

APPENDIX V2-3.10: LVIA OF SECTION 4 (KYLE RHEA TO LOCH CUAICH)

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1. LANDSCAPE AND VISUAL

1.1 Introduction

1.1.1 This Appendix presents the findings of the Landscape and Visual Impact Assessment (LVIA) for Section 4 of 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.

1.1.2 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* (GLVIA3)¹.

1.2 Scope of Assessment and Methodology

Scope of Assessment

1.2.1 Detailed explanation of the process and rationale for scoping the LVIA is contained within **Appendix V2-3.1**. In summary, the following scope has been agreed for this Section through Scoping and subsequent consultation with NatureScot and the Highland Council (THC):

- A study area of 2.5 km from the Proposed Development (132 kV steel lattice overhead line (OHL));
- 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*² (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 **Tables 4 to 6 of Appendix V2-3.1** identify Building, Route and Outdoor based receptors included in the detailed assessment for Section 4;
- An assessment of potential effects on the Special Qualities³ of the Knoydart National Scenic Area (NSA) and Moidart, Morar and Glen Shiel Special Landscape Area (SLA);
- A review of the Proposed Development with respect to the Key Qualities⁴ of Wild Land Area (WLA) 18. Kinlochhourn – Knoydart – Morar; and
- Cumulative assessment giving consideration to the combined effects with all other proposed OHL infrastructure works related to the Proposed Development, within the study area, as summarised in **Table 7 of Appendix V2-3.1**. Within this Section, this includes:
 - Effects associated with Section 3 and Section 5 of the Proposed Development.

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

² 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>

³ Horner + MacLennan and Wood, M. (2011). *Assessment of Highland Special Landscape Areas*. Commissioned by The Highland Council in partnership with Scottish Natural Heritage. June 2011.

⁴ Scottish Natural Heritage (2017). *18. Kinlochhourne-Knoydart-Morar Wild Land Area. Description of Wild Land Area*.

Visualisations

- 1.2.2 Five visualisations have been produced to support the LVIA work for Section 4. 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 within Section 4:
- Photomontage 4-1: Glen More (OS Grid Reference NG 84125 20038);
 - Photomontage 4-2: Bealach Aoidhdailean (OS Grid Reference NG 88393 12087);
 - Photomontage 4-3: Gleandubhlochain (OS Grid Reference NG 90755 10218);
 - Photomontage 4-4: Road above Kinloch Hourn (OS Grid Reference NG 95517 06379); and
 - Photomontage 4-5: Loch Coire Shubbh (OS Grid Reference NG 96215 04624).
- 1.2.3 The visualisations have been produced to support the LVIA 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..
- 1.2.4 Two sets of visualisations have been produced to NatureScot 2017⁵ and The Highland Council (THC) 2016⁶ standards, included within the EIA Report as **Volume 4A** (see **Figures V4A-4.1a to d, to V4A-4.4a to d**) and **Volume 4B** (see **Figures V4B-4.1a to e, to V4B-4.4a to e**) of the EIA Report, respectively. Further detail on the preparation of visualisations is included in **Appendix V2-3.3**.

Methodology

- 1.2.5 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**.
- 1.2.6 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.
- 1.2.7 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.
- 1.2.8 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 subsequent evaluation of the significance of effects.
- 1.2.9 The potential to mitigate adverse effects should also be considered for both landscape and visual assessment.
- 1.2.10 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**);

⁵ 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]

⁶ 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]

- 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**).

1.2.11 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) to provide a robust and consistent approach.

1.2.12 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.

1.2.13 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-Moderate) For the purposes of the *EIA Regulations*⁷, an effect rating of Moderate or greater is considered to be significant.

1.2.14 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 has established).

1.2.15 A list of limitations and assumptions of relevance to the Proposed Development are detailed in **paragraph 1.8.1 of Appendix V2-3.2**.

1.3 Baseline Conditions: Landscape

Overview

1.3.1 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.

Designated Landscapes

1.3.2 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.

1.3.3 The following designated or protected landscapes fall within the study area (see **Figure V2-3.2-S4**):

- National Context:
 - Knoydart NSA.
 - WLA 18. Kinlochhourn – Knoydart – Morar.
- Regional / Local Context:
 - Moidart, Morar and Glen Shiel SLA.

⁷ The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017

- 1.3.4 Those areas identified for inclusion are described below and their Special Qualities⁸ are listed in **Table V2-S4-1**, with those of particular relevance to the Proposed Development highlighted in bold.

Knoydart NSA

- 1.3.5 National Scenic Area (NSA) is a national, statutory designation and comprises 40 areas of Scotland that have been designated as having outstanding scenic value in a national context. Special Landscape Qualities of the NSA have been identified by NatureScot and are described in the publication, *The Special Qualities of the National Scenic Areas* (SNH, 2010)⁹.
- 1.3.6 Within the study area, this NSA covers the long deep glens between Gleann Beag and Kinloch Hourn, and nearby hill summits, and narrow rocky glen between Kinloch Hourn and Loch Cuaich, featuring various lochs such as Loch Coire Shubh.
- 1.3.7 The Special Landscape Qualities of the NSA are listed in **Table V2-S4-1** below.

WLA 18. Kinlochhourn – Knoydart - Morar

- 1.3.8 Wild Land Areas (WLA) have been defined by NatureScot as those areas comprising the greatest and most extensive areas of wild characteristics within Scotland. Although not a designation, these areas are given protection within the Planning System through *Scottish Planning Policy* (SPP) (Scottish Government, 2014)¹⁰.
- 1.3.9 The presence of wildness is based on the presence and strength of four perceptual attributes identified in NatureScot Policy Statement *Wildness in Scotland's Countryside* (SNH, 2002)¹¹ as follows:
- A sense of sanctuary or solitude;
 - Risk or, for some visitors, a sense of awe or anxiety, depending on the individual's emotional response to the setting;
 - Perceptions that the landscape has arresting or inspiring qualities; and
 - Fulfilment from the physical challenge required to penetrate into these places.
- 1.3.10 Because these responses are very much dependant on an individual's perceptions, five physical attributes are identified as considered likely to lead to these perceptual responses being present. These are:
- A high degree of perceived naturalness in the setting, especially in its vegetation cover and wildlife, and in the natural processes affecting the land;
 - The lack of any modern artefacts or structures;
 - Little evidence of contemporary human uses of the land;
 - Landform which is rugged, or otherwise physically challenging; and
 - Remoteness and/or inaccessibility.
- 1.3.11 Within the study area, this WLA covers the long deep glens and summits between Gleann Beag and Kinloch Hourn, and hill slopes and summits around Loch Coire Shubh and Loch Cuaich.

- 1.3.12 NatureScot has identified WLA Qualities (WLQs) for each of the WLAs. Those for WLA 18⁴ are listed in **Table V2-S4-1**

⁸ 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.

⁹ Scottish Natural Heritage (2010). *The special qualities of the National Scenic Areas*. Scottish Natural Heritage Commissioned Report No. 374. (iBids and Project no 648)

¹⁰ Scottish Government (2014). *Scottish Planning Policy*.

¹¹ Scottish Natural Heritage (2002). *Wildness in Scotland's Countryside – Policy Statement No. 02/03*.

Moidart, Morar and Glen Shiel SLA

1.3.13 SLA is a non-statutory designation applied by THC through the development planning process to landscapes identified as being of regional or local importance. The Special Qualities of Highland SLAs are identified in the publication, *Assessment of Highland Special Landscape Areas* (Horner + MacLennan and Wood, 2011)³.

1.3.14 Within the study area this SLA covers Loch Cuaich, Glen Quoich, and surrounding hill summits, including of Gleouraich (1035m), Spidean Mialach (977m), Beinn Bheag (339m), and Loch Fearnna. It extends about 2 km east of Quoich Dam, towards Tom an Doir Dhuinn, near Kingie, which is on the edge of the study area. The Special Qualities of the Moidart, Morar and Glen Shiel SLA are detailed in **Table V2-S4-1**.

Table V2-S4-1: Special Qualities of Designated and Protected Landscapes (Special Qualities considered of particular relevance to the Proposed Development are highlighted in bold)

Designated / Protected Area	Special Qualities* (*Special Landscape Qualities (SLQs) of NSAs, WLA Qualities (WLQs) and Special Qualities of SLAs)
Knoydart NSA	<ul style="list-style-type: none"> • <i>“One of the remotest places on mainland Britain</i> • <i>One of Scotland’s last great wild areas</i> • <i>Some of the grandest coastal and mountain scenery on the west coast</i> • <i>The majesty and extent of the mountains experiences from sea level</i> • <i>Loch Hourn and Loch Nevis, dramatic but contrasting sea lochs</i> • <i>Views across to the Inner Hebrides</i> • <i>An exemplar of a previously glaciated landscape”</i> <p style="text-align: right;">(SNH, 2010⁹)</p>
WLA 18. Kinlochhourn – Knoydart – Morar	<ul style="list-style-type: none"> • <i>“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”</i> • <i>“A very remote interior drawing adventurous and experienced hillwalkers”</i> • <i>“Spectacular deep glens and lochs cut through the high mountains and hills, strongly influencing visibility, remoteness and access through the landscape”</i> • <i>“A strong influence of the sea around the north and western edges of the WLA, providing open views and contributing to perceived awe, remoteness and naturalness”</i> • <i>“Secluded and elevated rocky cnochan and plateaux, containing hidden depressions and lochs with a strong sense of sanctuary”</i> <p style="text-align: right;">(SNH, 2017⁴)</p>
Moidart, Morar and Glen Shiel SLA	<p><i>“Distinctive West Highland Composition</i></p> <ul style="list-style-type: none"> • <i>The pattern of east-west-aligned mountain ridges, deep glens and lochs typifies the West Highland landscape. This is popular with visitors world-wide, and images of the landscape are often used to represent and promote some of the distinctive qualities of Scotland. The opportunity to reach many high peaks and to sustain height over long distances makes this area particularly popular for hill walking and climbing.</i> • <i>Much of the area represents the “back door” into Knoydart, Glenshiel and Kintail. At Kinlochhourn and the junction of Glen Dessary and Glen Pean at Strathan, long distance walking routes proceed west. Apart from the sporting estates and a limited number of forestry and hydro workers, the main users of this area are hillwalkers and wilderness enthusiasts who typically engage in multi-day treks</i>

Designated / Protected Area	Special Qualities* (*Special Landscape Qualities (SLQs) of NSAs, WLA Qualities (WLQs) and Special Qualities of SLAs)
	<ul style="list-style-type: none"> • <i>Loch Morar is something of a hidden gem, a very large, deep freshwater loch, with attractive wooded islands at its eastern end, and a shoreline with many small bays and headlands which is almost completely undeveloped.</i> • <i>The area is very sparsely populated, particularly in the central and northern areas, with most communities lying close to the A830 road from Glenfinnan to Mallaig and around the southern end of Loch Shiel.</i> • <i>Quiet, uninhabited glens and isolated peaks create a landscape experience where the sense of wildness, and tranquillity are key qualities.</i> • <i>Appreciation of the landscape is strongly influenced by the weather with the pattern of systems strongly affected by the Atlantic to the west and able to change rapidly. Spectacular sunsets are often obtained from areas of high ground and coastal locations looking west.</i> • <i>Within the landscape there is a rich local heritage of battle sites, places of refuge, and historical associations with the Jacobite uprisings and their aftermath, this creates a strong sense of historic connection between the past and present landscape.</i> • <i>The A830 (Fort William – Mallaig) ‘Road to the Isles’ follows a well-defined glen which forms a major dividing line through the West Highlands - between the higher mountains to the north and the lower, yet still rugged, peaks of Moidart to the south. Running approximately parallel is the West Highland Railway line which crosses Glen Finnan on an iconic viaduct. In the north, the A87 (Invergarry – Kyle of Lochalsh) road hugs the shore of Loch Cluanie before winding through the remote Glen Shiel.</i> • <i>There is an intricate coastline both diverse, and intimate with rocky promontories containing white sandy beaches, impressive dunes and machair habitats, interspersed with scattered crofting and fishing settlements and fringed by rich native woodlands. Popular for its sand beaches and superb vistas, an integral feature of these views is the foreground detail provided by large numbers of skerries. Loch nan Ceall is particularly notable in this regard. This provides a stimulating sense of place and strong contrast of scale with the mountains. It also offers expansive views to the sea and distinctive profiles of the mountainous islands to the west.”</i> <p style="text-align: right;">(Horner + MacIannan et al., 2011³).</p>

Landscape Character

1.3.15 NatureScot has undertaken detailed review and classification of various landscape areas and types of Scotland (SNH, 2019 [online]¹²). Five individual Landscape Character Types (LCTs) are identified within the study area for Section 5 as follows (see **Figure V2-3.2-S4a – c**):

- 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.

¹² 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>

1.3.16 Descriptions of these LCTs, including their key characteristics are included in **Appendix V2-3.4**.

Local Character Zones

1.3.17 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.

1.3.18 The study area for Section 4 has been divided into four LCZs as shown on **Figure V2-3.2-S4a – c**. These are described in detail in **Appendix V2-3.10, Annex 1** and summarised below as follows:

LCZ 4-1: Glenelg to Gleann Beag

1.3.19 Covering the Proposed Development between Glenelg and Gleann Beag, this LCZ comprises the settled coastline and glens at Glenelg, Glen Bernera, Glen More and Gleann Beag; and adjacent low rugged coastal hills, which transition to areas of rugged massif. Conifer forestry blocks and small areas of native woodland feature on some hill slopes. Small built development features (such as croft houses, properties and ruins) are generally situated on low ground around the coast and through the glens, and OHLs traverse higher ground. Recreational routes also cross the landscape, where expansive, scenic vistas are experienced within this peaceful, settled landscape, as well as across the sea to Skye. There is a remote sense of place within this LCZ and although the experience of this landscape is varied, it is unified by its relationship to the coast and the rugged massif backdrop to the coastal lowlands. This LCZ is on the periphery of the WLA 18. Kinlochhourn – Knoydart – Morar and is valued for its scenic qualities, recreational opportunities and cultural heritage associations.

LCZ 4-2: Druim Iosal to Kinloch Hourn

1.3.20 Covering the Proposed Development between Druim Iosal (east of Gleann Beag) and Kinloch Hourn, this LCZ comprises long, deep glens with pockets of native woodland, through an expansive area of rugged massif and sweeping peaks. An OHL is notable through the centre of the LCZ, but otherwise built features are limited to argo tracks and ruins. These features contribute to a sense of connection with nearby areas but nevertheless there is a perception of seclusion, remoteness, wildness and awe experience in this expansive, open, scenic, landscape. Long distance scenic vistas are channelled along glens and from various recreational routes, including the old drove road along the OHL route. This LCZ is covered by the Knoydart NSA and WLA 18. Kinlochhourn – Knoydart – Morar and is particularly valued for its scenic qualities, recreational opportunities and cultural heritage associations.

LCZ 4-3: Kinloch Hourn to Loch Cuaich

1.3.21 Covering the Proposed Development between Kinloch Hourn and Loch Cuaich, this LCZ covers a deep glen, cut through rocky, interlocking mountains and several watercourses and lochs, including Loch Coire Shubh and Loch an Doire Duibh. Settlement is limited and includes properties at Kinloch Hourn, the OHL, minor road, and a small wind turbine. Various recreational routes branch off from the minor road, connecting to surrounding areas, including the old Drove Road from Kinloch Hourn to Glenelg. The rocky, intricate landform is accentuated by the form of the road and route of the OHL, which contribute to a sense of awe and drama associated with this hide-and-reveal landscape. There are scenic vistas channelled through glens and across lochs and there is a sense of remoteness and wildness in this LCZ. It is valued for its recreational opportunities, scenic qualities and cultural heritage associations and forms part of the Knoydart NSA, WLA 18. Kinlochhourn – Knoydart – Morar and the Moidart, Morar and Glen Shiel SLA.

LCZ 4-4: Alongside Loch Cuaich

1.3.22 Covering the Proposed Development as it runs along the northern shores of Loch Cuaich, this LCZ comprises the expansive loch, surrounding large interlocking sweeping peaks and masses, and undulating, rugged moorland to the east. Small areas of woodland and forestry are situated on lower slopes, near the minor shore road, along with built features including the OHL, bridges, Quoich Dam and other hydro buildings, which give the sense of an active and connected landscape. Recreational routes also connect this glen to surrounding areas and there is a valued sense of remoteness in this large scale landscape, where there are long-distance scenic views across the loch and its surrounds. This landscape is valued for its recreational opportunities and scenic qualities and form part of WLA 18. Kinlochhourn – Knoydart – Morar and the Moidart, Morar and Glen Shiel SLA.

1.4 Baseline Conditions: Visual

Interpretation of the ZTV

1.4.1 The Zone of Theoretical Visibility (ZTV) is illustrated on **Figure V2-3.1-S4a – c**. The ZTV shows that within 2.5km, the Proposed Development would theoretically be visible from large parts of the study area, and in particular mostly focused across Loch Cuaich, from elevated areas through Kinlochhourn Forest and in and around Glenelg. In these areas, landform and extensive forestry cover or areas of woodland would likely limit the actual extent of visibility, to varying degrees. The ZTV shows that the highest number of towers would be visible across Loch Cuaich, where open views of the Proposed Development would be experienced, as well as elevated slopes and summits along the route. The ZTV also indicates a limited number of towers would be theoretically visible near Glenelg, and across Kyle Rhea and Glenelg Bay, and from lower level areas, such as in Glen More, where landform would screen views.

Visual Receptors

1.4.2 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 principal reasons for being at the location.

Building-based Receptors

1.4.3 Building-based receptor locations are described in detail in **Appendix V2-3.10, Annex 2** and their locations are shown on **Figure V2-3.3-S4a – c**. These receptor locations within the study area can be broadly subdivided into five areas as detailed below:

- Village of Glenelg, Kylerhea and nearby properties (Receptor Location B4-1 to B4-6):
 - Residents and visitors to residential properties, B&Bs, local shops, hotel, school, community centre, playing field, café, Glenelg-Kylerhea Ferry Shore Station, War Memorial, Bernera Barracks and other buildings at Glenelg, Kylerhea and near Glenelg Bay. The majority of views from these receptor locations are generally open across Glenelg Bay to the east or west. Some inland receptors have views contained by landform.
- Rural properties in Glen More, east of Glenelg (Receptor Locations B4-7 to B4-8):
 - Residents and visitors to group of residential properties, outbuildings, holiday cottages, B&B, water treatment works and other buildings near Balavoulin and Scallasaig along the minor road. The majority of views from these receptor locations are directed generally southward across the valley floor and nearby Glenmore River and east / west along the glen, where an OHL is visible crossing the valley nearby.
- Rural properties in Gleann Beag (Receptor Location B4-9):

- Residents and visitors to group of rural properties, farm, and outbuildings near Balvraid, along minor road and recreational route. Views from this receptor location are varied, and partially enclosed by trees or channelled along the partially forested glen, where an OHL is perceptible on the skyline.
- Rural properties at Kinloch Hourn (Receptor Location B4-10):
 - Residents and visitors to group of rural residential properties, outbuildings, lodges, B&B, and tearoom at Kinloch Hourn. Views from this receptor location are varied, but most extend across the valley floor towards steep wooded valley slopes.
- Hydro buildings on northern shore of Loch Cuaich (Receptor Locations B4-11 to B4-13).
 - Visitors and workers to scattered hydro buildings along the minor road north of Loch Cuaich, and near Quoich Dam. The majority of views from these receptor locations are open, extending across Loch Cuaich towards the south, south-west, south-east, and west.

Route-based Receptors

1.4.4 Routes within the study area are described in detail in **Appendix V2-3.10, Annex 2** and shown on **Figure V2-3.3-S4a – c**. These can be classified into two different categories:

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

1.4.5 Public transport routes within the study area which have been included in the visual assessment include the following:

- Minor Roads:
 - Route R4-1 (Glen Arroch minor road) comprises a single track road connecting Kylerhea with Broadford, through Glen Arroch used by local residents and visitors. Views from the study area are largely open with views across Kyle Rhea.
 - Route R4-7 (minor road through western Glen More,) comprises a single track road through Glen more, east of Glenelg, which is also part of Scottish Hill Track 252b: Kinloch Hourn to Glenelg and 255: Shiel Bridge to Glenelg. The road is used by local residents, recreational users and other travellers and views are generally channelled along the glen, where an OHL is visible crossing the valley.
 - Route R4-8 (minor road and paths between Glenelg and Gleann Beag), comprises a single track road between Kylerhea Ferry slipway, through Glenelg and through Gleann Beag to Balvraid, which is also part of the old Drove Road, Scottish Hill Track 252a: Kinloch Hourn to Glenelg and Core Paths SL 12.4: Glenelg Village to Galtair and SL 12.06: Glenelg Village to Glenelg Pier. It is used by local residents, recreational users and other travellers and views vary from open near Glenelg, to largely enclosed within Gleann Beag by valley slopes.
 - Route R4-19 (Kinloch Hourn minor road) comprises a single-track road alongside Loch Cuaich between Kinloch Hourn and Quoich Dam, used by local residents and recreational users. Views vary along the road, and are open across Loch Cuaich, and more enclosed between the loch and Kinloch Hourn, largely enclosed by steep valley slopes, where an OHL is visible nearby.
- Ferry Routes:
 - Route R4-4 (Glenelg Ferry) comprises a ferry route between Glenelg and Kylerhea, used by local residents and visitors in summer months. Views are in multiple directions across Kyle Rhea, restricted partially by forested hillslopes, and with an OHL visible crossing the water to the north.

1.4.6 Recreational routes considered within the visual assessment include Core Paths (The Highland Council, 2011)¹³, Scottish Hill Tracks (Scottish Rights of Way and Access Society, 2011)¹⁴, and other commonly used recorded walking or cycling routes. These include the following:

- Core Paths:
 - Route R4-5 (Core Path SL 12.05: Glen Bernera to Ardintoul to Ferry Circular Route), comprises a route used by recreational users with elevated views across Kyle Rhea and towards Glenelg (and an OHL crossing), as well as north across Loch Alsh, with some views filtered / enclosed by forestry.
 - Route R4-9 (Core Path SL 12.02: Balvraid to Strath a Chomair), is a track used by walkers, recreational users and estate workers. Views along this route are generally enclosed by landform and surrounding valley slopes, and has views of an OHL crossing the route and on the skyline above Balvraid. This route is also part of the old Drove Road and Scottish Hill Tracks 252a: Kinloch Hourn to Glenelg and 253: Arnisdale to Glenelg.
 - Route R4-11 (Core Path SL 12.07: Corran to Gleann Dubh Lochain) comprises a track along Glen Arnisdale, and is also part of Scottish Hill Track 251a: Kinloch Hourn to Arnisdale. This route is also assessed with Scottish Hill Track 253: Arnisdale to Glenelg, which runs from Corran through Coire Chorsalain. These routes are used by estate workers, walkers and recreational users. Along the routes, views vary, and are generally channelled by landform along scenic glens, often with open elevated long ranging views along deep glens, or out to the coast, with views of an OHL from eastern ends of the routes.
- Scottish Hill Tracks:
 - Route R4-6 (Scottish Hill Track 254: Glenelg to Totaig) is used by walkers and other recreational users. Views are varied, but largely contained by landform and trees near Glenelg and more open and elevated to the north, featuring an OHL crossing.
 - Route R4-10 (Scottish Hill Track 252a: Kinloch Hourn to Glenelg) is used by walkers, other recreational users and estate workers. Views vary but are generally open and channelled along the glen and along an OHL. Many views are elevated and extend into the distance. This route is part of the Old Drove Road.
 - Route R4-12 (Scottish Hill Tracks 252b: Kinloch Hourn to Glenelg and 252c: Kinloch Hourn to Glenelg) is used by walkers and other recreational users. Within the study area, views are elevated and largely open, with views of the OHL in the nearby glen.
 - Route R4-13 (Scottish Hill Track 250: Kinloch Hourn to Inverie (Loch Nevis) is used by walkers and other recreational users. Views are open, extending across Loch Hourn and partially constrained by hillslopes near Kinloch Hourn.
 - Route R4-16 (Scottish Hill Track 256: Kinloch Hourn to Achnagart (Glen Shiel) is used by walkers and other recreational users. Views are varied, and include elevated views channelled along glens.
 - Route R4-17 (Scottish Hill Track 249a: Loch Cuaich to Inverie (Loch Nevis), which also overlaps Sgurr a'Choire-bheithe and Ben Aden Mountain Routes. This route is used by walkers and other recreational users. Views are varied, and include open views across Loch Cuaich.
 - Route R4-18 (Scottish Hill Track 257b: Glen Garry to Glen Shiel), which is also Sgurr a'Mhaoraich Mountain Route. This route is used by walkers and other recreational users. Views are varied and include open, elevated views across Loch Cuaich.

¹³ The Highland Council (2011). *Map: 18a-d Skye & Lochalsh Core Paths Plan*. Available at: https://www.highland.gov.uk/downloads/file/1200/map_18_-_south_glenelg_and_arnisdale

The Highland Council (2011). *Map: 19 Skye & Lochalsh Core Paths Plan*. Available at: https://www.highland.gov.uk/downloads/file/1201/map_19_-_north_glenelg

¹⁴ Scottish Rights of Way and Access Society (2011). *Scottish Hill Tracks. 5th edition*.

- Scottish Hill Track 251a: Kinloch Hourn to Arnisdale overlaps with Core Path SL 12.07: Corran to Gleann Dubh Lochain, and is assessed under Route R4-11 along with Scottish Hill Track 253: Arnisdale to Glenelg, with which it shares a similar visual context.
- Scottish Hill Tracks 252a: Kinloch Hourn to Glenelg and 253: Arnisdale to Glenelg overlap with Core Path SL 12.02: Balvraid to Strath a Chomair and are therefore assessed as part of Route R4-9.
- Other Routes:
 - Route R4-14 (Buidhe Bheinn Mountain Route) is used by walkers and other recreational users, who experience elevated views in their ascent / descent of Buidhe Bheinn.
 - Route R4-15 (Sgurr nan Eugallt Mountain Route) is used by walkers and other recreational users, who experience elevated views in their ascent / descent of Sgurr nan Eugalt.
 - Route R4-20 (Gleouraich and Spidean Mialach Circular Mountain Route) is used by walkers and other recreational users, who experience elevated views in their ascent / descent of Gleouraich and Spidean Mialach.
 - Route R4-21 (Gairich Mountain Route) is used by walkers and other recreational users, who experience elevated views in their ascent / descent of Gairich.
 - Sgurr a'Mhaoraich Mountain Route overlaps part of Scottish Hill Track 257b: Glen Garry to Glen Shiel and is therefore included as part of Route R4-18.
 - Sgurr a'Choire-bheithe and Ben Aden Mountain Routes overlaps Scottish Hill Track 249a: Loch Cuaich to Inverie (Loch Ness) and is therefore included as part of Route R4-17.
 - Route R4-2 (Ascent / Descent of Kylerhead Hills) is used by walkers and other recreational users, who experience elevated views in their ascent / descent of Beinn na Caillich, Sgurr na Coinnich, Ben Aslak and Beinn Bhuidhe.
 - Route R4-3 (Kylerhead Otter Hide Footpath) is used by walkers and other recreational users, who experience views across Kyle Rhea, partially filtered by foreground trees.
 - The Old Drove Road heritage path between Glenelg and Kinloch Hourn, including stretches of minor road, core paths, Scottish Hill Tracks and mountain routes, assessed as parts of Routes R4-8, R4-9, R4-10 and R4-14.

Receptors at Outdoor Locations

- 1.4.7 No outdoor viewing locations have been identified for individual inclusion within this Section. For example, views from roadside viewpoints have been considered as part of the visual experience of the routes concerned; and views from playparks and campsites have been considered as part of the visual experience of the settled area they are situated within.

Future Baseline

- 1.4.8 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.

1.5 Assessment of Likely Significant Effects: Landscape

- 1.5.1 This Part provides an assessment of the effects that the Proposed Development would have on landscape character and designated and protected landscapes during the construction and operational phases, in accordance with the effects criteria outlined in the methodology (**Appendix V2-3.2**). The assessment of landscape character is presented first, as this is used to feed into the assessment of effects on designated and protected landscapes.

- 1.5.2 The detailed assessment of effects for each LCZ or designated / protected landscape is provided in **Appendix V2-3.5** and **Appendix V2-3.10: Annex 1** with the key points being summarised in paragraphs 1.5.3 to 1.5.25 below.

Assessment of Effects on Landscape Character – Effects Likely to be Significant

- 1.5.3 The detailed assessment of landscape character has considered four separate LCZs. Of these, all were assessed as likely to have effects which would be not-significant during operation. Temporary significant effects were identified for two LCZs during construction only: LCZ 4-2 (Drium losal to Kinloch Hourn) and LCZ 4-3 (Kinloch Hourn to Loch Cuaich) as summarised below:

LCZ 4-2: Drium losal to Kinloch Hourn

- 1.5.4 Construction works within this LCZ would involve the erection of new, slightly taller steel lattice towers, replacing the existing steel lattice OHL along a similar alignment through a series of remote and contained valleys which cut through the mountains. This would include the upgrading of existing ATV tracks and establishment of new temporary and permanent access tracks in some areas, and felling of some localised areas of native woodland to form a new wayleave. These works would temporarily form a new focus and distraction within this remote LCZ, 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 is predicted to lead to a temporary **Moderate Adverse** (significant) effect on the landscape character of this LCZ during construction
- 1.5.5 During operation, this effect is predicted to reduce to **Minor Adverse** (not significant) as the additional activities associated with construction would no longer be taking place. Loss of native woodland may be perceptible in some areas, particularly the area around Gleadubhlochain, leading to greater fragmentation and a localised reduction in the sense of enclosure. This may also draw greater attention to the new OHL alignment in the local context through the creation of a wayleave. However, the Operational Corridor would be reduced to 30 m in width through these areas to minimise ancient woodland loss (see **Chapter V2-9: Forestry**) and woodland would still remain as a characteristic of the landscape. Although the slightly larger towers of the Proposed Development may draw slightly more attention within valued views, particularly in areas where the additional loss of woodland would be perceived, 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**) and this is not considered likely to fundamentally change the character of the LCZ.

LCZ 4-3: Kinloch Hourn to Loch Cuaich

- 1.5.6 Construction works within this LCZ would include the replacement of existing steel lattice towers with similar, though slightly taller towers following a similar alignment, although with a localised variation to the south side of Loch Coire Shubh and Loch an Doire Duibh. There would also be some short sections of new and upgraded access track and localised removal of small areas of native woodland. These works would be likely to be noticeable throughout the LCZ and 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 is predicted to lead to a temporary **Moderate Adverse** (significant) effect on this LCZ during construction.

- 1.5.7 During operation, this effect would reduce. 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 additional loss of some trees, for example, within some fragments of ancient woodland close to Loch an Doire Duibh and between Loch Coire Shubh and Kinloch Hourn, would also lead to loss of features which contribute to the scenic quality of the landscape. Around Loch Coire Shubh, there would be a slightly greater prominence of towers where the alignment deviates. However, this is not considered likely 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. The operational effect after 10 years, once vegetation and mitigation measure have been allowed to establish, is therefore predicted to be **Minor Adverse** (not significant).

Assessment of Effects on Landscape Character – Effects Likely to be Not Significant

- 1.5.8 Effects to all other LCZs have been identified as not significant during both construction and operation.
- 1.5.9 During construction, **Minor – Moderate Adverse** (not significant) effects have been identified for LCZ 4-4 (Alongside Loch Cuaich) where construction activities would result in an increased perception of development, activity and connectivity in the immediate area, potentially reducing the sense of remoteness and distracting from the expansive loch and steep slopes within long-distance scenic vistas. This would not be significant as it is not predicted to noticeably alter landscape characteristics of the LCZ, particularly given the existing steel lattice OHL being replaced. During operation, effects would reduce to **Minor Adverse** (not significant) since construction activities would cease and the Proposed Development would be less perceptible in the local landscape, replacing similar structures in a largely similar alignment.
- 1.5.10 The effect on LCZ 4-1 (Glenelg to Gleann Beag) is predicted to be **Minor Adverse** (not significant) during construction, where the Proposed Development construction would form a perceptible change within the landscape but would be unlikely to lead to any change to the overriding character of the landscape. This would reduce to **Negligible** (not significant) during operation, since the Proposed Development would be largely indistinguishable from the OHL it would replace from the majority of the OHL and would not alter the overriding character of the LCZ.
- 1.5.11 Effects during operation are also predicted to be not significant for LCZ 4-2 (Drium losal to Kinloch Hourn) and LCZ 4-3 (Kinloch Hourn to Loch Cuaich), as described in paragraphs 1.5.4 to 1.5.7, above.

Assessment of Effects on Designated and Protected Landscapes

- 1.5.12 The detailed assessment of designated and protected landscapes, including relevant Special Qualities, for the Proposed Development as a whole (including Sections 4 and 5) is included in **Appendix V2-3.5**. This Part specifically describes the assessment in relation to Section 4 of the Proposed Development .

Knoydart NSA

- 1.5.13 Within the study area, the NSA includes the long deep glens between Glean Beag and Kinloch Hourn and nearby hill summits (within LCZ 4-2 (Drium losal to Kinloch Hourn)), and the narrow rocky glen between Kinloch Hourn and Loch Cuaich, featuring various lochs such as Loch Coire Shubh (within LCZ 4-3 (Kinloch Hourn to Loch Cuaich)). The landscape sensitivity is considered to be generally Medium – High although may drop to a slightly lower level in more peripheral eastern parts within LCZ 4-3 near the minor road, where there is a less remote sense of place than west of Kinloch Hourn, in LCZ 4-2

- 1.5.14 The Proposed Development would cross an area of the NSA between Srath a' Chomair and 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 minor deviations at Loch Coire Shubh. There would also be some sections of upgraded access track, and short sections of new access track. Effects on the WLA are described in detail within **Table 6 of Appendix V2-3.5** and are summarised below.
- 1.5.15 During construction, the increased level of activities and movement would form a noticeable change to remote characteristics through the NSA, particularly through LCZ 4-2 (Drium losal to Kinloch Hourn), which has more remote characteristics. This would lead to localised, temporary changes to SLQs relating to the sense of remoteness ("*One of the remotest places on mainland Britain*"), and a corresponding, but less pronounced effect on sense of wildness ("*One of Scotland's last great wild areas*").
- 1.5.16 During operation, the predicted changes would be limited due to the similarity of the Proposed Development to the existing OHL which would be removed. The slightly taller height of the towers would be barely discernible and mitigation measures would be employed to minimise the longer term effects of tracks. In localised areas, for example, at Loch Coire Shubh, the altered alignment would lead to towers appearing more prominent in some parts of the landscape (see Visualisation Location 4-5 (**Figures V4A-4.5a to d**)). This may lead to a reduction in the appreciation of landscape character in very localised areas. However, the development of the preferred alignment for the Proposed Development has sought to preserve key valued views from the minor public road to Kinloch Hourn, which is recognised within the SLQs as contributory to sense of remoteness, such as those views obtained across the small lochans which are scattered along this route. Whilst towers may be closer and more prominent in some aspects of these views, the most important aspects over the small lochans would in general, not be affected, and in the case of Loch Coire Shubh, would also benefit from the removal of the existing OHL from the far side of the loch as shown by Visualisation Location 4-5 (**Figures V4A4.5a to d**).
- 1.5.17 Overall, it is considered that some perceptible changes would occur to the landscape character of the NSA and SLQs within the study area during construction, which are predicted to lead to a very localised and temporary significant effect on the SLQ "*One of the remotest places on mainland Britain*", within the area between Srath a' Chomair and Kinloch Hourn. However, these effects would reduce and would be not significant in the long-term during operation.
- 1.5.18 Due to a localised significant effect on one SLQ, the effect on the Knoydart NSA in Section 4 is therefore 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

- 1.5.19 Within the study area, the WLA covers the long deep glens and summits between Gleann Beag and Kinloch Hourn (LCZ 4-2 (Drium losal to Kinloch Hourn)), and hill slopes and summits around Lochs Coire Shubh (LCZ 4-3) and Loch Cuaich (LCZ 4-4 (Kinloch Hourn to Loch Cuaich)). Sensitivity is considered to be generally Medium – High, but may be slightly lower in peripheral areas closest to the existing OHL and minor road where the influence of human artefacts is stronger. Works within the WLA would comprise approximately 3.5 km of steel lattice tower OHL and 1 km of permanent new access track. Effects on the WLA are described in detail within **Table 7 of Appendix V2-3.5** and are summarised below.

- 1.5.20 The Proposed Development would be perceptible within the WLA in LCZ 4-2, 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. 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. 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 as the WLA would continue to feel far from more developed areas, requiring a long journey and considerable physical effort to access it. Mitigation measures would also be employed to help reduce the visual appearance of these tracks as described in **Appendix V2-3.13**.
- 1.5.21 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 reduced sense of remoteness, solitude and perceived risk through this localised area. This is predicted to lead to a localised, temporary significant effect on one WLQ (“*A very remote interior drawing adventurous and experienced hillwalkers*”). Temporary effects on two other WLQs during construction (“*High, remote, rugged and rocky mountains...*” and “*Spectacular deep glens and lochs...*”) are also predicted but would be not significant. During operation, the effect on these three WLQs would reduce and would be not significant and no perceptible effect would be predicted to the other WLQs.
- 1.5.22 The effect on WLA 18. Kinlochhourn – Knoydart – Morar in Section 4 is therefore predicted to be *locally Moderate Adverse* (significant) within LCZ 4-2 (Drium losal to Kinloch Hourn) and elsewhere *Minor Adverse* (not significant) during construction. During operation, this would reduce to a *localised Minor Adverse* (not significant) effect within LCZ 4-2 and a **Negligible** effect elsewhere. The integrity of the WLA as a whole would not be affected by the Proposed Development.

Moidart, Morar and Glen Shiel SLA

- 1.5.23 Within the study area, the SLA covers Loch Cuaich, Glen Quoich and surrounding hill summits, extending east of Quoich Dam towards Tom an Doir Dhuinn, near Kingie. This is broadly consistent with LCZ 4-4 (Alongside Loch Cuaich) within the study area and landscape sensitivity is therefore considered to be Medium. Works within this SLA, in relation to Section 4, would include replacement of approximately 9 km of existing steel lattice OHL along the northern shore of Loch Cuaich, with new, slightly taller steel lattice towers along a similar alignment. Around 2 km of new permanent access tracks are also proposed to the west of Glen Quoich along with several very short additional spurs. Effects on the SLA are described in detail within **Table 1.8 of Appendix V2-3.5** and are summarised below.
- 1.5.24 The Proposed Development would lead to some perceptible changes in the landscape character of the SLA and Special Qualities during construction, including due to the increased activities which would take place. However, given the proximity to the public road and existing steel lattice OHL which would be replaced, this is not predicted to lead to a very noticeable change in the presence of any SLQs within the SLA. During operation, the Proposed Development would appear very similar to the existing OHL which it would replace and is predicted to have a similar influence on landscape character, within a small part of the overall SLA.
- 1.5.25 The effect on Moidart, Morar and Glen Shiel SLA is therefore predicted to be **Minor Adverse** (not significant) during construction and **Negligible** (not significant) during operation and the integrity of the designation would not be affected by the Proposed Development.

Summary of Landscape Effects

1.5.26 A summary of the effects on LCZs and designated and protected landscapes is outlined in **Table V2-S4-2** during construction and **Table V2-S4-3** during operation.

Table V2-S4-2: Summary of Landscape Effects During Construction

	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
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								•			
Knoydart NSA							•		L		
WLA 18. Kinlochhourn – Knoydart - Morar							•		L		
Moidart, Morar and Glen Shiel SLA							•				

Table V2-S4-3: Summary of Landscape Effects During Operation

	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
LCZ 4-1: Glenelg to Gleann Beag						•					
LCZ 4-2: Druim Iosal to Kinloch Hourn							•				
LCZ 4-3: Kinloch Hourn to Loch Cuaich							•				

	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
LCZ 4-4: Alongside Loch Cuaich							•				
Knoydart NSA						•					
WLA 18. Kinlochhourn – Knoydart - Morar						•	L				
Moidart, Morar and Glen Shiel SLA						•					

1.6 Assessment of Likely Significant Effects: Visual

1.6.1 The detailed assessment of effects on the visual amenity of Building-based Receptors and Route-based Receptors locations is presented in **Appendix V2-3.10, Annex 2**. Predicted effects are summarised below with an emphasis on predicted significant effects.

Building-based Receptors

1.6.2 Thirteen building-based receptor locations were included in the visual assessment (see **Figure V2-3.4-S4a – c**), comprising individual buildings or groups of buildings and associated outdoor spaces where a view of the Proposed Development would potentially be obtained. The assessment has identified that the effects to receptors would be not significant in the long term, although temporary significant effects are predicted for one group of receptors during construction.

Village of Glenelg, Kylerhea and nearby properties (Receptor Location B4-1 to B4-6):

1.6.3 No significant effects are predicted for any visual receptors within this group.

1.6.4 For receptors at B4-3 (Bernera) and B4-5 (Glenelg (Waterfront)), a **Minor Adverse** (not significant) effect is predicted during construction due to construction activities noticeable nearby in filtered rear views or perceptible on a hillside in oblique views. This would reduce to **Negligible** (not significant) during operation as construction works would cease and the new towers would be barely perceptible as a replacement of the existing towers.

1.6.5 For receptors at B4-1 (Kylerhea), B4-2 (Properties near Glenelg Ferry Slipway), B4-4 (Galltair, Barnhill and nearby) and B4-6 (Glenelg (Inland)) effects would be **Negligible** (not significant) during construction and operation due to screening by landform and / or vegetation, and limited perceptibility of change between the existing OHL to be removed and the Proposed Development.

Rural properties in Glen More, east of Glenelg (Receptor Locations B4-7 to B4-8):

- 1.6.6 A temporary significant visual effect has been identified for receptors at B4-7 (Near Balavoulin), 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 construction of the Proposed Development 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 for these receptors who would experience **Minor – Moderate Adverse** (not significant) effects since the Proposed Development would be visible in main views and larger in scale than the existing towers but would replace the existing OHL within the view. Once the existing towers are removed, the difference in scale would be less noticeable, although the felled wayleave and new track may draw some further attention to the new OHL. Visualisation Location 4-1 gives a representative view from this Receptor Location (see **Figures V4A-4.1a to d**).
- 1.6.7 For receptors at B4-8 (Scallasaig and nearby), effects would not be significant and would be **Minor Adverse** (not significant) during construction, where construction and felling activity would be perceptible in oblique views. Effects would reduce to **Negligible** (not significant) during operation, once construction is complete, since the new towers would appear largely similar to the existing towers they would replace.

Rural properties in Gleann Beag (Receptor Location B4-9):

- 1.6.8 No significant effects are predicted for any visual receptors within this group.
- 1.6.9 For receptors at B4-9 (Balvraid and nearby), effects would be **Minor Adverse** (not significant) during construction, where construction activities would be perceptible in rear and side views, including the creation of a new track on the hillside. This would reduce to **Negligible** (not significant) during operation, because the new towers would appear largely similar to the existing steel lattice towers they would replace.

Rural properties at Kinloch Hourn (Receptor Location B4-10):

- 1.6.10 No significant effects are predicted for any visual receptors within this group.
- 1.6.11 For receptors at B4-10 (Kinloch Hourn), effects would be **Minor – Moderate Adverse** (not significant) during construction, whereby construction of the Proposed Development, including tree crown reduction and track upgrades, would be relatively noticeable in rear and side views on the steep hillslopes. During operation, effects would reduce for these receptors to **Minor Adverse** (not significant) as the Proposed Development would be perceptible in side and rear views, replacing the existing OHL in a similar alignment.

Hydro buildings on northern shore of Loch Cuaich (Receptor Locations B4-11 to B4-13):

- 1.6.12 No significant effects are predicted for any visual receptors within this group.
- 1.6.13 For receptors at B4-12 (Allt Peitreach and Allt Mheil Hydro Power Station) and B4-13 (Quoich Dam) a **Minor Adverse** (not significant) effect is predicted during construction, since construction activities would be perceptible nearby in rear and side views. This would reduce to **Negligible** (not significant) during operation once construction works have ceased and the new towers would appear similar to the existing towers which would be removed. For receptors at B4-11 (Hydro Building by Loch Cuaich), the Proposed Development would represent a barely perceptible change in rear views and therefore effects would be **Negligible** (not significant) during construction and operation.

Route-based Receptors

- 1.6.14 Twenty-one route-based receptor groups were included in the visual assessment (see **Figure V2-3.4-S4a – c**). Temporary significant effects were identified for four of these receptor locations during construction only, where two of which have been identified as locally significant, as summarised below:

Minor Roads

- 1.6.15 A temporary significant visual effect has been identified for users of one minor road during construction: Route R4-19 (Kinloch Hourn minor road). A **Moderate Adverse** (significant) effect would be experienced during construction, where construction of the Proposed Development would be noticeable alongside the length of this route within the study area, including and work on new / upgraded tracks, construction and dismantling of new and existing towers, and small-scale tree felling. During operation, effects would reduce to **Minor – Moderate Adverse** (not significant). The Proposed Development would form a perceptible change in comparison to the existing OHL it would replace in most areas, being slightly closer to the road, and composed of slightly larger towers (see representative Visualisation Location 4-4 (**Figures V4A-4.4a to d**)). Towers would be slightly more prominent from some parts of the route between Kinloch Hourn and Loch Cuaich, particularly a short section between road crossings near Loch Coire Shubh and Loch an Doire Duibh (see Visualisation Location 4-5 (**Figures V4A-4.5a to d**)) where it would deviate from the existing alignment, to follow the opposite side of the road. However, this would be somewhat offset by the removal of the existing towers from other views, and the alignment has been designed to minimise interruption of the most valued views from the route, including views toward the small lochans between Kinloch Hourn and Loch Cuaich, and the open water of Loch Cuaich. The localised removal of trees may contribute to a perceptible change to some individual scenic views along the route but this would have a barely perceptible influence on the visual amenity value of the route as a whole. Overall, the longer term effect on the visual amenity of this route is not predicted to be significant, because the appearance of towers from the route would be reflective of a situation which already occurs.
- 1.6.16 No significant effects have been identified for receptors using other minor roads within the study area.
- 1.6.17 For receptors on Route R4-7 (minor road through western Glen More, which is also part of Scottish Hill Track 252b and 255), **Minor – Moderate Adverse** (not significant) effects are predicted during construction. Construction of nearby towers, proposed tracks and tree felling may be occasionally noticeable on the hillslopes and crossing the glen from the stretch near Balavoulin but from the majority of the route, trees and landform would screen the Proposed Development. In the long term, effects would reduce to **Minor Adverse** (not significant) during operation, as the difference in scale between the new steel lattice towers would appear perceptibly larger than those they would replace.
- 1.6.18 For receptors on Route R4-8 (minor road and paths between Glenelg and Gleann Beag, which is part of Scottish Hill Track 252a and Core Paths SL 12.4 and 12.06 and part of the Old Drove Road), **Minor Adverse** (not significant) effects are predicted during construction, as construction activity, including formation of a new track, would be perceptible from the easternmost section of this route near Balvraid when travelling east. Elsewhere on this route, there would be no view of the Proposed Development. In the long term, this effect would reduce to **Negligible** (not significant), as the Proposed Development would be barely perceptible as a replacement of the existing OHL.
- 1.6.19 For receptors on Route R4-1 (Glen Arroch minor road), a **Negligible** (not significant) would be experienced, since the Proposed Development would be barely perceptible as a replacement of the existing OHL.

Ferry Routes

- 1.6.20 No significant effects have been identified for visual receptors using ferries within the study area.

- 1.6.21 For receptors on route R4-4 (Glenelg Ferry), a **Negligible** (not significant) would be experienced, since the Proposed Development would be barely perceptible as a replacement of the existing OHL.

Recreational Routes

- 1.6.22 Temporary significant visual effect have been identified for users of four recreational routes during construction only, two of which would be localised to only part of the route: Routes R4-9 (track between Balvraid and Strath a' Chomair, which is Core Path SL 12.02 and parts of Scottish Hill Tracks 252a and 253) and R4-10 (route between Strath a' Chomair and Kinloch Hourn, which is part of Scottish Hill Track 252a); and locally on Routes R4-14 (Buidhe Bheinn Mountain Route, part of which is Scottish Hill Track 252a) and R4-16 (Scottish Hill Track 256).
- 1.6.23 A **Moderate Adverse** (significant) effect has been identified during construction for receptors on Route R4-9 (track between Balvraid and Strath a' Chomair), which comprises Core Path SL12.02 and parts of Scottish Hill Tracks 252a and 253 and the Kinloch Hourn Drove Road Heritage Path). Construction activity would be noticeable at the OHL crossing and along this route, which would be upgraded and used for construction traffic. Felling activity would also be noticeable, immediately adjacent to the route near Strath a' Chomair. Effects would reduce in the long term to **Minor Adverse** (not significant) during operation, after construction activities ceased, as the Proposed Development would be perceptible as a replacement of the existing steel lattice OHL.
- 1.6.24 A **Moderate Adverse** (significant) effect has also been identified during construction for receptors on Route R4-10 (route between Strath a' Chomair and Kinloch Hourn, which is part of Scottish Hill Track 252a and the Kinloch Hourn Drove Road Heritage Path). Construction activity would be noticeable along the entirety of this route, including tree felling and crown reduction in localised areas, and construction / dismantling of new and existing towers, and creation of new/upgraded access tracks. In the longer term, during operation, 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. It would follow a similar alignment along the majority of the route, with minor deviations in some locations leading to some towers being locally more prominent, such as near Gleandubhlochain where localised tree felling may also increase visibility of towers (see Visualisation Locations 4-2 (**Figures V4A-4.2a to d**) and 4-3 (**Figures V4A-4.3a to d**)). In other locations, new and upgraded tracks would be noticeable (such as between Bealach Aoidhdailean, Gleandubhlochain and Kinloch Hourn) although mitigation measures would be employed with the aim that tracks would not be noticeably more prominent with the re-establishment of after 10 years (see **Appendix V2-3.13**).
- 1.6.25 A *localised* **Moderate Adverse** (significant) effect during construction has been identified for receptors on the part of Route R4-14 (Buidhe Bheinn Mountain Route, part of which is Scottish Hill Track 252a and the Old Drove Road) that overlaps with the aforementioned Route R4-10, which would be upgraded for construction access, where views of construction activity would be nearby. From other sections of the route, construction effects would be **Minor** (not significant) as construction would be perceptible but would not be in the immediate context. In the long-term, effects would reduce to **Negligible** (not significant) during operation as the Proposed Development would be barely perceptible as a replacement of existing towers.

- 1.6.26 A **localised Moderate Adverse** (significant) effect during construction has been identified for receptors on part of Route R4-16 (Scottish Hill Track 256) where it follows the Proposed Development, between Loch Coire Shubb and Allt Sgioreadail. Construction activity would be noticeable nearby, along this route 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 tree felling / crown reduction. For this localised section of route, long term effects would reduce, predicted to be **locally Minor – Moderate Adverse** (not significant) during operation, once construction is complete since the Proposed Development would be noticeable running along this section of route, replacing the existing OHL in a more distant alignment. Along other sections of this route, effects during construction and operation are predicted to be **Negligible** (not significant) as the Proposed Development would not be perceptible.
- 1.6.27 No significant effects have been identified for receptors on other recreational routes within the study area.
- 1.6.28 A **Minor – Moderate Adverse** (not significant) effect has been identified during construction for receptors on Route R4-5 (Core Path SL12.05), since the users of this walking route would cross immediately under the Proposed Development and part of the route would be used for construction access. Construction activities, including tree felling, would therefore be visible very nearby. From other sections of the route, the Proposed Development would not be perceptible. In the long term, effects would reduce to **Minor Adverse** (not significant) during operation, since the Proposed Development would be perceptible replacing the existing OHL, which may be more visible due to felled trees.
- 1.6.29 Similarly, a **Minor – Moderate Adverse** (not significant) effect is predicted during construction for receptors on Route R4-6 (Scottish Hill Track 254) since construction would be noticeable in open views, especially where the route crosses under the Proposed Development, including the formation of new tracks. This effect would reduce to **Minor Adverse** (not significant) in the long-term as the proposed tracks would be perceptible nearby, although the new towers would be barely perceptible as a replacement of the existing towers.
- 1.6.30 **Minor Adverse** (not significant) effects during construction and operation have been identified for receptors on Routes R4-15 (Sgurr nan Eugalt Mountain Route) and R4-18 (Scottish Hill Track 257b and Sgurr a'Mhaoraich Circular Mountain Route). From very short sections of these route, the Proposed Development and its construction would be noticeable nearby. From near the Proposed Development, the new larger towers and different alignment would be noticeable from both routes, and from R4-18, new tracks would be too. Considering the overall experience of each route, this would be a perceptible change.
- 1.6.31 **Minor Adverse** (not significant) effects are also predicted during construction for receptors on Routes R4-2 (Ascent / Descent of Kylerhead Hills), R4-3 (Kylerhea Otter Hide Footpath) and R4-20 (Gleouraich and Spidean Mialach Circular Mountain Route), but these would reduce to **Negligible** (not significant) during operation. From these routes, construction activity would be perceptible but in the long term, the Proposed Development would be barely perceptible as a replacement of the existing OHL.
- 1.6.32 For receptors on Routes R4-11 (tracks east of Corran, part of Scottish Hill Tracks 253 and 251a and Core Path SL12.07), R4-12 (routes near Drium na Fieran, part of Scottish Hills Tracks 252b and 252c), R4-13 (Scottish Hill Track 250), R4-17 (Scottish Hill Track 249a and Sgurr a'Choire-bheithe and Ben Aden Mountain Route) and R4-21 (Gairich Mountain Route), effects during construction and operation would be **Negligible** (not significant) as the Proposed Development would be a largely imperceptible as a replacement of the existing OHL from these routes.

Summary of Visual Effects

- 1.6.33 A summary of the effects on visual receptors is outlined in **Table V2-S4-4** and during construction and operation. 'L' is used to denote localised effects (where an effect is predicted for a localised part of the location).

Table V2-S4-4: Summary of Visual Effects During Construction

Visual Receptor Group	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor - Moderate	Minor	Negligible	Minor	Minor - Moderate	Moderate	Moderate - Major	Major
Building-based Receptors						5	6	1	1		
Route-based Receptors						8	7	3	3+ 2L		
Totals						13	13	4	4+ 2L		

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

Table V2-S4-5: Summary of Visual Effects During Operation

Visual Receptor Group	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor - Moderate	Minor	Negligible	Minor	Minor - Moderate	Moderate	Moderate - Major	Major
Building-based Receptors						11	1	1			
Route-based Receptors						13	7	1+ 1L			
Totals						24	8	2+ 1L			

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

1.7 Cumulative Effects

1.7.1 As this LVIA covers only a short Section of the Proposed Development, consideration has also been given to potential cumulative effects with other Sections of the Proposed Development. In addition, this has also included consideration of other grid infrastructure or other energy projects currently proposed within 1 km of the study area (3.5 km from the Proposed Development) as agreed with THC and NatureScot.

1.7.2 The cumulative assessment has been set out considering two different scenarios (see **Figure V2-3.5-S4**):

- Scenario 1: Including other parts of the Proposed Development and other related development proposals. For Section 4, this includes:
 - Section 3 of the Proposed Development (steel lattice tower OHL replacing steel lattice tower OHL);
 - and

- Section 5 of the Proposed Development (combination of steel lattice tower OHL replacing existing steel lattice tower OHL and steel lattice tower OHL replacing existing wood pole OHL).
- Scenario 2: Including, in addition, other unrelated development proposals (considered during the operation phase only). For Section 4, this includes:
 - In the case of Section 4, no additional, unrelated developments have been identified.

1.7.3 As no Scenario 2 developments have been identified in this Section, the cumulative assessment discusses only Scenario 1. As it is likely that Scenario 1 development that would be constructed concurrently with the Proposed Development in Section 3, this scenario considers cumulative effects during both construction and operation.

Cumulative Scope: Scenario 1

1.7.4 LVIA of Section 3 and Section 5 of the Proposed Development have been completed and are included in this EIA Report as **Appendix V2-3.9** and **Appendix V2-3.11**. This identified effects to the following receptors which have been identified within the study area for Section 4.

- Landscape effects:
 - LCZ 4-1 – Glenelg to Gleann Beag; and
 - LCZ 4-4 – Alongside Loch Cuaich.
- Visual effects:
 - B4-1 – Kylerhea
 - B4-2 – Properties near Glenelg Ferry Slipway;
 - R4-1 – Glen Arroch Minor Road;
 - R4-2 – Ascent / Descent of Kylerhea Hills;
 - R4-3 – Kylerhea Otter Hide Footpath;
 - R4-4 – Glenelg Ferry;
 - R4-5 – Core Path SL 12.05 (Glen Bernera to Ardintoul to Ferry Circular Route);
 - R4-19 – Kinloch Hourn Minor;
 - R4-21 – Gairich Mountain Route.

1.7.5 Predicted effects identified within the Section 3 LVIA (**Appendix V2-3.7**) or Section 5 LVIA (**Appendix V2-3.9**) and Section 4 LVIA (this Appendix) are detailed in **Table V2-S4-6** below. As it is considered that a Negligible effect for one part of the development alone, could not lead to a significant cumulative effect, receptors where Negligible effects have been identified have not been included further in the cumulative assessment.

Table V2-S4-6: Individual Effects on Cumulative Receptors

LCZ / Designated or Protected Areas	Section 4 Effect Rating	Section 3 or 5 Effect Rating	Included in Cumulative
LCZ 4-1 – Glenelg to Gleann Beag (Section 3A Reference: LCZ 3-3 (Loch Alsh and Kyle Rhea Coast))	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Minor – Moderate Adverse (not significant) Operation: Minor Adverse (not significant)	Yes
LCZ 4-4 – Alongside Loch Cuaich (Section 5 Reference: LCZ 5-1 (Eastern Loch Cuaich to Poulary))	Construction: Minor – Moderate Adverse (not significant) Operation: Minor Adverse (not significant)	Construction: Minor – Moderate Adverse (not significant) Operation: Minor Adverse (not significant)	Yes

Visual Receptor	Section 4 Effect Rating	Section 3 or 5 Effect Rating	Inclusion in Cumulative
B4-1 – Kylerhea (Section 3A Reference: B3-9)	Construction and operation: Negligible	Construction and operation: Negligible (not significant)	No
B4-2 – Properties near Glenelg Ferry Slipway (Section 3A Reference: B3-10)	Construction and operation: Negligible	Construction and operation: Negligible (not significant)	No
R4-1 – Glen Arroch Minor Road (Section 3A Reference: R3-7)	Construction and operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible (not significant)	No
R4-2 – Ascent / Descent of Kylerhea Hills (Section 3A Reference: R3-16)	Construction: Minor Adverse (not significant) Operation: Negligible (not significant)	Construction: Minor Adverse (not significant) Operation: Negligible (not significant)	Yes
R4-3 – Kylerhea Otter Hide Footpath (Section 3A Reference: R3-17)	Construction: Minor Adverse (not significant) Operation: Negligible (not significant)	Construction: Minor Adverse (not significant) Operation Negligible (not significant)	Yes
R4-4 – Glenelg Ferry (Section 3A Reference: R3-8)	Construction and operation: Negligible	Construction and operation: Negligible (not significant)	No
R4-5 – Core Path SL12.05 (Glen Bernera to Ardintoul to Ferry Circular Route) (Section 3A Reference: R3-15)	Construction: Minor – Moderate Adverse (not significant) Operation: Minor Adverse (not significant)	Construction: Minor – Moderate Adverse (not significant) Operation: Minor (not significant)	Yes
R4-19 – Kinloch Hourn Minor Road (Section 5 Reference: R5-2)	Construction: Moderate Adverse (significant) Operation: Minor – Moderate Adverse (not significant)	Construction and operation: Minor Adverse (not significant)	Yes
R4-21 – Gairich Mountain Route (Section 5 Reference: R5-9)	Construction and operation: Negligible (not significant)	Construction and operation: Negligible (not significant)	No

1.7.6 Receptor Location B4-13 and Routes R4-8 and R4-20 were scoped out of the LVIA's for Section 3 and 5 as no effects were considered likely. Therefore, these receptor locations are not considered in this cumulative assessment as no significant cumulative effect is likely to occur.

Cumulative Scope: Scenario 2

1.7.7 As no other, unrelated developments have been identified, Scenario 2 has not been assessed for this Section.

Assessment of Cumulative Effects

- 1.7.8 The cumulative assessment for the above receptors is presented in **Table V2-S5-7**. The description of effects should be read in conjunction with the baseline descriptions for these receptors in **Parts 1.3 and 1.4**.

Table V2-S5-7: Cumulative Effects

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
LCZ 4-1: Glenelg to Gleann Beag	Associated Development <ul style="list-style-type: none"> Section 3 of the Proposed Development. 	<p>The Proposed Development (Section 4) would be introduced to this LCZ, where Section 3 would be experienced on the other side of Kyle Rhea, replacing existing steel lattice towers in a similar alignment near Rubha Buighe. This would be in the context of four existing towers by the water crossing that would be retained. The Proposed Development (Section 4) would therefore be consistent with the pattern of OHL development in the cumulative baseline, but may slightly increase the prominence of OHL development in the LCZ, particularly during construction.</p> <p>The cumulative effect is therefore predicted to be the same as the effect identified for this Section alone, at Minor Adverse (not significant) during construction and Negligible (not significant) during operation.</p>
LCZ 4-4: Alongside Loch Cuaich	Associated Development <ul style="list-style-type: none"> Section 5 of the Proposed Development. 	<p>The Proposed Development (Section 4) would be introduced to this LCZ, where Section 5 would be experienced as a eastern continuation of Section 4, along the minor road and lower hill slopes. This would be in the context of existing dam infrastructure and NeSTs towers, replacing an existing OHL. The Proposed Development (Section 4) would therefore be consistent with the pattern of OHL development in the cumulative baseline, but may slightly increase the prominence of OHL development in the LCZ, particularly during construction.</p> <p>The cumulative effect is therefore predicted to be the same as the effect identified for this Section alone, at Minor – Moderate Adverse (not significant) during construction and Minor Adverse (not significant) during operation.</p>
R4-2: Ascent / Descent of Kylerhea Hills	Associated Development <ul style="list-style-type: none"> Section 3 of the Proposed Development. 	<p>Section 3 of the Proposed Development would be perceptible during construction within the mid-ground of the westerly view but would be unlikely to appear perceptibly different to the existing OHL during construction. The addition of the Proposed Development (Section 4) may add further, distant perceptible activity during construction, but would be less noticeable than the closer works of Section 3 and would not be likely to appear any different during operation.</p> <p>Therefore, the cumulative effect would be Negligible (not significant) during construction and operation.</p>

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
<p>R4-3: Kylrhea Otter Hide Footpath</p>	<p>Associated Development</p> <ul style="list-style-type: none"> Section 3 of the Proposed Development. 	<p>During construction, there would be light upgrading and use of this route as part of Section 3 of the Proposed Development and some potentially perceptible works. The addition of Section 4 would result in further works being perceptible through trees on the opposite side of Kyle Rhea leading to a small increased in visual effect. During operation, both parts of the Proposed Development would be likely to result in a barely perceptible change, compared to the existing situation.</p> <p>The cumulative effect would be Minor Adverse (not significant) during construction and Negligible (not significant) during operation.</p>
<p>R4-5: Core Path SL 12.05 (Glen Bernera to Ardintoul to Ferry Circular Route)</p>	<p>Associated Development</p> <ul style="list-style-type: none"> Section 3 of the Proposed Development. 	<p>The Proposed Development (Section 4) would be perceptible where the OHL would cross this route, where construction would also be very noticeable nearby. Section 3 would also be perceptible across Kyle Rhea, on the hillside, and its construction would also be perceptible, but affecting a different part of the view to the Proposed Development (Section 4).</p> <p>The cumulative effect is predicted to be Minor – Moderate Adverse (not significant) during construction and Minor Adverse (not significant) during operation.</p>
<p>R4-19: Kinloch Hourn Minor Road</p>	<p>Associated Development</p> <ul style="list-style-type: none"> Section 5 of the Proposed Development. 	<p>Section 5 would be seen alongside this route, particularly along the western end between Poulary and Quoich Dam, although elsewhere only glimpsed due to presence of forest and woodland. The additional visibility of Section 4 would extent 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>

1.8 Mitigation

1.8.1 Principle mitigation measures throughout this Section 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. This has included narrowing the Operational Corridor and wayleave to 30m in areas of ancient woodland which may reduce the effects of woodland loss on landscape character to some degree. General mitigation measures in order to ensure landscape and visual effects are minimised would be employed throughout this Section of the Proposed Development during implementation and reinstatement where relevant. This would also include the use of special techniques through remote areas of Section 4, particularly within the Knoydart NSA, to minimise the visual appearance of access tracks within the landscape, as described in **Appendix 3.13**.

1.8.2 Further specific mitigation measures to minimise individual effects where possible are recommended for consideration and implementation where possible, as detailed in **Appendix V2-3.13**. These comprise the following within Section 4:

- Local Character Zones (LCZ) 4-2 (Druim Iosal to Kinloch Hourn) and 4-3 (Kinloch Hourn to Loch Cuaich): Where the Proposed Development would pass through areas of ancient woodland, it is recommended that a detailed survey of the woodland should be undertaken prior to tree works taking place and the potential for crown reduction should be prioritised before felling, wherever possible.

1.9 Residual Effects

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

1.9.2 Specific mitigation recommendations as outlined in **Appendix V2-3.13** and paragraph 1.8.2 above, 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.

1.10 Summary and Conclusions

Landscape Effects

1.10.1 During construction, temporary significant effects are predicted within two LCZs between Druim Iosal (south of Gleann Beag), Kinloch Hourn and Loch Cuaich, affecting localised parts of LCT 239 (Interlocking Sweeping Peaks – Lochaber) and LCT 365 (Rugged Massif - Skye & Lochalsh). Within these areas, the construction of the Proposed Development would increase the perception of development, activity and connectivity and form a temporary focus which is anticipated to lead to a reduction in the sense of remoteness in the short term. However, these effects would be reduced once construction activities ceased, and as recovery of vegetation, including mitigation measures to minimise the longer term visual appearance of tracks, occurred over time. By 10 years post construction, no long term significant effects to landscape character are predicted as, although slightly larger, the towers of the Proposed Development would have a similar influence on the landscape character as those they would replace.

1.10.2 The landscape assessment has further identified that, during construction, the above effects would lead to temporary significant effects to special qualities of the Knoydart NSA and WLA 18. Kinlochhourn – Knoydart – Morar within a *localised* area between Srath a' Chomair and Kinloch Hourn as follows:

- Knoydart NSA: Special Landscape Quality, “*One of the remotest places on mainland Britain*”; and
- WLA 18. Kinlochhourn – Knoydart – Morar: Wild Land Area Quality, “*A very remote interior drawing adventurous and experienced hillwalkers*”.

- 1.10.3 This is predicted to lead to a *localised* temporary significant effect during construction to the corresponding areas of the NSA and WLA although the wider effect on both designated areas is not predicted to be significant.
- 1.10.4 In the longer term, once construction activities had ceased, no significant effects are predicted to any designated or protected areas due to the similarity of the Proposed Development as a feature of the landscape to the existing steel lattice tower OHL which it would replace. There would be no significant effects during either construction or operation to the Moidart, Morar and Glen Shiel Special Landscape Area. Given the lack of longer term significant effects, the integrity of all designated areas would remain intact.

Visual Effects

- 1.10.5 The visual assessment 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.
- 1.10.6 Temporary significant 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. These significant construction effects would occur for receptors where construction activity would be noticeable very nearby: along the minor road to Kinlochhourn, along part of the Kinloch Hourn Drove Road Heritage Path, between Balvraid (in Gleann Beag) and Kinloch Hourn, along a localised part of a track north of Loch Coire Shubh and from properties in Glen More near the OHL crossing.

- 1.10.7 No longer term significant visual effects are predicted during operation.

Cumulative Effects

- 1.10.8 The LVIA has further identified that there would be a temporary cumulative visual effect during construction for users of one route within the study area, the minor Glen Garry to Kinloch Hourn road, when the Proposed Development is viewed in addition to Section 4 of the Proposed Development, due to the extended length of the route that would be affected by the works. However, this effect would reduce to a not significant level during operation, and all other cumulative effects have been identified as not significant.

Conclusions

- 1.10.9 The LVIA has concluded that there would be temporary significant landscape and visual effects during the construction of the Proposed Development, focussed within a localised area between Srath a' Chomair and Loch Cuaich, and also affecting users of the public road between Quoich Dam and Kinloch Hourn. These effects would largely relate to disturbance and appearance of construction activities within remote areas and would temporarily lead to significant effect on the Knoydart NSA and WLA 18. Kinlochhourn – Knoydart – Morar. However, in the longer term, with the cessation of construction activities and with the application of best practice construction activities and mitigation to assist in the re-establishment of vegetation, all effects are predicted to reduce to levels that would be not significant and there would be no loss of integrity to any designated or protected landscapes within this area. It is therefore concluded that the long term operational effect of the Proposed Development within Section 4 on the landscape and visual resource would be not significant.

APPENDIX V2-3.10: ANNEX 1: LANDSCAPE CHARACTER ASSESSMENT (SECTION 4)

1.	LANDSCAPE CHARACTER ASSESSMENT (SECTION 4)	3
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1. LANDSCAPE CHARACTER ASSESSMENT (SECTION 4)

Table 4.1: LCZ 4-1 – Glenelg to Gleann Beag

Baseline Description	
Description	<p>Covering the Proposed Development between Glenelg and Gleann Beag, this LCZ comprises the settled coastline and glens at Glenelg, Glen Bernera, Glen More and Gleann Beag; and adjacent low rugged coastal hills which transition to areas of rugged massif. Large areas of conifer forestry are notable on hillsides and smaller areas of ancient woodland and native woodland feature on glen slopes.</p> <p>Built features are primarily small in scale, comprising residential properties, farmsteads and crofts, as well as historic ruins, brochs and cairns along single track minor roads. The existing steel lattice OHL is present crossing high ground and through areas of forestry, while local distribution lines run along lower hill slopes near properties.</p> <p>Various recreational routes are present in this LCZ, including core paths and Scottish Hill Tracks along the coast, through glens and up hillsides, and there are features of cultural heritage and recreational interest, such as brochs in Gleann Beag, the monument and Bernera Barracks of Glenelg, the Kyle Rhea ferry and associated lighthouse and expansive, dramatic scenic views. The old Drove Road, a heritage path, also runs through this LCZ from Glenelg and along Glean Beagg.</p> <p>There is a settled but peaceful and remote sense of place in this area, where there are long-distance coastal scenic views across Glenelg Bay and Kyle Rhea to Skye, and more enclosed, intimate scenic vistas channelled along farmed glens. The experience of this landscape is varied but unified by its relationship to the coast and the rugged massif backdrop to the coastal lowlands.</p>
Included Landscape Character Types	Designated / Protected Landscapes within LCZ or Setting
<ul style="list-style-type: none"> • LCT 363 – Rugged Coastal Hills – Skye & Lochalsh; • LCT 365 – Rugged Massif – Skye & Lochalsh; and • LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh. 	<ul style="list-style-type: none"> • WLA 18. Kinlochhourn – Knoydart – Morar.
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Contrast between expansive coastal lowlands and enclosed glens, both experienced against a backdrop of low coastal hills and rugged massif; • Large areas of conifer plantation and small areas of ancient woodland and native woodland on hill slopes; • Experience of various forms of development (such as OHLs, residential dwellings, farmsteads, crofts, ruined brochs and barracks) contributing to the sense of a settled, farmed landscape with rich history; • Pattern of existing steel lattice OHL on high ground, through forestry, crossing glens and forming a small landscape feature against rugged massif backdrop; • Recreational opportunities including core paths, Scottish Hill Tracks, the old Drove Road and various sites of cultural heritage interest; • Narrow, single track roads with passing places; • Settled but peaceful and remote, rural sense of place with strong coastal character; and • Long distance coastal scenic views and enclosed, intimate scenic views along glens.
Landscape Value	<p>This LCZ is valued for its scenic qualities, recreational opportunities and cultural heritage and forms a small peripheral part of WLA 18. Kinlochhourn – Knoydart – Morar. Characteristics are relatively common within the regional context, but widely appreciated.</p> <p>Landscape Value is Medium</p>

Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Long-distance coastal scenic views and enclosed, intimate scenic views within glens; 	<ul style="list-style-type: none"> New steel lattice OHL, permanent tracks, felled wayleaves and construction activities may interrupt or distract within some scenic views;
<ul style="list-style-type: none"> Pattern of existing steel lattice OHL on high ground, through forestry, crossing glens and forming a small landscape feature against rugged massif backdrop; 	<ul style="list-style-type: none"> New steel lattice OHL may constitute a larger landscape feature than the OHL it would replace;
<ul style="list-style-type: none"> Settled but peaceful and remote, rural sense of place with strong coastal character. 	<ul style="list-style-type: none"> New steel lattice OHL, permanent tracks and construction activities may increase the perception of development within the landscape and detract from the coastal and remote character.
<p>Landscape Sensitivity</p>	<p>This is a reasonably valued landscape with a composition and characteristics tolerant of some degree of change of the type proposed. It is already influenced by other, similar steel lattice OHLs and other built development, so there is some tolerance for this type of development. However, the scenic qualities, relatively small-scale of development and settled rural sense of place may be sensitive to further OHL development, dependant on its form and location.</p> <p>Landscape sensitivity is Medium.</p>
<p>Nature and Magnitude of Change</p>	<p>Construction works would lead to activity and movement in this LCZ, including the dismantling of existing towers, construction and use of temporary and permanent access tracks, spurs, as well as felling of forestry for wayleave corridors.</p> <p>In the longer term, the Proposed Development would largely follow a similar alignment to the existing steel lattice OHL which it would replace, with some deviations crossing Glen More and to its south. The new towers would be slightly larger, but on the whole, the change in landscape characteristics would be barely perceptible, given the similar style of OHL being replaced. In Glen More, larger towers may be more noticeable, although this would be less perceptible once existing towers are removed. New permanent access tracks and areas of felling would be perceptible in the local context and may draw more attention to the new OHL (for example, felling north of Glenelg Bay and in Glen More; and permanent tracks between Glen More and Druim Iosal, near Balvraid).</p> <p>Magnitude of change would be Low during construction and Negligible during operation.</p>
<p>Significance of Effect</p>	<p>Construction works within this settled LCZ would temporarily form a local distraction in some scenic views and increase the local perception of development. However, due to the focus on the coastline, this would not alter landscape characteristics of the wider LCZ.</p> <p>During operation, the new OHL would be largely indistinguishable from the OHL it would replace from the majority of the LCZ, and would not affect the landscape characteristics of this LCZ. However, the permanent access tracks within the LCZ (such as in Glen More and near Druim Iosal) and new felled wayleave corridors (including native woodland in Glen More) would be more perceptible and may draw more attention to the new OHL. In addition, the larger towers would be more perceptible locally in some areas (such as crossing Glen More). There would be a marginal increase in the perception of development, but the larger scale of OHL tower would form a similar feature in the landscape across the majority of the LCZ and would be unlikely to noticeably affect scenic views, the experience of the coast and the remote character.</p> <p>The effect would be Minor Adverse (not significant) during construction and Negligible (not significant) during operation.</p>

Table 4.2: LCZ 4-2 – Druim Iosal to Kinloch Hourn

Baseline Description	
Description	<p>Covering the Proposed Development between Druim Iosal (at the eastern end of Gleann Beag) and Kinloch Hourn, this LCZ comprises a series of long, deep glens that pass through an expansive area of rugged massif and interlocking sweeping peaks. Small areas of native, ancient woodland are found in parts of this LCZ, while other areas are more open.</p> <p>There are relatively few built features within this sparsely habited landscape, limited to an existing steel lattice OHL, narrow argo tracks, river fords and ruins. Various recreational routes are also present, including Scottish Hill Tracks, popular mountain routes and core paths. The old Drove road, a heritage path, also runs through this LCZ, connecting to Glenelg and Kinloch Hourn beyond.</p> <p>There is a sense of separation, remoteness, wildness and awe experienced in this scenic LCZ. The OHL is a prominent central feature that evokes a sense of connection with settlement in nearby areas, but there is nevertheless a quiet seclusion to this area. There are long-distance scenic views channelled along glens, including from some more elevated areas.</p>
Included Landscape Character Types	
<ul style="list-style-type: none"> LCT 239 – Interlocking Sweeping Peaks – Lochaber; and LCT 365 – Rugged Massif – Skye & Lochalsh. 	Designated / Protected Landscapes within LCZ or Setting
	<ul style="list-style-type: none"> Knoydart NSA; and WLA 18. Kinlochhourn – Knoydart – Morar.
Key Local Landscape Characteristics	<ul style="list-style-type: none"> Long, deep glens passing through expansive area of rugged massif and interlocking sweeping peaks; Open landscape with areas of native woodland on valley sides and within glens; Relative lack of human artefacts limited to existing steel lattice tower OHL, narrow argo tracks, river fords and ruined evidence of past settlement contributing to the sense of connection with settlement in nearby areas; Pattern of existing steel lattice OHL along valley floor, which provides sense of connection with settlement in nearby areas; Recreational opportunities including core paths, mountain routes, Scottish Hill Tracks and old Drove Road; Sense of separation, remoteness, wildness, awe and quiet seclusion; Long-distance scenic views channelled along glens, including high level vistas of the vast mountainous interior.
Landscape Value	<p>This LCZ is situated within both the Knoydart NSA and WLA 18. Kinlochhourn – Knoydar – Morar and is valued nationally for its high scenic qualities, recreational opportunities and cultural heritage associations. The steel lattice OHL is an established part of this landscape but nevertheless does reduce landscape value to a degree.</p> <p>Landscape Value is Medium-High.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Long-distance scenic views channelled along glens, including high level vistas of the vast mountainous interior; 	<ul style="list-style-type: none"> New steel lattice OHL replacing a smaller steel lattice OHL, and construction activities, may interrupt or distract within long-distance scenic views channelled along glens;
<ul style="list-style-type: none"> Open landscape with areas of native woodland on valley sides and within glens; 	<ul style="list-style-type: none"> Tree felling may locally reduce areas of native woodland and increase sense of openness;

<ul style="list-style-type: none"> Relative lack of human artefacts limited to existing steel lattice tower OHL, narrow argo tracks, river fords and ruined evidence of past settlement contributing to the sense of connection with settlement in nearby areas; 	<ul style="list-style-type: none"> New steel lattice OHL replacing a smaller steel lattice OHL, new tracks and construction activities, may increase prominence of human artefacts in the landscape and increase sense of activity and connection with settlement in nearby areas;
<ul style="list-style-type: none"> Sense of separation, remoteness and wildness. 	<ul style="list-style-type: none"> Larger scale of the new steel lattice OHL replacing a smaller steel lattice OHL, new tracks and construction activities, may increase developed sense of place and reduce the sense of separation, remoteness and wildness.
<p>Landscape Sensitivity</p>	<p>This landscape has a composition and characteristics potentially tolerant of a small degree of change of the type proposed, given the presence of existing OHL infrastructure. However, given the high scenic qualities, openness of this highly valued landscape, it may be susceptible to relatively small changes. Therefore, the sensitive design and location of the proposal are especially important.</p> <p>Landscape sensitivity is Medium-High.</p>
<p>Nature and Magnitude of Change</p>	<p>Construction works would be likely to be noticeable throughout this LCZ, due to its open character and would include construction of new, slightly taller steel lattice towers, along a similar alignment to those which would be removed, through a series of remote, contained valleys, and felling of some native woodland to form a new wayleave. This would also include the introduction of new temporary and permanent tracks as well as temporary upgrading to existing ATV tracks.</p> <p>In the longer term, the Proposed Development would follow a similar alignment through this LCZ to the existing steel lattice OHL which it would replace, mostly along the valley floor. This change may be perceptible due to the openness of the landscape, but for the most part, the larger scale of tower would not constitute a noticeable change once the existing towers are removed as a scale indicator. Localised more perceptible changes may be present where the proposed alignment deviates slightly from the existing alignment, for example near Srath a' Chomair and near Gleandubhlochain. Including the removal of a small area of conifer plantation at Srath a' Chomair and loss of some localised areas of native ancient woodland around Srath a' Chomair, Gleandubhlochain and Kinloch Hourn to form a new wayleave. Mitigation measures would be applied to minimise the visual appearance of new and upgraded access tracks through this LCZ, as detailed in Appendix V2-3.13.</p> <p>Magnitude of change would be Medium during construction and Low during operation.</p>

Significance of Effect	<p>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.</p> <p>During operation, the new larger steel lattice towers, replacing the smaller steel lattice towers, may draw slightly more attention within valued views, although the transparency of the structures, following a similar alignment would limit this effect (see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)). New permanent access tracks and existing track upgrades may also contribute to this, and marginally increase the prominence of human artefacts in the landscape although special mitigation measures would be employed to minimised the visual appearance of these tracks in the longer term. The perception of development may be heightened as a result, and marginally increase the sense of connection with settlement in nearby areas. In particularly, the larger scale towers and new / upgraded tracks may very slightly reduce the sense of separation and remoteness in the LCZ, but would not fundamentally change the character of the LCZ, given the presence of the existing OHL. The removal of small areas of woodland, and particularly native ancient woodland around Gleandubhlochain would lead to greater fragmentation and reduction of woodland, and the associated sense of enclosure, as a characteristic of the landscape and may draw further attention to the OHL locally where a wayleave was formed. Given grazing pressures it is unlikely that woodland would regenerate in these areas although remaining areas would continue to contribute to the character of the landscape. Mitigation to limit tree loss and prioritise crown reduction in preference is recommended in these areas (see Appendix V2-3.13).</p> <p>The effect would be Moderate Adverse (significant) during construction and Minor Adverse (not significant) during operation.</p>
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Table 4.3: LCZ 4-3 – Kinloch Hourn to Loch Cuaich

Baseline Description	
Description	<p>Covering the Proposed Development between Kinloch Hourn and Loch Cuaich, this LCZ covers a deep glen, cut through rocky, interlocking mountains. Several watercourses and waterbodies are key features within this glen, in particular, Lochourn River, Caolie Water, Loch Coire Shubh, Loch an Doire Duibh and Loch Coire nan Cnàmh and Loch a' Choire Bheithe, as well as several other tributaries and waterfalls. Tree cover within this glen comprises small areas of Caledonian pinewood, ancient and native woodland.</p> <p>Built features are relatively limited in this LCZ and include a small settlement at Kinloch Hourn, a steel lattice OHL, the minor public road, a small wind turbine, and other small built features near the road.</p> <p>Various recreational routes, such as Scottish Hill Tracks and mountain routes, cross through this LCZ, many converging at the single track minor road which winds carefully through this rocky glen. The old Drove Road, a heritage path, also starts at Kinloch Hourn and travel west to Glenelg.</p> <p>The rugged, rocky, intricate landform is accentuated by the twists and turns of the minor road and route of the OHL, which contributes to a sense of awe and drama, and this hide-and-reveal experience. The central section of this glen is more enclosed by landform, while more open vistas are experienced at Kinloch Hourn and towards Loch Cuaich. Scenic vistas are experienced throughout this area, and in particular in the vicinity of lochs (such as Loch Coire Shubh) and there is a sense of remoteness and wildness.</p>
Included Landscape Character Types	Designated / Protected Landscapes within LCZ or Setting
<ul style="list-style-type: none"> LCT 239 – Interlocking Sweeping Peaks – Lochaber. 	<ul style="list-style-type: none"> Knoydart NSA; WLA 18. Kinlochhourn – Knoydart – Morar; and Moidart, Morar and Glen Shiel SLA.

Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Deep, rocky glen with winding single track road and OHL, which accentuate the rugged landform and sense of naturalness; • Hide-and-reveal experience travelling through this landscape, where there are a variety of scenic vistas channelled along the glen; • Small areas of Caledonian pinewoods, ancient and native woodland; • Limited presence of built development, including OHL, small wind turbine, and small settlement at Kinloch Hourn; • Recreational opportunities including hill tracks and mountain routes and the start of the old Drove Road at Kinloch Hourn; and • Sense of remoteness, wildness and awe.
Landscape Value	<p>A small eastern part of this LCZ is within the Moidart, Morar and Glen Shiel SLA, while the remainder is within the Knoydart NSA and considered to form an important contributory part of it. Parts of the LCZ (excluding the glen floor) are also within WLA 18. Kinlochhour – Knoydart – Morar. This LCZ is also valued for its recreational opportunities, scenic qualities, and cultural heritage associations.</p> <p>Landscape Value is Medium-High.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> • Deep, rocky glen with winding single track road and OHL, which accentuate the rugged landform and sense of naturalness; 	<ul style="list-style-type: none"> • New steel lattice OHL replacing a smaller steel lattice OHL, new/upgraded tracks and construction activities, may distract and diminish the perception of the rugged landform and individual features;
<ul style="list-style-type: none"> • Hide-and-reveal experience travelling through this landscape, where there are a variety of scenic vistas channelled along the glen; 	<ul style="list-style-type: none"> • New steel lattice OHL replacing a smaller steel lattice OHL, new/upgraded tracks and construction activities, may disrupt scenic vistas and decrease the scenic quality of the varied vistas, whilst also removing an OHL from other scenic views;
<ul style="list-style-type: none"> • Sense of remoteness, wildness and awe. 	<ul style="list-style-type: none"> • New steel lattice OHL replacing a smaller steel lattice OHL, new/upgraded tracks and construction activities, may increase the developed sense of place and reduce perception of remoteness, wildness and awe.
Landscape Sensitivity	<p>This valued landscape has a composition and characteristics potentially tolerant of a small degree of change of the type proposed, given the presence of existing OHL infrastructure. The rocky landform may be susceptible to change however, and would require careful siting and design of new built features.</p> <p>Landscape sensitivity is Medium.</p>

<p>Nature and Magnitude of Change</p>	<p>Construction works would be likely to be noticeable throughout this LCZ, due to its partially open character, rugged and rocky landform and introduction of new temporary and permanent tracks as well as upgraded existing tracks. This activity would be distributed in different parts of the LCZ, since the existing OHL to be replaced follows a different alignment to the new OHL in part of the LCZ.</p> <p>In the longer term, some sections of the new OHL would form a noticeable change in comparison with the existing OHL which would be replaced, particularly where it deviates from the existing alignment near Loch Coire Shubh and Loch Doire Duibh, where it would be associated more closely with the minor road.</p> <p>In other sections, nearer Kinloch Hourn and nearer Loch Cuaich, the new OHL would replace the existing OHL along a similar alignment. In these areas, the larger towers and new tracks may be perceptible due to the openness of the landscape, but for the most part, the larger scale of tower would not constitute a noticeable change once the existing towers are removed as a scale indicator.</p> <p>There would also be some small areas of tree removal near Kinloch Hourn and near Loch an Doire Duibh, which may form a perceptible change within localised areas where trees are lost as a feature of the landscape.</p> <p>Magnitude of change would be Medium-High during construction and Low during operation.</p>
<p>Significance of Effect</p>	<p>Construction works within this LCZ would temporarily form a new focus and distraction within several 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 reducing the sense of remoteness.</p> <p>During operation, the new larger steel lattice towers, replacing the smaller steel lattice towers, would draw attention within valued scenic vistas, particularly where it deviates from the existing OHL alignment near Loch Coire Shubh and Loch an Doire Duibh, although this would be slightly offset by the removal of existing towers from the existing alignment (see Visualisation Location 4-4 (Figures V4A-4.4a to d)). New permanent access tracks and existing track upgrades may also contribute to this, and marginally increase the prominence of human artefacts in the landscape although mitigation measures would be employed to minimise the visible appearance of these routes. In localised areas, the new larger towers may detract attention from individual landscape features, for example reducing the prominence of occasional individual rocky knolls. The removal of some small areas of native woodland and individual trees, for example, close to Loch an Doire Dhuibh and between Loch Coire Shubh and Kinloch Hourn would also lead to loss of features which contribute to the scenic quality of the landscape. The replacement of existing towers with larger towers may also locally alter the perception of scale within small parts of the LCZ. All together, this may increase the developed sense of place and slightly reduce the sense of remoteness, but would not fundamentally change the character of the LCZ, given the presence of the existing OHL, albeit in a different part of the local landscape in some areas. On a positive note, the Proposed Development would also remove the existing OHL from important scenic views and in most cases, the attractive scenic vistas across the small lochans alongside the public road would be preserved uninterrupted, thereby retaining the setting of these small lochans.</p> <p>The effect would be Moderate Adverse (significant) during construction and Minor Adverse (not significant) during operation.</p>

Table 4.4: LCZ 4-4 – Alongside Loch Cuaich

Baseline Description	
Description	<p>Covering the Proposed Development as it runs along Loch Cuaich, this LCZ comprises the large interlocking sweeping peaks and masses around Loch Cuaich, the loch itself, and the undulating, rugged moorland to its east. Small areas of woodland are situated on lower slopes, including areas of native and ancient woodland and small areas of commercial conifer forestry. Loch Cuaich is a dominant feature within this LCZ, which connects to several watercourses.</p> <p>The character of the LCZ is also influenced by built features near the minor road, including Quoich Dam, the OHL (steel lattice towers and some NeSTs towers near Quoich Dam), bridges, small hydro buildings and other small structures.</p> <p>Various recreational routes are present in this LCZ, including mountain routes and Scottish Hill Tracks connecting this glen to others to the north and south, while the minor single-track road runs along the northern loch shore.</p> <p>There is a sense of relative remoteness in this large scale landscape, where there are long-distance scenic views (particularly from higher ground and extending across Loch Cuaich). However, the various forms of development that are notable within the LCZ, give a sense of an active and connected landscape and limit the perception of wildness.</p>
Included Landscape Character Types	Designated / Protected Landscapes within LCZ or Setting
<ul style="list-style-type: none"> LCT 237 – Rocky Moorland – Lochaber; and LCT 239 – Interlocking Sweeping Peaks – Lochaber. 	<ul style="list-style-type: none"> WLA 18. Kinlochhourn – Knoydart – Morar; and Moidart, Morar and Glen Shiel SLA.
Key Local Landscape Characteristics	<ul style="list-style-type: none"> Long-distance scenic views, particularly from areas of higher ground and across Loch Cuaich; Small areas of woodland and forestry on lower slopes ground; Built features near minor road (including as OHLs, bridges, dam infrastructure, small hydro buildings and structures) which give sense of active and connected landscape; Pattern of existing OHL along the lower hill slopes, largely steel lattice towers and three Nests towers near Quoich Dam; Recreational opportunities including mountain routes and hill tracks; Narrow, single track road with passing places; Sense of scale influenced by large expansive loch, steep slopes and large sweeping peaks; and Sense of relative remoteness.
Landscape Value	<p>This LCZ forms a part of the Moidart, Morar and Glen Shiel SLA and WLA 18. Kinlochhourn – Knoydart – Morar and is valued for its recreational opportunities and scenic qualities, particularly open views across the loch, although the landscape features are relatively common within the local area.</p> <p>Landscape Value is Medium.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Long-distance scenic views, particularly from areas of higher ground and across Loch Cuaich; 	<ul style="list-style-type: none"> New steel lattice OHL and permanent tracks, and construction activities, may interrupt or distract within long-distance scenic views;
<ul style="list-style-type: none"> Sense of relative remoteness, while built features near minor road give sense of active and connected landscape; 	<ul style="list-style-type: none"> New steel lattice OHL and permanent tracks, and construction activities, nearer minor road may intensify experience of development, increase sense of active and connected landscape, and reduce sense of relative remoteness;

<ul style="list-style-type: none"> • Sense of scale influenced by large expansive loch, steep slopes and large sweeping peaks; 	<ul style="list-style-type: none"> • New steel lattice OHL may reduce the perceived scale within the landscape.
<p>Landscape Sensitivity</p>	<p>This is a reasonably valued landscape a composition and characteristics tolerant of some degree of change of the type proposed. It is already influenced by other, similar steel lattice OHLs, as well as NeSTS towers, Quoich Dam and other built development, so there is some tolerance for this type of development. However, the open landscape and sense of remoteness may be sensitive to additional OHL development, dependant on its form and location.</p> <p>Landscape sensitivity is Medium.</p>
<p>Nature and Magnitude of Change</p>	<p>Construction works would lead to activity and movement in this LCZ, including the dismantling of existing towers and construction and use of temporary and permanent access tracks and spurs. Cut and fill and associated earthworks may be particularly noticeable at individual towers, and to form new tracks / spurs. Given the openness of this LCZ, construction works would be intervisible along / near the minor road from large parts of the LCZ.</p> <p>In the longer term, the Proposed Development would largely follow a similar alignment to the existing steel lattice OHL which it would replace, along lower hill slopes, although would be slightly closer to the minor road and bridge crossing at Glen Quoich. This change may be perceptible locally but once existing towers are removed, this change would be limited, particularly given the similar style of OHL being replaced here. New permanent tracks west of the Glen Quoich may be more noticeable in the local context, and may draw more attention to the new OHL. Some small areas of tree felling may also be perceptible locally.</p> <p>Magnitude of change would be Medium during construction and Low during operation.</p>
<p>Significance of Effect</p>	<p>Construction works within this LCZ may temporarily distract within long-distance scenic vistas, intensify the experience of development, activity and sense of this as a connected landscape, reducing the sense of remoteness. Construction may also reduce the perceived scale within the landscape, given the introduction of various scale indicators that may distract from the large scale steep slopes and expansive loch.</p> <p>During operation, the new OHL would be experienced similarly to the OHL it would replace. However, its closer proximity to the road and bridge, larger scale, and introduction of a new permanent access track west of the bridge across Glen Quoich may be more perceptible, draw more visual attention and distract slightly within valued views. Small areas of tree felling may be perceptible locally, whereby small areas of plantation near the minor road would be removed, or reduced in size. There would be a small increase in the perception of development and a slightly reduced perception of scale within the LCZ, but only marginally so, given that steel lattice towers are present in other parts of this LCZ and would remain dwarfed by the height of the landform.</p> <p>The effect would be Minor – Moderate Adverse (not significant) during construction and Minor Adverse (not significant) during operation.</p>

APPENDIX V2-3.10: ANNEX 2: VISUAL RECEPTOR ASSESSMENT (SECTION 4)

1.	VISUAL RECEPTOR ASSESSMENT (SECTION 4)	3
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1. VISUAL RECEPTOR ASSESSMENT (SECTION 4)

Table 4.1: Building Based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-1	Kylerhea Residents and visitors occupying cluster of 1 to 1.5 storey cottages along the shore and near ferry slipway at Kylerhea.	Main views are low-level, to the east, south-east or south across Kyle Rhea with the ferry crossing featuring within the foreground from the more northerly properties. The tall towers of the existing OHL crossing are a noticeable feature in side/oblique views to the north, reducing sensitivity in this direction.	Low-Medium	The Proposed Development would replace the existing steel lattice OHL in main and side views, sometimes on the skyline, but would be barely perceptible in the distance. Construction activity may be visible on the skyline, but would be distant and barely perceptible in the context of forestry.	1.6km	Negligible	Negligible	Negligible	Negligible
B4-2	Properties near Glenelg Ferry Slipway Residents and visitors to 2 storey house, café and shop at Glenelg Ferry Shore Station and, lighthouse, carpark and ferry pier slipway in Glenelg.	Main views are mostly to the west (with some to the south-west and north-west) across Kyle Rhea towards forested hill slopes with scattered properties and lighthouse building at Kylerhea on opposite shore. The Glenelg-Kylerhea ferry is visible during the summer season. The existing steel lattice OHL crossing Kyle Rhea is visible in some views to the north and north-east in side-on views, reducing sensitivity in this direction.	Low	The Proposed Development would replace the existing steel lattice OHL in side views towards the north and north-east (approximately 1000m away). The Proposed Development would not be in the main view and would be largely screened by existing forestry and landform, whereby the replacement OHL would be largely imperceptible. Construction access would be situated to the east of this receptor location, but this would be barely perceptible in rear views.	0.9km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-3	Bernerá Residents and visitors to a group of 1-2 storey properties situated at the mouth of Glen Bernera.	Predominant south-westerly orientation (or north-westerly) of open main views over Glenelg Bay, with a backdrop of hillslopes beyond Kylerhea in the distance. Some properties in this receptor group have rear views of forestry and the existing steel lattice OHL which passes north of Bernera (between approximately 300-1000m away).	Low-Medium	Views towards the Proposed Development would be to the rear or side and are likely to be partially screened by existing landform. Construction activity may be visible nearby on an existing access road in some rear views. Felling of forestry would be noticeable to the north-east in rear/side views, seen adjacent to the existing access track, particularly from a property at the northern end of this receptor group.	0.2km	Medium	Negligible	Minor Adverse (not significant)	Negligible
B4-4	Galltair, Barnhill and nearby Residents and visitors to a group of properties near the northern shore of Glenelg Bay and near Glenmore River estuary, including Galltair and nearby properties.	Mixture of orientations and views, including open westerly and south-westerly main views across Glenelg Bay towards Kylerhea on Skye, and some more enclosed inland views across rough grazing of Glen More, and shelterbelt trees.	Low-Medium	Views of the Proposed Development would be to the rear and side, but would be screened by landform, as well as existing forestry, and other tree groups in the glen. There may be short term visibility of some forestry felling during construction, seen at a distance and not in the main view, and likely to be barely perceptible	1.0km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-5	Glenelg (Waterfront) Residents and visitors to a group of buildings and War Memorial on the southern shore of Glenelg Bay, in Glenelg settlement along the public road, including residential properties, B&Bs, Glenelg Inn, Bernera Barracks and Glenelg Church.	North-westerly and westerly main open views across Glenelg Bay towards Skye, where hillslopes and scattered properties at Kylerhea are visible on the western shore. The existing steel lattice OHL is visible in some side views to the north, east and north-east on the hillside (often within forestry) and occasionally in the skyline, but perceived to be relatively distant in the view, and a small part of the overall panorama.	Low-Medium	The Proposed Development may be visible at a distance (approximately 1.6km away) on the skyline in north-easterly side views, replacing the existing steel lattice OHL. Proposed steel lattice towers may be larger in scale than the existing towers, but this difference would not cause a perceptible change. Some areas of felled forestry may be perceptible in some oblique views. Construction activity may be perceptible on the hillside, including tree felling.	1.5km	Low	Negligible	Minor Adverse (not significant)	Negligible
B4-6	Glenelg (Inland) Residents and visitors to a group of buildings in Glenelg settlement, including residential properties, shop, café, community centre, caravans, playground, and playing field.	Mixture of orientations and views, including onto neighbouring buildings, with some many views oriented to the north-east along Glen More towards hillslopes, and existing trees nearby, including trees along the minor road and river. The existing steel lattice OHL passes to the east and north-east and is visible on the distant hillsides (approximately 0.5-1.5km away).	Low	The Proposed Development would be situated to the north and north-east, but would be largely imperceptible replacing the existing steel lattice tower OHL, and largely screened /filtered by existing trees.	0.4km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-7	Near Balavoulin Residents and visitors to a row of properties by minor road in Glen More, including residential buildings and Lamont Chalets and Bungalows, Creag Mhór, Beolary and Creagan Ruadh. Visualisation Location 4-1 (see Figures V4A4.1a to d) provides a representative view from this area.	Main southerly views across valley floor towards forested hillslopes with the existing steel lattice OHL within main and side views on the skyline and descending the hillside before crossing the valley at a close distance (approximately 350m).	Low-Medium	The Proposed Development would be in main and side views towards the south. The proposed steel lattice towers would be larger in scale than the existing steel lattice towers they would replace but once existing towers are removed, the difference in scale would be less noticeable once the existing towers are removed, although the felled wayleave may mean the change is more noticeable. The proposed permanent access track near Balavoulin would also be noticeable in views to the south-east on the open hillside. Construction activity would also be noticeable nearby in the short term, including tree felling on the hillslope.	0.2km	Medium-High	Medium	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-8	Scallasaig and nearby Residents and visitors to a small group of properties, including 1-1.5 storey residential properties on minor road in Glen More, including Scallasaig and nearby properties.	Mixture of orientations, including main views to the south, east or west, with the existing steel lattice OHL in oblique views along the skyline and passing down the hillside.	Low-Medium	The Proposed Development would be visible in oblique views (approximately 1.1km away) in the long term but would not present a perceptible change from the existing steel lattice OHL it would replace. Felling of forestry and the proposed access track may be visible on the hillslope in some side views towards the north-west, and construction activity would be perceptible in the short-term.	0.8km	Low	Negligible	Minor Adverse (not significant)	Negligible
B4-9	Balvraid and nearby Residents and visitors to a small group of 1-2 storey properties situated in Glen Beag including Balvraid, Tullochard and Chapiull House.	Mixture of views, whereby nearby trees enclose views. Some main views are open to the west towards hillslopes and surrounding valley, while some side and rear windows have views of the existing steel lattice OHL towards the south-east.	Low-Medium	The Proposed Development would be seen in rear and side views to the north, approximately 650m away, on nearby hillslopes. In this location, there would be limited perceptibility of the scale difference between existing and proposed steel lattice towers. The proposed permanent access track may be visible in oblique views on surrounding hillslopes.	0.6km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-10	Kinloch Hourn Residents and visitors to a campsite, group of properties and outbuildings, including Kinlochhourn Lodge and Lochhourhead House tearoom and B&B at Kinloch Hourn.	Mixture of orientations and main views across valley floor towards steep valley slopes and across Loch Beag. The existing steel lattice OHL is visible to varying degrees on steep hillslopes, amongst forestry.	Medium	The Proposed Development would replace the existing steel lattice OHL on steep hillslope and would be perceptible in rear and side views, partially screened / filtered by trees. Construction activity, including tree felling and track upgrades, would be perceptible.	0.2km	Low	Low	Minor – Moderate Adverse (not significant)	Minor Adverse (not significant)
B4-11	Hydro Building by Loch Cuaich Workers and visitors to a small-scale hydro building at the waterfront of Loch Cuaich.	Southerly orientation of main open views across Loch Cuaich and opposite southern shore. The existing steel lattice OHL and forestry is visible in the rear view towards the north.	Low	Views of the Proposed Development would be towards the rear of the property on the hillside in a northerly orientation. The new towers would appear largely similar to the existing steel lattice towers they would replace, so the change would be barely perceptible.	0.2km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B4-12	Allt Peitireach and Allt Mheil Hydro Power Station Workers and visitors to two small hydro power station buildings near the waterfront of Loch Cuaich.	Main views are open looking to the south and south-west across Loch Cuaich. Rear northerly views towards the existing steel lattice OHL are either largely restricted by landform and existing vegetation, or not visible due to lack of window in this direction.	Low	The Proposed Development would be in rear views and largely screened by surrounding vegetation and intervening landform. Where visible, it would be similar to the existing steel lattice tower OHL it would replace. There may be some limited rear views of construction and nearby felling of forestry towards the north-east at a close distance (approximately 120m away).	0.2km	Low	Negligible	Minor Adverse (not significant)	Negligible
B4-13	Quoich Dam Workers and visitors to dam building and small car park at the mouth of Gearr Garry.	Main views are in a variety of orientations, with open views towards the west across Loch Cuaich and munro peaks in the distance. Dam infrastructure is prominent in the view from the dam building. The existing steel lattice OHL is visible on hillslope towards the north approximately 150m away, and three existing NeSTS towers are noticeable nearby to the south-east.	Low	The Proposed Development would be visible in rear views towards the north. The proposed steel lattice towers may be slightly larger in scale than the existing towers they would replace, but this difference would be largely imperceptible in the long term after the existing OHL has been removed. Construction activity would be noticeable nearby.	0.7km	Low	Negligible	Minor Adverse (not significant)	Negligible

Table 4.2: Route Based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-1	Glen Arroch Minor Road Travellers including local residents and visitors on single track road between Kylerhea and Broadford, including those using the Kyle Rhea ferry crossing.	Within the study area, open views east and south across Kylerhea and across Glenelg Bay, including of the ferry crossing (during summer months). For a small part of the route, the existing steel lattice OHL is visible in northerly views crossing Kyle Rhea.	Low	The Proposed Development would replace the existing steel lattice OHL in some main and side views, sometimes on the skyline, but would be barely perceptible in the distance, and partially screened by forestry. Construction activity may be visible on the skyline, but would be distant and barely perceptible in the context of forestry.	1.6km	Negligible	Negligible	Negligible	Negligible
R4-2	Ascent / Descent of Kylerhea Hills Walkers using noted but non-waymarked route to ascend Beinn na Caillich, Sgùrr na Còinnich, Ben Aslak hills from the otter haven car park above Kylerhea, via Beinn Bhuidhe	High-level panoramic views, over Loch Alsh and Kyle Rhea become more expansive with increased height, with distant views of the Skye Bridge. The existing steel lattice tower OHL can be seen rounding the coast in the north-easterly view to a limited extent in the mid-ground and low in the view, from Beinn na Caillich and Beinn Bhuidhe summits and is an unexceptional feature within the expansive view.	Low-Medium	Within the panoramic views from Beinn na Caillich and parts of Beinn Buidhe, the Proposed Development may be seen in the distance on forestry hillslopes, replacing the existing OHL. Construction activity, including tree felling, may be perceptible, in a small part of the overall view. In operation, the Proposed Development would be unlikely to appear perceptibly different to the existing OHL which would be replaced.	1.8km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-3	Kylerhea Otter Hide Footpath Walkers and visitors using woodland track through forestry above Kyle Rhea narrows, leading to a wildlife hide.	Predominantly easterly elevated or slightly elevated views through trees across the straits at Kyle Rhea towards the mainland. The tall steel lattice towers which form the sea crossing of the existing OHL are very noticeable from sections of the route where open views are obtained to the north and north-east, especially at the northern end of the route.	Low-Medium	Within north-easterly and easterly views, the existing steel lattice towers at the crossing point would be retained, although construction activities would include the re-conductoring of these towers. Construction of towers to the east of the crossing, including felling activity, would be perceptible on hillslopes across Kyle Rhea to the east, although would partially be screened by trees. In the longer term, the proposed towers would be unlikely to be perceptibly different to the existing towers they would replace.	1.2km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-4	Glenelg Ferry Recreational users, residents and visitors using Glenelg-Kylerhea ferry crossing, operating during summer months.	Main views are in multiple directions across Kyle Rhea, although restricted in some directions by forested hill slopes. Scattered buildings at Kylerhea and the Glenelg Ferry terminal are visible on the nearby shores. The existing steel lattice OHL is visible in northerly views crossing Kyle Rhea.	Low-Medium	The Proposed Development would replace the existing steel lattice OHL near the Kyle Rhea crossing, visible to the north-east (although the tall crossing towers and adjacent anchor towers nearest the water crossing would remain). The Proposed Development would be partially screened by existing forestry on the eastern shore. During construction, works may be perceptible but would be partially screened and in side-on views. During operation, the Proposed Development, although composed of slightly taller towers, would be unlikely to form a perceptible change to the view.	1.2km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-5	<p>Core Path SL12.05 (Glen Bernera to Ardintoul to Ferry Circular Route)</p> <p>Recreational travellers / tourists on route through forested areas and along Kyle Rhea.</p>	<p>Through the study area, there a variety of views obtained from this route. Many views are enclosed by forestry, for example on sections of the coastal route between Glenelg and Ardintoul Point (outside the study area), and inland of Glen Bernera. Some westerly and northerly open views are obtained from the coast, across Kyle Rhea and Loch Alsh, filtered by vegetation in the immediate foreground. Along Glen Bernera, there are views of residential properties and the forestry edge. The core path crosses under the existing steel lattice OHL north of Glen Bernera and by Kyle Rhea.</p> <p>Part of this route (north-east of the Glen Bernera OHL crossing towards Ardintoul Point), is also Scottish Hill Track 254 (assessed as R4-6), where it passes within a forested area.</p>	Low-Medium	<p>From large parts of the route, the Proposed Development would be imperceptible due to screening from forestry and landform. From more open sections near the route (e.g. Glen Bernera and near the OHL crossings), the Proposed Development would be perceptible, replacing the existing steel lattice OHL in a similar alignment, although more visible due to felled trees.</p> <p>During construction, near the OHL crossings, activity would be noticeable in close proximity (although existing towers would remain to the immediate east of Kyle Rhea). During construction, tree felling would also be evident from sections of the route near the OHL crossings. Parts of this route would be used as access during construction, so associated activity and traffic would also be visible along sections in the vicinity of Glen Bernera and the Glenelg ferry.</p>	4m	Low-Medium	Low	Minor – Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-6	Scottish Hill Track 254 Recreational users on section of Scottish Hill Track 254 (<i>Glenelg to Totaig</i>) from Glenelg towards Ardintoul Point (outside the study area) and continuing to north to Totaig. Part of this route (north of the OHL crossing towards Ardinoul Point), is also Core Path SL 12.05 (assessed as R4-5), where it passes within a forested area.	Views from southern, lower-level sections nearest Glenelg are largely contained within the landform and woodland to the east. Open views are experienced from higher slopes north of Glenelg, where the existing steel lattice OHL crosses the route.	Low-Medium	The Proposed Development would be visible in open views near the route crossing, where new towers would replace smaller existing steel lattice towers in a similar alignment. This replacement would be barely perceptible in the long term, once existing towers are removed, but the new permanent access track along the OHL may be noticeable from a short section. Construction activity would also be visible near this route for a short section near the OHL.	80m	Low-Medium	Low	Minor – Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-7	<p>Minor road through western Glen More</p> <p>Recreational users, local residents and other travellers on a section of the Old Military minor road through Glen More, a single-track road which also forms part of Scottish Hill Track 252b (<i>Kinloch Hourn to Glenelg</i>) and part of Scottish Hill Track 255 (<i>Shiel Bridge to Glenelg</i>). Visualisation Location 4-1 shows a representative view from this route (see Figures V4A-4.1a tod).</p>	<p>Views are generally channelled by landform, looking east and west along Glen More and its wooded slopes. The existing steel lattice OHL is visible crossing this route near Balavoulin. From the western section of the route through Glenelg (between the OHL crossing and Glenelg War Memorial), receptors have views of residential properties and open westerly views towards Glenelg Bay.</p>	Low	<p>The Proposed Development would be largely screened from users of this route by surrounding woodland, trees and intervening landform. Near Balavoulin where the Proposed Development would cross the route, the proposed towers, tree felling and construction of permanent tracks on the hillside in this area may be noticeable. Once existing towers are removed, the larger scale of the new towers would be less noticeable, but may be perceptible along with new tracks, within a felled wayleave. On sections on the route further west and east of Balavoulin, there may be occasional glimpsed views of towers or construction works but these would be barely perceptible, replacing existing towers and would not alter the visual amenity of these routes.</p>	40m	Medium	Low	Minor – Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-8	<p>Minor road and paths between Glenelg and Gleann Beag</p> <p>Recreational users and other travellers on sections of minor road between Glenelg village and Gleann Beag.</p> <p>This route, which is part of the old Drove Road, is also part of Scottish Hill Track 252a (<i>Kinloch Hourn to Glenelg</i>) and Core Paths SL 12.04 (<i>Glenelg Village to Galtair</i>) and SL 12.06 (<i>Glenelg Village to Glenelg Pier</i>).</p>	<p>From the western, coastal part of this route (near Glenelg Village), open views are experienced towards Glenelg Bay. From the eastern, inland part of this route (within Gleann Beag), views are channelled along the glen, and contained by landform and vegetation. Towards the eastern end of this route, near Balvraid, the existing steel lattice OHL is perceptible to the east on the skyline.</p>	Low-Medium	<p>From the majority of this route, there would be no view of the Proposed Development. The Proposed Development would replace the existing steel lattice tower OHL to the east of this route, but this change would be barely perceptible since towers would be in a similar alignment to the replaced towers and the scale difference would be indistinguishable. The proposed permanent access track near Balvraid would be perceptible from a short eastern section of this route nearest Balvraid when travelling east, but considering the overall experience of users of this route, this change would be largely imperceptible. During construction, activity would be locally perceptible.</p>	0.2km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-9	<p>Track between Balvraid and Strath a' Chomair</p> <p>Walkers, other recreational users and estate workers on this recreational route between Balvraid and Strath a' Chomair.</p> <p>This route, which is part of the old Drove Road, is Core Path SL 12.02 (<i>Balvraid to Strath a Chomair</i>) as well as part of Scottish Hill Track 252a (<i>Kinloch Hourn to Glenelg</i>) and 253 (<i>Arnisdale to Glenelg</i>).</p>	<p>Views are generally channelled by landform, looking east and west along the route. Views feature partially wooded valley slopes along the road. The existing steel lattice OHL is visible in oblique views on the skyline above Balvraid. It is also visible in main views crossing the route immediately west of forestry at Strath a Chomair, where towers are visible on the steep glen slopes and skyline. Forestry at Strath a' Chomair screens views from the easter-most section of the route.</p>	Low-Medium	<p>The Proposed Development would be visible on the skyline in oblique, main and side views, and in main views crossing a steep sided glen near Strath a Chomair. It would replace the existing steel lattice tower OHL, but this change would be barely perceptible once existing towers are removed, since towers would be in a broadly similar alignment to the replaced towers and the scale difference would be indistinguishable. At the OHL crossing near Strath a Chomair, the proposed steel lattice towers would be approximately 115m further south-west and may be more noticeable given felled forestry nearby. The proposed permanent access track east of Balvraid would be noticeable on the hillside, particularly when travelling west, and the upgrades to this route may be perceptible.</p> <p><i>(continued below)</i></p>	70m	Medium-High	Low	Moderate Adverse (significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
				During construction, activity would be noticeable along this route, which would be upgraded and used for construction traffic, as well as at the OHL crossing, and nearby. Felling activity would be noticeable during construction, immediately adjacent to the route near Strath a' Chomair.					

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-10	<p>Route between Strath a' Chomair and Kinloch Hourn</p> <p>Walkers, other recreational users and estate workers on this recreational route between Strath a Chomair and Kinloch Hourn. This route, which is part of the old Drove Road, is part of Scottish Hill Track 252a (<i>Kinloch Hourn to Glenelg</i>). Visualisation Locations 4-2 (see Figures V4A-4.2a to d) and 4-3 (see Figures V4A-4.3a to d) provide representative views from parts of this route.</p>	<p>Views vary along the length of this route, but are generally open and channelled along the glen, to the south-east and north-west, along the existing steel lattice OHL. These are scenic views, many of which are elevated views that extend far into the distance. Views are more contained by landform and trees near Gleandubhlochain and Kinloch Hourn. Forest. The existing steel lattice OHL runs parallel or in close proximity to the route for most of this section. Views are also obtained along glens to the north and south of the route.</p>	Medium	<p>The Proposed Development would replace the existing steel lattice OHL with slightly larger towers. In some locations (such as near Gleandubhlochain), the new towers would follow a slightly different alignment and would cross the route at different locations but would follow a similar alignment for the majority of the route. From Gleandubhlochain, the new towers would be more prominent in views looking south-west along the valley towards Dubh Lochain. Localised loss of woodland may also be perceptible from some parts of the route.</p> <p>New permanent tracks and existing track upgrades would be noticeable along various sections of the route, such as near Bealach Aoidhdailean and along the route to Gleandubhlochain. Similarly, new and upgraded tracks would be noticeable between Gleandubhlochain and Kinloch Hourn.</p> <p><i>(continued below)</i></p>	2m	Medium-High	Low-Medium	Moderate Adverse (significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
				Construction of proposed towers and access tracks would be noticeable along the entirety of this route, including tree felling in localised areas.					
R4-11	<p>Tracks east of Corran</p> <p>Walkers, other recreational users and estate workers on two routes east of Corran:</p> <ul style="list-style-type: none"> - The route through Glen Arnisdale from Corran to Gleandubhlochain is part of Scottish Hill Track 251a (<i>Kinloch Hourn to Arnisdale</i>) and Core Path SL 12.07 (<i>Corran to Gleann Dubh Lochain</i>). - The route from Corran through Coire Chorsalain is part of Scottish Hill Track 253 (<i>Arnisdale to Glenelg</i>). 	Views in multiple directions, generally channelled by landform along scenic glens, often with elevated long ranging views along deep glens, or out to the coast. From the easternmost sections of both routes, receptors have open views of the existing steel lattice OHL.	Medium-High	From easterly sections of this route, the Proposed Development would be visible to the east, replacing existing steel lattice towers. They would be largely indistinguishable in the long term once existing towers are removed. From the majority of this route, including western sections near Arnisdale, Corran, and along Glen Arnisdale, the Proposed Development would not be visible, or would be very distant in in views.	80m	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-12	Routes near Druim na Firean Walkers and other recreational users on hill tracks near Druim na Firean on sections of Scottish Hill Track 252b (<i>Kinloch Hourn to Glenelg</i>) and Scottish Hill Track 252c (<i>Kinloch Hourn to Glenelg</i>).	Variety of views, including open views towards the south where the existing steel lattice OHL is visible. Views to the west are more restricted by woodland. Scottish Hill Track 252b passes through a wooded section at the edge of the study area. The existing steel lattice tower is noticeable from sections of the route south of Druim na Firean.	Medium	From the northerly elevated sections of this route, nearest Bealach a Chasain near the edge of the study area, the Proposed Development may be perceptible to the south. From sections of the route south of Druim na Firean, the Proposed Development would be visible in closer proximity, replacing existing steel lattice towers and would be largely indistinguishable in the long term once existing towers are removed. From the majority of this route, the Proposed Development would not be visible or would be distant in views.	80m	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-13	Scottish Hill Track 250 Walkers and other recreational users following Scottish Hill Track 250 (<i>Kinloch Hourn to Inverie (Loch Nevis)</i>) between Kinloch Hourn and Inverie (outside the study area) along the southern shore of Loch Hourn.	Views in multiple directions but most notably open across Loch Hourn to the north, north-east and north-west to the opposite nearby shore and slopes in the background. As the route continues east towards Kinloch Hourn, views are more contained by landform in the form of steep slopes at Lochhourhead. The existing steel lattice OHL is perceptible from the eastern section of this route on hillslopes at Kinloch Hourn, and occasionally on the skyline towards the north-east.	Medium-High	From the more easterly sections of this route, from Skiary towards the east at Kinloch Hourn, there may be distant views of the Proposed Development to the north and north-east, with some filtering by forestry and the landform. The Proposed Development would replace the existing steel lattice OHL in a similar alignment and this change would not be perceptible.	0.6km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-14	Buidhe Bheinn Mountain Route Walkers and other recreational users following route between the summit of Buidhe Bheinn and Lochhourhead. Near Kinloch Hourn, this mountain route merges with Scottish Hill Track 252a, which is part of the old Drove Road.	Open views in multiple directions, including towards Lochhourhead and Loch Hourn, increasing in elevation near Buidhe Beinn. On lower sections of this route, the existing steel lattice OHL is visible alongside the route, and from elevated sections, it is perceptible in the distance.	Medium	From elevated sections of this route, the Proposed Development would be visible on lower slopes in southerly and westerly views, replacing the existing OHL. This change would be largely imperceptible in the long term, once existing towers are removed. On the southern section of the route (alongside the OHL), the Proposed Development would run parallel to the route. Part of this route would be upgraded for construction access, and construction of proposed towers would be noticeable alongside part of this route, as well as in elevated views.	2m	Locally Medium alongside the OHL, Low elsewhere	Negligible	Locally Moderate Adverse (significant) alongside the OHL, Minor Adverse elsewhere (not significant)	Negligible
R4-15	Sgurr nan Eugallt Mountain Route Walkers and other recreational users following route between the summit of Sgurr nan Eugallt and Coireshubh, by the minor road.	Elevated views in multiple directions, including west and north-west overlooking Loch Hourn from the summit of Sgurr nan Eugallt. The existing steel lattice OHL is perceptible on lower ground in some elevated views.	Medium	The Proposed Development would replace the existing steel lattice towers at the eastern end of this route at Coireshubh, where it would be noticeably closer (by approximately 600m) than the existing OHL it would replace. Construction activities in this area would also be noticeable. From other sections of the route, the Proposed Development would be largely imperceptible.	20m	Low-Medium	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-16	<p>Scottish Hill Track 256 Walkers, other recreational users, and estate workers following section of Scottish Hill Track 256 (<i>Kinloch Hourn to Achnagart (Glen Shiel)</i>) to north-east of Kinloch Hourn towards the north on elevated slopes.</p>	<p>Views in multiple directions from elevated sections of the route, most notably southerly views towards Kinloch Hourn and Loch Hourn, increasing in elevation towards the north. The southern section of the route (study area boundary to Coireshubh) crosses the existing steel lattice OHL east of Kinloch Hourn.</p>	Medium	<p>From elevated sections of this route, the Proposed Development would be visible on lower slopes in southerly views. From the southern section of the route (between Loch Coire Shubh / the minor road and Allt Sgioreadail), the Proposed Development would cross and follow the route which would also be used for access. The construction of new towers, sections of new and upgraded access, and tree felling would be noticeable in both elevated views and in the sections where the proposed OHL follows the route. In the long term, the Proposed Development would run parallel to part of the route at a close proximity and would be more noticeable in views than the existing towers they would replace, which are not currently situated along this length of route. Localised reduction in native woodland cover may also be noticeable from this part of the route.</p>	2m	Locally Medium alongside the Proposed Development, Negligible elsewhere	Locally Medium alongside the Proposed Development, Negligible elsewhere	Locally Moderate Adverse (significant) alongside the Proposed Development, Negligible elsewhere	Locally Minor - Moderate Adverse (not significant) alongside the Proposed Development, Negligible elsewhere

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-17	Scottish Hill Track 249a and Sgurr a'Choire-bheithe and Ben Aden Mountain Route Walkers and other recreational users following eastern segment of Scottish Hill Track 249a (<i>Loch Cuaich to Inverie (Loch Nevis)</i>) and route from the summits of Sgurr a'Choire-bheithe and Ben Aden to Loch Cuaich.	Variety of views, including open views across Loch Cuaich. Views to the west are more restricted by landform. The existing steel lattice OHL is perceptible from the northerly section of the route, which terminates at the minor road.	Medium-High	From the northerly sections of this route, nearest the minor road, there may be views of the Proposed Development on the hillside to the north, east and west. It would replace existing steel lattice towers and would be largely indistinguishable in the long term once existing towers are removed. From the majority of this route the Proposed Development would not be visible, or would be very distant in views.	0.2km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-18	Scottish Hill Track 257b and Sgurr a'Mhaoraich Circular Mountain Route Walkers and other recreational users following ring route from the summit of Sgurr a'Mhaoraich through Glenquoich Forest and for a section of the route passing Loch Cuaich. The eastern section of the mountain route, along Glen Quoich, also overlaps Scottish Hill Track 257b (<i>Glen Garry to Glen Shiel</i>).	A mixture of views, including open southerly views towards Loch Cuaich from elevated sections in Glen Quoich Forest. The existing steel lattice OHL is visible crossing this route at two points close to its southern segment near the bridge crossing Loch Cuaich on its northern shore. On the north-eastern section of the route adjacent to Glen Quoich Forest, forestry screens some views to the south.	Medium-High	The Proposed Development would replace the existing steel lattice towers crossing the southern sections of this route, near Loch Cuaich bridge, and would then run parallel to the minor road. The new towers would be closer to this route, and would cross alongside the bridge, and this change would be locally perceptible. The introduction of a new permanent access track along the OHL would also be noticeable locally. From other more distant sections of the route, the Proposed Development would be largely imperceptible, compared to the existing OHL. Construction activity would be noticeable near the Proposed Development, including construction of permanent access tracks and use of existing tracks near/along the route/minor road. On some sections of the route forestry would screen the Proposed Development.	4m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-19	<p>Kinloch Hourn Minor Road</p> <p>Local residents recreational users and other travellers following a section of single track minor road between Kinloch Hourn and Quoich Dam, including a viewpoint by Loch Cuaich. The westernmost section runs through an enclosed rocky glen, while the easternmost section runs along the northern shore of Loch Cuaich. Outside the study area, this road continues east along Glen Garry to meet the A87. Visualisation Locations 4-4 (see Figures V4A-4.4a to d) and 4-5 (see Figures V4A-4.5a to d) provide representative views from this route.</p>	<p>A range of views, with varying degrees of enclosure. Views are generally channelled along the glen, orientated east to west (or south-east to north-west).</p> <p>Between Kinloch Hourn and Loch Cuaich, views are more contained by landform and are directed in multiple directions with the turns of the road, where the OHL is perceptible at varying distances in the midground crossing the rocky slopes and accentuating the form of the landform. Elevated and scenic views are also experienced across waterbodies, such as Loch Coire Shubh and Loch an Doire Duibh, where the existing OHL is perceptible in the distance.</p> <p>Where the route runs along Loch Cuaich, there are also open, long range views across Loch Cuaich, in multiple directions, where the existing OHL is visible alongside the road.</p>	Medium	<p>Construction works would be noticeable along the length of the route within the study area. During operation, between Kinloch Hourn and Loch Cuaich, the Proposed Development would form a perceptible, and occasionally more noticeable, change, as it would typically be closer to the road than the existing OHL it would replace. In some areas, such as between road crossings near Loch Coire Shubh and Loch an Doire Duibh, towers would be more prominent (see Visualisation Location 4-5 (Figures V4A-4.5a to d)), but this would be offset to some extent, by the removal of existing towers from other parts of the view. The valued views towards the small lochans strung along this part of the route would mostly be retained uninterrupted.</p> <p>Along Loch Cuaich, the Proposed Development would be situated slightly closer to the road, and would therefore be perceptible as a replacement of the existing steel lattice OHL.</p> <p><i>(continued below)</i></p>	20m	Medium	Low-Medium	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
				However, the towers would appear very similar to those which would be replaced and the valued view across the loch would not be affected. Overall, the appearance of towers would be reflective of a situation which already occurs and the longer term effect on the visual amenity is not predicted to be significant.					
R4-20	Gleouraich and Spidean Mialach Circular Mountain Route Walkers and other recreational users following circular route between the summits of Gleouraich and Spidean Mialach, with a brief section of the route passing along the northern shore of Loch Cuaich.	Open elevated views in multiple directions including southerly views towards Loch Cuaich. The existing steel lattice tower OHL is visible crossing this route at two points near the minor road by Loch Cuaich. On the north-eastern section of Cuaich route (OHL crossing to Spidean Mialach) forestry screens some views to the south.	Medium	The Proposed Development would replace the existing steel lattice towers crossing the southern parts of this route near Loch Cuaich. This replacement would be barely perceptible, although construction (including temporary access tracks and felling) may be noticeable for a short section of route near the OHL. On some sections of the route forestry would screen the Proposed Development.	10m	Low-Medium	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R4-21	Gairich Mountain Route Walkers and other recreational users following route between Quoich Dam and Gairich on elevated slopes above Loch Cuaich and partially along the eastern edge of the loch.	Open views across Loch Cuaich to the north and west. Views south are somewhat restricted by steep landform. At Quoich Dam, on the northerly section of the route, the existing steel lattice OHL, NeSTS towers and dam buildings are visible to the north where the mountain route begins by the dam.	Low	From the northerly sections of this route, at Quoich Dam, there would be views of the Proposed Development on the hillside in a general northerly direction. The Proposed Development would be barely perceptible as a replacement of the existing steel lattice OHL in the long term. From the majority of this route the Proposed Development would not be visible, or visible at a distance and seen in the context of Quoich Dam structures and NeSTS towers.	0.8km	Negligible	Negligible	Negligible	Negligible