designated or Protected Landscape	Beneficial Effect					Adverse Effect					
		Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
S0	North West Skye SLA						•					
S2	The Cuillin Hills NSA						•	L				
	WLA 23. Cuillin						•	L				
S3	The Lochalsh Woodland Walks GDL						•					
S4	Knoydart NSA						•					
	WLA 18. Kinlochhour – Knoydart – Morar (Section 4)						•	L				
	Moidart, Morar and Glen Shiel SLA (Section 4)						•					
S5	WLA 18. Kinlochhour – Knoydart – Morar (Section 5)						•					
	Moidart, Morar and Glen Shiel SLA (Section 5)						•					

L indicates that the effect would occur in a localised area only.

3.7 Assessment of Likely Significant Effects: Visual

3.7.1 This Part summarises the assessment of the likely significant effects of the Proposed Development on visual receptors during the construction and operational phases, in accordance with the significance of effects criteria outlined in the methodology (**Appendix V2-3.2; Part 1.7**). The detailed assessment of effects on the visual amenity of Building-based Receptors, Route-based Receptors and individuals at Outdoor Viewing Locations is presented in each of the Section specific appendices (see **Appendix V2-3.6 to V2-3.12**). Predicted significant effects are summarised below. The description of effects should be read in conjunction with the baseline descriptions for the relevant receptors, detailed in **Parts 3.3 and 3.4** of the corresponding appendices.

Section 0

3.7.2 The visual assessment of Section 0 (see **Appendix V2-3.6**) has identified that there would be no significant effects to visual amenity for building-based and route-based receptors, and those at outdoor locations where the view is considered an important factor to being at the location. This is primarily because the Proposed Development is predicted to form a barely perceptible change in comparison to the existing 132 kV wood pole OHL which would be removed. In most cases, the Proposed Development would replace the existing OHL within the rear or side views of receptors or less notable inland views from routes, thereby further reducing sensitivity to the change in question. Limited adverse effects have been identified for some locations where the Proposed Development would form a more perceptible change to the view, in particular where it would deviate from the alignment of the existing OHL, such as near Trumpan (see Visualisation Location 0-1 (**Figures V4A-0.1a – d** and **Figures V4B-0.1a – e**)) However this is not predicted to form a significant detractor to the visual amenity for visual receptors. There would also be some limited beneficial effects where the existing OHL would be removed as a feature within the view.

Section 1

3.7.3 The visual assessment for Section 1 (see **Appendix V2-3.7**) has identified that there would be significant adverse effects to three building-based receptor locations and users of three routes, comprising one road route, and two paths. Visual effects for the remainder of receptors within the study area including properties at Sligachan and the A87 through Glen Varragill would be not significant. The predicted significant adverse effects are summarised as follows:

Building-based Receptors

3.7.4 Within Section 1, four building-based receptor locations were included in the visual assessment. Significant adverse effects were identified for three of these receptor locations as summarised below.

- Receptor Location B1-1 (Glen Vic Askill)
 - A **Moderate Adverse** (significant) effect during construction and operation was identified for Receptor Location B1-1, where receptors would obtain views of the Proposed Development within the main southerly view at relatively close proximity. Although the Proposed Development would replace the existing 132 kV wood pole OHL it would be closer within the view, and would form a noticeable change.
- Receptor Locations B1-2 (Glenmore) and B1-3 (Mugeary)
 - During construction, **Moderate Adverse** (significant) effects are predicted for Receptor Locations B1-2 (Glenmore) and B1-3 (Mugeary), where construction activities for the Proposed Development are anticipated to form a noticeably distracting feature in the view, being slightly more distant within an open view from Receptor Location B1-2 and closer, but partially concealed by forestry from Receptor Location B1-3.
 - During operation, the effect is predicted to continue to be **Moderate Adverse** (significant) for receptors at Receptor Location B1-3 (Mugeary), where the top parts of the towers and insulators would continue to feature at relatively close proximity within the view (see Visualisation Location 1-2 (**Figures V4A-**

1.2a – d and **Figures V4B-1.2a – e**). However, the effect would be reduced to **Minor – Moderate Adverse** (not significant) for Receptor Location B1-2 (Glenmore) as the towers alone, without the movement and activities associated with construction, would form a less distracting feature in the middle distance of the view. For both receptor locations, the effects of the Proposed Development would be slightly offset by the removal of the existing 132 kV wood pole OHL from the view, at closer proximity.

Route-based Receptors

3.7.5 Within Section 1, significant adverse effects are predicted to affect users of three routes, comprising one road route, and two paths as follows:

- Route R1-3 (B885):
 - This route would be crossed by the Proposed Development at a similar location to the wood pole OHL it would replace, but would be more prominent, when seen from around 1 km of the route, to either side of the crossing point (2 km total) due to the taller steel lattice towers which would be seen extending around 1 km to the east and west of the road (see Visualisation Location 1-1, which provides a representative view of towers to the east of the road (**Figures V4A-1.1a – d** and **Figures V4B-1.1a – e**). The additional activities and plant associated with construction, along with temporary access tracks following the alignment, would draw greater attention to the Proposed Development during the construction phase, although this is not predicted to increase the level of effect, which would be **Moderate Adverse** (significant), during both construction and operation.
- Route R1-5 (Core Path SL28.01 (Loch Caroy to Glen Vic Askill)):
 - This track would be crossed obliquely by the Proposed Development leading to towers being seen at close proximity when travelling in both directions from an approximate 1.5 km stretch of the route. Although views from this route already feature existing wood pole OHLs and a wind farm to the north, this is predicted to lead to a **Moderate Adverse** (significant) effect during both construction and operation.
- Route R1-6 (Forest Track to north of Loch Connan):
 - This route would receive minor upgrading as part of the Proposed Development, although it would be only used occasionally during operation. The Proposed Development would form a perceptible feature within elevated, open, southerly views from this route and towers and would also be seen occasionally at closer proximity on the skyline to the south-west. This is predicted to lead to only a **Minor – Moderate Adverse** (not significant) effect during operation, but with the additional activities and features involved during construction, would be temporarily **Moderate Adverse** (significant).

Section 2

3.7.6 The visual assessment for Section 2 (see **Appendix V2-3.8**) has identified that, during construction, significant adverse effects are predicted for 10 of the 35 visual receptor locations identified for inclusion within the LVIA, comprising three building-based receptor locations, five routes (three recreational routes and two roads), and two outdoor viewing locations, where construction activities are anticipated to form a noticeable but temporary deterioration of the visual amenity for visual receptors. Visual effects to all other Receptor Locations within this Section would be not significant. Predicted significant effects are outlined as follows:

Building-based Receptors

3.7.7 Within Section 2, twelve building-based receptor locations were included in the visual assessment. The assessment has identified significant adverse effects for receptors at three of these locations during construction. However, long-term operational effects to receptors would be not significant as summarised below.

- Receptor Location B2-1 (Sligachan Hotel and Camp Site):
 - A **Moderate Adverse** (significant) effect is predicted during construction due to works within the main views. This would become **Minor – Moderate Beneficial** (not significant) during operation due to the removal of the existing OHL, which would remove distracting features from the view.
- Receptor Location B2-8 (Luib):
 - A **Moderate Adverse** (significant) effect is predicted during construction due to construction activities within the rear, side and main views. During operation, the terminal tower and potentially, tops of the other towers would be visible in oblique and side views as shown by Visualisation Location 2-1 (see **Figures V4A-2.1a - d** and **Figures V4B-2.1a - e**) but the sealing end compound is likely to be concealed by landform. Taking into account the removal of the existing wood poles from direct views it is predicted that the Proposed Development would result in a **Minor – Moderate Adverse** (not significant) effect during operation.
- Receptor Location B2-10 (Strollamus):
 - A **Moderate Adverse** (significant) effect is predicted during construction due to construction activities within the rear views. New steel lattice towers would be noticeable and prominent in rear views, as illustrated by Visualisation Location 2-2 (see **Figure V4A-2.2a - d** and **Figures V4B-2.2a - e**), but would not affect the main coastal view and would be slightly further away than the existing wood poles resulting in a **Minor – Moderate Adverse** (not significant) effect during operation.

Route-based Receptors

3.7.8 Within Section 2, significant adverse effects are predicted to affect users of five routes, comprising two roads, and three paths as follows:

- Route R2-1 (A87):
 - For the purposes of assessment, Route 2-1 (A87) was split into two parts where different technology solutions (UGC connection and steel lattice tower OHL) are proposed have been selected for the Proposed Development, and would lead to differing effects: Route R2-1A, between Glen Varragill and Luib and R2-1B between Luib and Broadford.
 - A localised **Moderate Adverse** (significant) visual effect has been identified for users of Route R2-1A during construction, because works would be frequently visible although they would not affect the valued coastal views. However, in the longer term a **Minor Beneficial** (not significant) effect would occur during operation, because there would be a small improvement to the view due to the removal of the existing wood pole OHL and replacement with a UGC connection, which would not be outweighed by the longer term presence of potential junction boxes or jointing bays.
 - The visual effects for users of Route R2-1B would also be **Moderate Adverse** (significant) during construction, and would reduce to **Minor – Moderate Adverse** (not significant) during operation because steel lattice towers would continue to appear noticeable, in passing, from some parts of this section of the route, such as within inland views near Strollamus (see Visualisation Location 2-2 (**Figures V4A-2.2a - d** and **Figures V4B-2.2a - e**) though would not affect the sensitive coastal views.
 - When the effects to these different sections of the route are combined, the visual effect for users of Route R2-1 as a whole would be **Moderate Adverse** (significant) during construction and **Minor Adverse** (not significant) during operation.
- Route R2-5 (Sconser to Moll Minor Road):
 - A **Moderate Adverse** (significant) effect to visual amenity for users of this minor road has been identified during construction as a result of cable installation works close to the route at the head of Loch Ainort, and cable installation and construction of a sealing end compound at Luib, seen across Loch Ainort. This would improve to be **Minor Beneficial** (not significant) during operation due to the removal of the existing wood pole OHL from the view. There may be some localised distant

perceptibility of the sealing end compound near Luib, but this would affect only a small part of the route and would form a relatively small feature in the view.

- Route R2-13 (Scottish Hill Track 290 (The Torrin Ring from Luib)):
 - A **Moderate Adverse** (significant) effect was identified for users of this walking route during construction and operation on account of the greater scale and different structure type of the new steel lattice towers when compared to the existing OHL to be removed. Receptors on the northern sections of this route would obtain very close proximity views of the steel lattice towers (see Visualisation Location 2-3 (**Figures V4A-2.3a - d** and **Figures V4B-2.3a - e**). There would therefore be a noticeable change in the existing view both during construction and operation for around half the length of the route that falls within the study area.
- Route R2-17 (Loch Ainort Footpath):
 - During construction, temporary **Moderate Adverse** (significant) effects were identified for receptors using this path route, which joins into Route R2-13, due to the proximity of cable installation works and, from a short section of the route, construction of a sealing end compound. However, this effect would reduce to **Minor – Moderate Adverse** (not significant) during operation. In the longer term, there would be a localised beneficial effect resulting from the removal of the existing wood poles to the west of Luib. However, at the eastern end of the route to the south-west and south of Luib, the permanent sealing end compound and steel lattice towers would appear much more noticeable than the existing 132 kV wood pole they would replace due to their closer proximity, greater height and different structure type and would outweigh the beneficial effect to the rest of the route.
- Route R2-14 (Sligachan to Peinachorrain Footpath):
 - A temporary **Moderate Adverse** (significant) effect was identified during construction for users of this path along the northern shore of Loch Sligachan, due to the proximity of construction works at the head of Loch Sligachan which would include directional drilling works, and other visible works to the south of the loch. However, this effect is predicted to be **Minor Beneficial** (not significant) during operation as a result of the removal of the existing wood pole OHL and replacement with a UGC connection, which would remove some detracting features from the view.

Outdoor Location Receptors

3.7.9 Outdoor Locations O2-4 (A87 Lay-Bys above Kinloch Ainort) and O2-5 (Eas a' Bhradain Parking Bay):

- **Moderate Adverse** (significant) effects have been identified within Section 2 during construction for visual receptors at these locations, comprising parking bays at the head of Loch Ainort. Construction works would be noticeable in the view at relatively close proximity. However, this would mostly not affect the main focus of the view. This is westwards, away from the Proposed Development, from Receptor Location O2-5, and elevated, easterly down Loch Ainort for Receptor Location O2-4. From Receptor Location O2-4, although within the main view, the Proposed Development would be set low down below the receptor. It would be more noticeable within the less important north / south views along the A87. In the longer term the view from these locations would be improved by the replacement of the existing wood pole OHL by a UGC connection, and would be **Minor – Moderate Beneficial** (not significant).

Section 3

- 3.7.10 The visual assessment of Section 3 (see **Appendix V2-3.9**) has identified that there would be no significant effects to visual amenity for building-based or route-based receptors, or individuals at outdoor locations where the view is considered an important factor to being at the location. This is because the Proposed Development is predicted to form a barely perceptible change in comparison to the existing steel lattice OHL which would be removed (see Visualisation Locations 3-1 (**Figures V4A-3.1a – d** and **Figures V4B-3.1a - e**) and 3-2 (**Figures V4A-3.2a - d** and **Figures V4B-3.2a – e**). In most cases, the Proposed Development would replace the existing

OHL within the rear or side views of receptors or less notable inland views, thereby further reducing sensitivity to the change in question. Limited long term adverse effects have been identified for some locations where the Proposed Development would form a more perceptible change to the view, but these effects would not be significant as the Proposed Development is not likely to form a significant detractor to the visual amenity for visual receptors.

Section 4

3.7.11 The visual assessment of Section 4 (see **Appendix V2-3.10**) has found that the majority of effects on visual receptors would not be significant, due to the similarities between the Proposed Development OHL and the OHL to be removed, screening by landform and trees, and the effects of distance. Temporary significant adverse effects associated with construction activity have been identified for receptors on five routes within the study area and receptors in a group of properties in Glen More, near Balavoulin. Predicted significant adverse effects are summarised as follows:

Building-based Receptors

3.7.12 Within Section 4, 13 building-based receptor locations were included in the visual assessment. The assessment has identified significant adverse effects for one receptor location, during construction only, as summarised below.

- Receptor Location B4-7 (Near Balavoulin):
 - A temporary significant visual effect has been identified for receptors at Receptor Location B4-7, but this would reduce in the long term, and would not be significant during operation. For these receptors, effects would be **Moderate Adverse** (significant) during construction, whereby works would be noticeable nearby in main views on the hillside and valley floor and skyline, including tree felling and creation of a new track on the open hillside. During operation, effects would reduce to **Minor – Moderate Adverse** (not significant) as the Proposed Development would appear larger in scale than the existing steel lattice OHL it would replace, but similar to the existing steel lattice towers within the view. Visualisation Location 4-1 gives a representative view from this Receptor Location (see **Figures V4A-4.1a – d** and **V4B-4.1a – e**)

Route-based Receptors

3.7.13 The visual assessment for Section 4 has identified significant adverse effects for five out of twenty-one routes included within the assessment as follows:

- Route R4-19 (Kinloch Hourn minor road):
 - A **Moderate Adverse** (significant) effect would be experienced by users of Route R4-9 during construction, where construction of the Proposed Development would be noticeable nearby along the whole route, including work on new / upgraded tracks, construction and dismantling of new and existing towers, and tree felling. During operation, effects would reduce to **Minor-Moderate Adverse** (not significant). Along Loch Cuaich, the Proposed Development would be perceptible as a replacement of the existing OHL, situated slightly closer to the road, larger in scale and with new and upgraded tracks visible nearby but would not have a very noticeably greater effect than the OHL it would replace. Between Kinloch Hourn and Loch Cuaich, this would be perceptible as a replacement of the smaller existing steel lattice tower OHL as it would be closer to the road. From short localised sections, towers would feature more prominently than the existing OHL, such as between road crossings near Loch Coire Shubh and Loch an Doire Duibh (see Visualisation Location 4-5 (**Figures V4A-4.5a – d** and **Figures V4B-4.5a – e**), but in general this would be reflective of the existing situation, where steel lattice towers are already occasionally prominent along the route. In most cases, valued views across small lochs from the road would be preserved. Along the route, some localised removal of trees may increase the perceptibility of change slightly.

- Route R4-9 (track between Balvraid and Srath a' Chomair (comprising Core Path SL12.02 and parts of Scottish Hill Tracks 252a and 253 and the Kinloch Hourn Drove Road Heritage Path))
 - A **Moderate Adverse** (significant) effect has been identified during construction for receptors using this track, due to construction activity which would be noticeable at the OHL crossing, and the upgrading and use of this route by construction traffic. Felling activity would also be noticeable, immediately adjacent to the route near Srath a' Chomair. Effects would reduce to **Minor Adverse** (not significant) during operation, as the Proposed Development would be perceptible as a replacement of the existing steel lattice OHL but would not comprise a very noticeable change to the view.
- Route R4-10 (route between Srath a' Chomair and Kinloch Hourn (comprising part of Scottish Hill Track 252a and the Kinloch Hourn Drove Road Heritage Path)) and R4-14 (Buidhe Bheinn Mountain Route) (see Visualisation Locations 4-2 (**Figures V4A-4.2a – d** and **Figures V4B-4.2a – e**) and 4-3 (**Figures V4A-4.3a – d** and **Figures V4B-4.3a – e**)):
 - A **Moderate Adverse** (significant) effect has been identified during construction for receptors using this route. Construction activity would be noticeable along the entirety of this route, including tree felling in localised areas, and construction / dismantling of new and existing towers, and creation of new / upgraded access tracks. In the long term, effects along this route would reduce to **Minor Adverse** (not significant), as the Proposed Development would represent a perceptible change from the existing OHL it would replace, due to its slightly larger scale, but it would be unlikely to very noticeably increase the prominence of towers from the route
 - The above significant adverse effect would also affect users on a localised part of Route R4-14 (Buidhe Bheinn Mountain Route) where it overlaps with the aforementioned route R4-10, which would be upgraded for construction access. However, from other sections of the route, construction effects would be **Minor Adverse** (not significant) as construction would be perceptible but not in the immediate context. Effects would reduce to **Negligible** (not significant) during operation as the Proposed Development would be barely perceptible as a replacement of existing towers.
- Route R4-16 (Scottish Hill Track 256)
 - A **localised Moderate Adverse** (significant) effect during construction has been identified for receptors using a part of this route where it follows the Proposed Development, between Loch Coire Shubh and Allt Sgioreadail. Construction activity would be noticeable nearby, along this section, which would be used for access, and would include construction / dismantling of new and existing towers, creation of new tracks and upgrades to existing tracks, and removal of native woodland alongside the route. For this localised section of route, long term effects are predicted to reduce, to locally **Minor – Moderate Adverse** (not significant) during operation, but along other sections of this route, effects during construction and operation would be **Negligible** (not significant) as the Proposed Development would not be perceptible.

Section 5

3.7.14 The visual assessment of Section 5 (see **Appendix V2-3.11**) has found that the majority of effects for visual receptors would not be significant, due to screening from trees and landform (as illustrated by Visualisation Location 5-2 (**Figures V4A-5.2a – d** and **Figures V4B-5.2a – e**), the effects of distance, and the similarities between the Proposed Development and the OHL to be removed, as illustrated by Visualisation Location 5-1 (**Figures V4A-5.1a – d** and **Figures V4B-5.1a – e**). Significant adverse effects have been identified for one building-based Receptor Location during construction and operation. Effects to all other building receptor locations and routes would be not significant. The significant adverse effect is summarised below:

Building-based Receptors

3.7.15 Within Section 5, the assessment has identified significant adverse effects for one out of thirteen building-based receptor locations included in the visual assessment, as summarised below.

- Receptor Location B5-12 (Leacan Dubha and Munerigie):
 - A **Major Adverse** (significant) visual effect has been identified during construction for receptors at Receptor Location B5-12 due to nearby views of the Proposed Development within the main view, which would replace a wood pole OHL to be removed from rear views. The effect would reduce to **Moderate – Major Adverse** (significant) during operation.

Section 6

3.7.16 The visual assessment of Section 6 (see **Appendix V2-3.12**) has found that there would be no significant effects on visual receptors through Section 6, largely due to the fact that the Proposed Development would comprise aUGC connection throughout this Section. During construction, screening from trees and landform and the presence of other OHL and the Fort Augustus Substation infrastructure in views, reduces sensitivity and the potential for the Proposed Development to be visible. Construction of the Proposed Development may be visible from some receptors near construction access routes and the Proposed Development itself, but effects would be temporary and would reduce in the long term to be barely perceptible, or would represent a small improvement to open views, due to the removal of an existing wood pole OHL. The occasional placement of junction boxes along the cable alignment would be locally distracting but unlikely to outweigh the benefits of removing the existing wood pole OHL.

Summary of Visual Effects

3.7.17 A summary of the effects on visual receptors is outlined in **Table V2-3.7** and **Table V2-3.8** during construction and operation.

Table V2-3.7: Summary of Visual Effects During Construction

Visual Receptor Locations	Beneficial Effect					Adverse Effect					
	Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
Section 0											
Building-based Receptors						12	10	1			
Route-based Receptors						3	9	1			
Receptors at Outdoor Locations							3				
<i>Sub Total</i>						15	22	2			
Section 1											
Building-based Receptors						1			3		
Route-based Receptors						1		3	3		
<i>Sub Total</i>						2		3	6		
Section 2											
Building-based Receptors						3	4	2	3		
Route-based Receptors						5	8		5		
Receptors at Outdoor Locations							1	2	2		
<i>Sub Total</i>						8	13	4	10		
Section 3											
Building-based Receptors						7	3				
Route-based Receptors						6	8	3			
Receptors at Outdoor Locations						1	2				
<i>Sub Total</i>						14	13	3			
Section 4											
Building-based Receptors						5	6	1	1		
Route-based Receptors						8	7	3	3+	2L	
<i>Sub Total</i>						13	13	4	4+	2L	
Section 5											
Building-based Receptors						6	2	4			1
Route-based Receptors						4	4	1+			
								1L			
<i>Sub Total</i>						10	6	5+			1
								1L			
Section 6											
Building-based Receptors						1	1				
Route-based Receptors							4	1			
<i>Sub Total</i>						1	5	1			
Overall Total						63	72	22+	20+		1
								1L	2L		

L indicates that the effect would occur to users of only a localised part of a route.

Table V2-3.8: Summary of Visual Effects During Operation

Visual Receptor Locations	Beneficial Effect					Adverse Effect					
	Major	Moderate – Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate – Major	Major
Section 0											
Building-based Receptors					2	13	7	1			
Route-based Receptors					1	6	5	1			
Receptors at Outdoor Locations					2	1					
<i>Sub Total</i>					5	20	12	2			
Section 1											
Building-based Receptors						1		1	2		
Route-based Receptors						1	1	3	2		
<i>Sub Total</i>						2	1	4	4		
Section 2											
Building-based Receptors				1	4	4	1	2			
Route-based Receptors					2+ 1L	11	3	1+ 1L	1		
Receptors at Outdoor Locations				2	2	1					
<i>Sub Total</i>				3	8+ 1L	16	4	3+ 1L	1		
Section 3											
Building-based Receptors						9	1				
Route-based Receptors						16	1				
Receptors at Outdoor Locations						2	1				
<i>Sub Total</i>						27	3				
Section 4											
Building-based Receptors						11	1	1			
Route-based Receptors						13	7	1+ 1L			
<i>Sub Total</i>						24	8	2+ 1L			
Section 5											
Building-based Receptors						6	6			1	
Route-based Receptors						4	5+ 1L				
<i>Sub Total</i>						10	11+ 1L			1	
Section 6											
Building-based Receptors						2					
Route-based Receptors					1	4					
<i>Sub Total</i>					1	6					
Overall Total				3	14+ 1L	105	39+ 1L	11+ 2L	5	1	

L indicates that the effect would occur to users of only a localised part of a route.

3.8 Cumulative Effects

3.8.1 Consideration has been given to potential cumulative effects of different Sections of the Proposed Development. This assessment work has also given consideration to other related developments at Broadford and Edinbane Substations for which separate consent under the Town and County Planning (Scotland) Act 1997 would be sought by SSEN Transmission. In addition, the cumulative assessment has also included consideration of other grid infrastructure or other energy projects currently proposed within 1 km of the study area (2.5 km from the Proposed Development within Section 0 and 3.5 km from all other parts of the Proposed Development) as agreed with THC and NatureScot.

3.8.2 The cumulative assessment has been set out considering two different scenarios as follows:

- Scenario 1: Including other parts of the Proposed Development and other related development:
 - This includes neighbouring Sections of the Proposed Development, and the Broadford and Edinbane Substation Extensions. The cumulative assessment considers the effects of these developments during both construction and operation as it is likely that they would be constructed concurrently;
- Scenario 2: Including other unrelated development:
 - This would include all other identified cumulative baseline sites which are not related to the Proposed Development, comprising the Glen Ullinish Wind Farm, Quoich T Switching Station, Coire Glas pumped Storage Grid Connection and Loch Lundie Substation. The cumulative assessment considers the effects of these developments during operation only, as it is difficult to predict how these developments would relate to the Proposed Development during construction.

3.8.3 The cumulative scope for each Section is summarised in **Table V2-3.9** and detailed further in **Part 1.5 of Appendix V2-3.1**. Developments included in the cumulative assessment are shown on **Figures V2-3.5-S0 to V2-3.5-S5**.

Table V2-3.9: Scope of Cumulative Assessment

Section	Scenario 1	Scenario 2
Section 0	<ul style="list-style-type: none"> • Section 1 of the Proposed Development; and • Edinbane Substation Extension. 	<ul style="list-style-type: none"> • Glen Ullinish Wind Farm (approved).
Section 1	<ul style="list-style-type: none"> • Section 0 of the Proposed Development; • Section 2 of the Proposed Development; and • Edinbane Substation Extension. 	<ul style="list-style-type: none"> • Glen Ullinish Wind Farm (approved).
Section 2	<ul style="list-style-type: none"> • Section 1 of the Proposed Development; • Section 3 of the Proposed Development; and • Broadford Substation Extension. 	<ul style="list-style-type: none"> • None
Section 3	<ul style="list-style-type: none"> • Section 2 of the Proposed Development; • Section 4 of the Proposed Development; and • Broadford Substation Extension. 	<ul style="list-style-type: none"> • None
Section 4:	<ul style="list-style-type: none"> • Section 3 of the Proposed Development; and 	<ul style="list-style-type: none"> • None

Section	Scenario 1	Scenario 2
	<ul style="list-style-type: none"> Section 5 of the Proposed Development. 	
Section 5:	<ul style="list-style-type: none"> Section 4 of the Proposed Development; Section 6 of the Proposed Development; 	<ul style="list-style-type: none"> Quoich T Switching Station Upgrade (pre-application); Coire Glas Pumped Storage Grid Connection (Scoping); and Loch Lundie Substation (Scoping).
Section 6:	As Section 6 would be entirely underground cable, no cumulative assessment is considered necessary.	

- 3.8.4 Because Section 6 is entirely comprised of underground cable with no likely long term adverse effects, no cumulative assessment was undertaken for this Section.
- 3.8.5 The cumulative assessment has given consideration to all LCZs, designated or protected landscapes and visual receptors falling within the combined study areas for respective Sections, and elsewhere, where estimated theoretical visibility of unrelated developments would occur. The visual effects of relevant Sections have been used to inform potential cumulative effects. Elsewhere assumptions have been made regarding the likely visual effects of other developments.
- 3.8.6 The cumulative assessment for each Section is presented in **Appendices V2-3.6 to V2-3.12**. This identified that the majority of cumulative effects would not be significant. Where predicted significant adverse cumulative effects were identified, none are predicted to be at a greater level than would occur with one of the considered Sections of the Proposed Development alone.
- 3.8.7 A summary of significant cumulative effects is outlined in **Table V2-3.10** during construction and operation. The description of effects should be read in conjunction with the baseline descriptions for these receptors in **Parts 3.4 and 3.5** of the corresponding appendices.

Table V2-3.10: Cumulative Effects

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
Section 1 – Route R1-5: Core Path SL28.01 (Loch Caroy to Glen Vic Askill)	Scenario 1: <ul style="list-style-type: none"> Section 0 of the Proposed Development Edinbane Substation Extension 	<p>During construction, the baseline developments, particularly the Edinbane Substation, but also felling works associated with Section 0 of the Proposed Development, would lead to combined noticeable change in the view from this route and precedent for further development. Construction for the Proposed Development would extend the length of the route and extent of the view affected by the works which would be prominent from most, or potentially all of the route.</p> <p>During operation, the steel lattice towers would add an increased sense of infrastructure affecting parts of the view and the route not otherwise affected by the baseline developments. The cumulative effect is predicted to be Moderate Adverse (significant) during construction and operation.</p>
	Scenario 2:	The addition of the Glen Ullinish Wind Farm to the cumulative baseline would lead to a greater visibility of surrounding existing development from the route, in the southerly context. However, the

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
	<ul style="list-style-type: none"> Glen Ullinish Wind Farm 	<p>Proposed Development would appear closer than the wind farm and would still be anticipated to lead to a noticeable increase in infrastructure, affecting some parts of the view which would be otherwise unaffected by infrastructural development. The operational cumulative effect would therefore still be Moderate Adverse (significant) under this baseline scenario.</p>
Section 2 – LCZ 2-1: Loch Sligachan	Scenario 1: <ul style="list-style-type: none"> Section 1 of the Proposed Development. 	<p>Section 1 of the Proposed Development would have very limited intervisibility with this LCZ, being situated on its northern periphery, and unlikely to affect its more valued aspects: the vistas towards the Cuillin Hills and down Loch Sligachan. The addition of Section 2, during construction would add a considerable amount of detracting development through into the more core part of the LCZ, affecting in particular the vistas down Loch Sligachan. However, there would be a minor improvement by the removal of the existing wood pole OHL during construction.</p> <p>The cumulative effect resulting from the addition of Section 2 to Section 1 would be Moderate Adverse (significant) during construction, and Negligible during operation.</p>
	Scenario 2: <ul style="list-style-type: none"> No additional developments 	N/A
Section 2 – R2-1: A87	Scenario 1: <ul style="list-style-type: none"> Section 1 of the Proposed Development; Section 3 of the Proposed Development. Broadford Substation Extension 	<p>During construction, the Proposed Development would add to a continuation of construction works through Section 3, which would be intermittently perceptible or noticeable within inland views, but would not affect the seaward view, and briefly obtained views within Section 1. The Proposed Development would be similarly visible within the landward view, only briefly affecting the coastal view at Kinloch Ainort and Sligachan but would form a considerably increased construction effect along this route, connecting the two other Sections. However, during operation, this would be limited to only part of Section 2, south-east of Luib. This would combine with perceptibility within Section 3, leading to a longer stretch of affected route, although there would be little difference between the proposed and existing OHLs within Section 3. The distance between steel lattice towers of Section 1 and Section 2, due to the cable route through the north-westerly part of Section 2, would lead to these being unlikely to be closely visually associated by receptors.</p> <p>The cumulative effect is predicted to be Moderate Adverse (significant) during construction, and Minor Adverse (not significant) during operation.</p>
	Scenario 2: <ul style="list-style-type: none"> No additional developments 	N/A
Section 4 – R4-19: Kinloch	Scenario 1:	<p>Section 5 would be seen alongside this route, particularly along the western end between Poulary and Quoich Dam, although</p>

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
Hourn Minor Road	<ul style="list-style-type: none"> Section 5 of the Proposed Development. 	<p>elsewhere only glimpsed due to presence of forest and woodland. The additional visibility of Section 4 would extend the length of the route within which construction activity would be noticeable although viewers would only fleetingly see both at the same time, near Quoich Dam, along with the NeSTS towers and dam infrastructure. During operation, from both Sections of the route, the Proposed Development would appear similar to the existing, west of Poulary, but within Section 4 would more often form a more prominent feature. The addition of the Proposed Development (Section 4) would therefore only form a perceptible and occasionally noticeable addition.</p> <p>The cumulative effect is predicted to be Moderate Adverse (significant) during construction and Minor – Moderate Adverse (not significant) during operation.</p>
	Scenario 2: <ul style="list-style-type: none"> No additional developments 	N/A

3.9 Mitigation

- 3.9.1 Principal mitigation measures throughout the Proposed Development have been embedded in the design process and relate to the identification of a preferred alignment to reduce, as far as possible, landscape and visual effects.
- 3.9.2 Consideration was also given to the use of different types of technology. In particular, the use of a UGC connection through part of Section 2 and all of Section 6, effectively mitigates likely significant effects in the longer term through these areas. The selection of steel lattice towers through the remaining part of Section 2 and Sections 1 – 5 was considered preferable to other designs of support structures, such as NeSTS towers, as the more transparent nature of the structure would form a less prominent feature within the landscape and against the skyline, particularly at greater distances. Similarly, the wood pole support structure within Section 0, where the larger steel tower structure is not required for engineering reasons, was considered the most suitable given its similarity to the existing OHL to be replaced within this area.
- 3.9.3 Further mitigation would involve the use of best practice construction and reinstatement methods during the implementation phase, to assist with the revegetation of disturbed areas and minimise longer term effects. This would include the use of a Landscape Clerk of Works to monitor works within NSAs and other identified special areas. Special measures are also identified for the treatment of tracks to be retained in the longer term through the more sensitive landscapes, including NSAs, WLAs and SLAs, and to minimise the longer term effects of jointing bays or junction boxes through parts of the Proposed Development that would comprise a UGC connection. Detailed description of these mitigation measures is included in **Appendix V2-3.13**.
- 3.9.4 Additional, specific mitigation measures are also recommended to help minimise and improve landscape and visual effects that have been identified for individual receptors or localised landscape areas, for consideration and implementation where possible. These measures are detailed in **Appendix V2-3.13**.

3.10 Residual Effects

3.10.1 The assessment of operational effects takes into account the likely benefits of the embedded and implementation stage mitigation measures which are proposed and therefore the operational effects identified should be considered representative of residual effects.

3.10.2 Specific mitigation recommendations as outlined in **Appendix V2-3.13**, may lead to further small improvements in landscape and visual effects if applied, but have not been taken into account within the assessment as the implementation of these measures would be dependent upon other external factors including landowner agreements.

3.11 Summary and Conclusions

Landscape Effects

3.11.1 The landscape assessment has identified that there would be no significant effects to landscape character during both construction and operational phases, within Sections 0, 3, 5 and 6 of the Proposed Development.

3.11.2 Within Sections 0 and 3, and partially within Section 5, the similarity of the Proposed Development to the existing OHL which it would replace, and also (within Section 5) the presence of other existing, similar steel lattice OHLs, would lead to minimal landscape change during the operation of the Proposed Development, as the features proposed already comprise a characteristic of the existing landscape baseline and therefore the receiving landscape is less sensitive to the type of development proposed. The use of a UGC connection throughout Section 6 would also lead to barely perceptible long term effects through this area. Forestry and woodland influencing the character within Sections 3, 5 and 6, would also help to limit intervisibility of construction works and permanent features across the study area within these Sections, and a less intensive level of activities relating to the erection of the wood pole OHL within Section 0 unlikely to lead to any noticeable landscape change.

3.11.3 Whilst greater levels of disturbance would lead to landscape effects during construction, due to the presence of forestry, existing OHL infrastructure and other land management activities within these Sections, which reduce sensitivity somewhat, these adverse effects would not be significant.

3.11.4 Significant adverse landscape effects are predicted within parts of Sections 1, 2 and 4. These Sections contain the greater areas of remote and mountainous landscapes within the study area, considered to be of higher sensitivity to development of the type proposed. During construction, the activities proposed would result in a level of disturbance which would disrupt remote characteristics within Sections 1 and 4, and the more southerly parts of the Section 2 and would also form a distraction and disconnect between mountain and coastal landscapes within the more northerly part of Section 2. This is predicted to lead to significant adverse landscape effects in the following areas:

- Open, expansive parts of the landscape within Section 1, around Loch Connan, Achaleathan and Glenmore, and An Leitir, mostly associated with LCT 359 (Upland Sloping Moorland) and also affecting localised parts of LCT 360 (Stepped Moorland).
- Coastal edge and foothill areas between Glen Varragill and Creag Strollamus within Section 2, largely affecting LCT 367 (Smooth Mountain Range) and locally influencing parts of LCT 357 (Farmed and Settled Lowlands – Skye & Lochalsh) along more settled parts of the coast.
- Remote mountain glen areas, and rugged knolls and lochans within Section 4 between Druim Iosal (south of Gleann Beag) and Kinloch Hourn, and Kinloch Hourn and Loch Cuaich, affecting localised parts of LCT 365 (Rugged Massif – Skye & Lochalsh) and LCT 239 (Interlocking Sweeping Peaks – Lochaber).

3.11.5 During operation, the activity and disturbance through these areas would cease and, once vegetation restoration had established, by 10 years post construction this is predicted to lead to the majority of these effects reducing to a level considered to be not significant. The similarity of the steel lattice towers of the Proposed Development to existing towers through Section 4, and use of a UGC connection through the northern part of Section 2, would also reduce the extent of significant effects occurring, with the addition of mitigation measures to reduce the longer term effects of tracks. Longer term significant adverse effects are therefore predicted to be limited to two areas:

- A localised part of the Section 1, within the Achaleathan area, where the Proposed Development would cut across an area of expansive, open peatland within LCT 359 (Upland Sloping Moorland), and would appear more prominent within the open moorland than the wood pole OHL it would replace; and
- Within part of Section 2, to the south of Luib and Strollamus, where the replacement of a wood pole OHL with steel lattice towers would create a stronger delineation between upland and settled coastal areas, affecting the relationship of the coastal parts of LCT 357 (Farmed and Settled Lowlands – Skye & Lochalsh) and the upland LCT 367 (Smooth Mountain Range); and where towers and a sealing end compound would locally influence the qualities of remoteness within valleys to the rear of Am Meall and Creag Strollamus.

Designated and Protected Landscapes

3.11.6 The above landscape effects are predicted to lead to a *localised* significant adverse effect to the landscape character of the Cuillin Hills NSA during construction within the study area for Section 2, and, within the very localised Luib to Strollamus area, would lead to a significant adverse effect to the Special Landscape Qualities (SLQs) “*Magnificent mountain scenery,*” and “*The surrounding wild landscape, a fitting foil for the mountains*”. However, this effect would be temporary with longer term operational effects on the NSA being not significant and no longer term significant adverse effects to any of the NSA SLQs are predicted. There would also be some localised benefit elsewhere around the edge of the NSA, where the existing wood pole OHL would be removed and replaced by a UGC connection.

3.11.7 However, although this part of the Proposed Development would also lead to limited effects to the wild land character and some Wild Land Qualities (WLQs) of WLA 23. Cuillin, these would be not significant during both construction and operation, due to the existing influence of external built features and contemporary land use within the areas affected.

3.11.8 Significant adverse landscape effects during construction within Section 4 are also predicted to lead to temporary significant adverse effects to WLA 18. Kinlochhour – Knoydart – Morar, localised to the area between Druim Iosal (south of Gleann Beag) and Kinloch Hourn. These significant adverse effects are also likely to affect the Wild Land Quality “*A very remote interior drawing adventurous and experienced hillwalkers*”. This effect on the sense of remoteness is also anticipated to lead to a localised significant effect to the Knoydart NSA within the same area, affecting the SLQ “*One of the remotest areas on mainland Britain,*” However, these effects are not anticipated to continue into the operational phase, once construction activities are no longer taking place, and with the inclusion of mitigation measures to reduce the longer term effects of tracks.

3.11.9 Adverse effects on the remaining part of the Knoydart NSA between Kinloch Hourn and Loch Cuaich are not anticipated to be significant, and there would be no significant adverse effects to the character and Special Qualities of the Moidart, Morar and Glen Shiel SLA which also falls within Section 4.

3.11.10 There would be no significant adverse effects during construction or operation for any other designated or protected landscapes within the study area.

Visual Effects

3.11.11 The visual assessment has identified that there would be a limited number of significant adverse visual effects during construction and operation affecting receptors at building based receptors, routes and outdoor locations within Sections 1, 2, 4 and 5. No significant visual effects have been identified for Sections 0, 3 and 6.

3.11.12 During construction, significant adverse effects are anticipated for the following visual receptors:

- Within Section 1, residential receptors located in Glen Vic Askill, Glenmore and Mugeary; travellers using the B885; and recreational users of two paths at Glen Vic Askill and to the north of Loch Connan;
- Within Section 2, residential receptors located at Luib and Strollamus, and visitors to Sligachan hotel and campsite; travellers on the A87, and the Sconser to Moll minor road around Loch Ainort; recreational receptors using footpaths and tracks around Luib and Strollamus, and along the northern shore of Loch Sligachan to Peinachorrain; and visitors to laybys located at the head of Loch Ainort;
- Within Section 4, residential receptors located in Glen More, near Balavoulin; travellers / recreational users of the minor road to Kinloch Hourn; and recreational users of walking routes which form parts of the Kinloch Hourn Drove Road Heritage Track between Balvraid (in Gleann Beag) and Kinloch Hourn, and a localised part of a track to the north of Loch Coire Shubh; and
- Within Section 5, residential receptors located at Leacan Dubh and Munerigie.

3.11.13 From these locations, with the exception of Section 4, construction of the Proposed Development would feature either within the main, front or oblique views from properties, or would be close within other, less valued views forming a noticeable new feature. Effects on users of routes would largely occur where these would be crossed by the construction works, close alongside the routes, or routes would be upgraded or used for construction access.

3.11.14 During operation the number and spread of significant adverse effects would be reduced with longer term effects occurring only for a few localised groups of receptors located within Section 1, Section 2 and Section 5 where the Proposed Development would result in the replacement of an existing wood pole OHL with steel lattice towers, which would appear larger and more prominent in the view. These locations are summarised as follows:

- Within Section 1, for receptors using a Core Path and at an isolated property at Glen Vic Askill, properties at Mugeary, and travellers on the B885 minor road where the Proposed Development would appear in closer proximity and would form a larger and more noticeable feature than the existing wood pole OHL which it would replace.
- Within Section 2, for receptors using a footpath close to Luib (the Torrin Ring from Luib), where the Proposed Development would cross the route and steel lattice towers would form a new feature, close alongside the route;
- Within Section 5, for receptors at Leacan Dubh and Munerigie, where the Proposed Development would feature within the main front view, replacing a former steel lattice tower in a similar location which has not been considered within the baseline for the LVIA, and an existing wood pole OHL to the rear.

Cumulative Effects

3.11.15 The LVIA has further established that a small number of cumulative effects would occur when individual Sections of the Proposed Development are considered in addition to other parts of the Proposed Development and other related developments (the proposed Edinbane and Broadford Substation Extensions), and also, other unrelated development proposals. Significant adverse cumulative effects have been identified in relation to the following Sections and baseline developments:

- Significant adverse cumulative landscape effects for:

- Section 2 of the Proposed Development, when considered in addition to Section 1 of the Proposed Development, around the Sligachan area; and
- Significant adverse cumulative visual effects for:
 - Section 1 of the Proposed Development, when considered in addition to Section 0 of the Proposed Development and the related Edinbane Substation Extension, affecting users of a Core Path to Glen Vic Askill (this significant effect is also predicted to occur when the unrelated Glen Ullinish Wind Farm (consented) is added to the baseline cumulative scenario);
 - Section 2 of the Proposed Development, when considered in addition to Sections 1 and 3 of the Proposed Development, affecting users of the A87; and
 - Section 4 of the Proposed Development, when considered in addition to Section 5 of the Proposed Development, affecting users of the Kinloch Hourn Minor Road.

3.11.16 One of the above significant adverse cumulative effects (Core Path to Glen Vic Askill) is predicted to occur during both construction and operational phases, but all others would occur during the construction phase of the Proposed Development only.

3.11.17 Where predicted significant adverse cumulative effects were identified, none were identified as being greater than would occur with one of the individual Sections of the Proposed Development alone.

Conclusions

3.11.18 The LVIA has established that the majority of landscape and visual effects arising from the Proposed Development would be not significant. There would be some localised significant adverse landscape, visual and cumulative effects as a result of the Proposed Development, during construction, and, a small and very localised number of significant adverse effects during the operation of the Proposed Development, after 10 years when landform and vegetation reinstatement is assumed to have established. Longer term effects would be focussed within areas where the Proposed Development would involve the replacement of a wood pole OHL with a taller and more robust steel lattice tower OHL, which would form a more prominent feature within the landscape, through Section 1 and parts of Section 2 and Section 5. The use of a UGC connection, replacing an existing wood pole OHL through the remainder of Section 2 and all of Section 6, and localised realignment within Section 0, would lead to limited (not significant), localised beneficial effects. It is considered that replacement of a similar wood pole OHL within Section 0 and the use of a similar design of steel lattice towers through all other Sections, following a similar alignment, would limit the degree of longer term change occurring. Mitigation measures, as discussed within **Part 3.9** and **Appendix V2-3.13**, would be employed to reduce effects where possible.

3.11.19 Overall the longer term landscape and visual effect of the Proposed Development is predicted to be not significant, other than within small, localised areas between Glen Vic Askill and Mugeary, within Section 1, between Luib and Strollamus within Section 2 and around Leacan Dubh and Munerigie within Section 5.

3.11.20 Although localised temporary significant effects would occur to The Cuillin Hills NSA, Knoydart NSA, and WLA 18, Kinloch Hourn – Knoydart – Morar during construction, there would be no longer term significant effects to the Special Qualities of any designated or protected landscapes and therefore the integrity of these areas would not be affected.