

APPENDIX V2-3.5: DESIGNATED AND PROTECTED LANDSCAPES - SPECIAL QUALITIES ASSESSMENTS

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1. DESIGNATED AND PROTECTED LANDSCAPES - SPECIAL QUALITIES ASSESSMENTS

1.1 Introduction

1.1.1 This Appendix provides the detailed assessment of potential effects on designated and protected landscapes resulting from the Proposed Development. Statutory designated landscapes or landscapes otherwise protected by the planning system which have been identified for assessment within the Landscape and Visual Impact Assessment (LVIA) study area (refer to **Appendix V2-3.1, Scope of Assessment**) are listed in **Table 1**. Note that some designated and protected landscapes falling within the study have been scoped out, as detailed in **Appendix V2-3.1** and with the agreement of NatureScot.

Table 1: Designated and Protected Landscapes Identified for Inclusion in the LVIA

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

1.1.2 The above areas are illustrated on **Figures V2-3.2-S0** to **V2-3.2-S6**.

1.2 Methodology

1.2.1 The assessment of designated landscapes has been undertaken in accordance with the methods and criteria outlined in **Appendix V2-3.2** and with reference to the following additional guidance documents:

- *Assessing Impacts on Wild Land Areas: Technical Guidance* (NatureScot, 2020¹); and
- *Guidance for Assessing the Effects on Special Landscape Qualities* (SNH, Working Draft 11, November 2018²).

1.2.2 The assessment of designated and protected landscapes gives consideration to effects on landscape character and identified Special Landscape Qualities (SLQs) of NSAs and SLAs, and Wild Land Qualities (WLQs) of WLAs. Conclusions made during the assessment of Landscape Character Zones (LCZs) (see **Appendices 3.6 – 3.12**) are used to feed into this assessment and are cross referenced as necessary. Evaluation of sensitivity to development of the type proposed and magnitude of change has been undertaken for all relevant Special

¹ NatureScot (2020) *Assessing Impacts on Wild Land Areas: Technical Guidance*. Available at: <https://www.nature.scot/doc/assessing-impacts-wild-land-areas-technical-guidance>. Accessed on 24.05.22

² Scottish Natural Heritage (2018) *Guidance for Assessing the Effects on Special Landscape Qualities. Working Draft 11. November 2018*.

Qualities. Given the status of these Qualities, the value is considered to be universally high. Therefore, the sensitivity rating is based on susceptibility to change only.

1.2.3 The final conclusion on the significance of effect for each designated or protected landscape considers the effects on Special Qualities and landscape character.

1.3 Section 0

1.3.1 Works in this Section would involve the replacement of an existing wood pole OHL with a new, slightly more robust H wood pole OHL.

1.3.2 The following designated or protected areas have been identified for assessment within Section 0:

- North West Skye SLA.

Table 2: North West Skye SLA

Baseline Description	
Description	<p>Within the study area this SLA covers the western shoreline of the Waternish Peninsula and the coastline around Bracadale Bay. Beyond the study area it also includes the coastal area of Loch Dunvegan and the Duirinish Peninsula. This is a coastal landscape featuring a variety of seascapes including dramatic cliffs and headlands, isolated bays, and intimate beaches. The dynamic coastal landscape contrasts with a simple structured, stepped moorland interior featuring distinctive steep-sided and flat-topped hills which include the MacLeaod's Tables (Healbhal Mòr and Healbhal Beag) which, although outwith the study area, form a prominent local landmark throughout the SLA. The complex interplay of land and sea provides an ever-changing sequence of views.</p> <p>There is a strong pattern of coastal settlement throughout the SLA, comprising linear crofting townships around the coastal fringe. Wood pole OHLs are an existing feature of these coastal landscapes.</p>
Associated Local Character Zones (see Figure V2-3.3-S0)	<ul style="list-style-type: none"> • LCZ 0-1 – Waternish Peninsula; • LCZ 0-2 – Loch Bay to Dunvegan (setting only); and • LCZ 0-3 – Loch Bracadale Coastal Hills and Glens.
Special Qualities (those of relevance to the Proposed Development are highlighted in bold)	<p><i>“Dynamic Coastline</i></p> <ul style="list-style-type: none"> • The dominant and defining influence is the relationship between land and sea which can be experienced from commanding coastal viewpoints such as Biod an Athair, Idrigill Point, or Oronsay Island, or in intimate corners such as Loch Bharcasaig or the inner reaches of Loch Dunvegan. The dynamic composition between land, sea and sky creates an ever-changing sequence of dramatic coastal panoramas. • <i>Extensive, unbroken stretches of coastline are accessible only by boat (in calm weather) or on foot. Access along the shore is only available at low tide in some locations.</i> • The variety of coastal features creates a diverse seascape character seen as an ever changing sequence from the meandering coastal roads, tracks and footpaths. • <i>The impressive sea stacks of MacLeod's Maidens and the small coral beaches at Dunvegan and Glenbrittle are popular attractions.</i> <p><i>Distinctive Terrain</i></p> <ul style="list-style-type: none"> • <i>Sequence of dramatic peninsulas separated by deep penetrating sea lochs and large scale complex bays.</i>

	<ul style="list-style-type: none"> • MacLeod’s Tables form prominent flat-topped landmarks from within and around the SLA, rising above the generally uniform and low lying moorland landscape. These have a close relationship with Dunvegan Castle, the seat of the Clan Macleod which is a popular visitor attraction. <p><i>Crofting landscapes</i></p> <ul style="list-style-type: none"> • The sense of remoteness and tranquillity experienced among the more traditional crofting settlements of Waternish is pronounced by access being obtained via a no through road. • <i>Unish, the most northerly and one of the best preserved examples of the townships on Waternish, is protected as a Scheduled Monument. The majority of these earlier settlements are now abandoned and stand as ruins in the landscape. Interspersed amongst the township ruins are the remains of still older settlement from the Bronze and Iron Ages.</i> • <i>The cleared settlement bordering Galtrigill to the north is notable in the completeness of its survival.</i> • <i>Crofting townships are clustered around Glen Dale which with no distinct boundaries between individual settlements forms an almost continuous ring of crofts around the Glen.</i> • Harlosh to Bracadale is an almost continuous patchwork of sub-rectangular field systems and small townships. <i>On the peripheries are a number of interesting prehistoric remains, most notably Dun Beag, the well preserved remains of a broch with a burial cairn to the south, and a hillfort to the north.</i> • <i>At Minginish there are sporadic remains of shielings and the occasional prehistoric roundhouse dotted throughout the hills with a notable concentration along Sleadale Burn, south of Talisker.”</i> <p style="text-align: right;">(Horner + Maclellan et al., 2011³)</p>
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Appraisal of Special Landscape Qualities (SLQ)

Special Qualities of Relevance to the Proposed Development	Sensitivity	Nature of Change	Magnitude
The relationship between land and sea which can be experienced from “commanding coastal viewpoints.”	High	The Proposed Development would replace an existing OHL of similar type through the landscape and following a similar alignment. There would be one position where the differing alignment would interrupt an existing relationship between the land and sea at Trumpan, appearing within coastal views where the existing alignment is not already present. This would be a small area which is already affected by existing distribution lines and this change would be to some extent offset by the removal of a small section of the existing alignment from an area further towards the western point of Waternish and another section on the seaward side of Dun Hallin broch. Overall, it is considered that, though there may be some distraction during construction, this SLQ would not be perceptibly changed within the SLA.	Construction: Negligible Operation: Negligible

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

<p>An “ever-changing sequence of dramatic coastal panoramas”, as seen from meandering coastal roads, tracks and footpaths</p>	<p>High</p>	<p>The Proposed Development would generally be on the landward side of routes and as a result is unlikely to affect coastal panoramas. The assessment of sequential visual effects from roads and paths (see Appendix V2-3.6 Annex 2) has identified that there would be no significant visual effects for users of routes. One short section near Trumpan would interrupt the southerly coastal view from the minor road. However, existing distribution lines are already present in this view and there would also be a small improvement to the same route by removal of the existing OHL from the westerly coastal view. A potential effect to southerly views from a Core Path above Stein has also been identified but would affect the coastal view from only a very small part of the route and only slightly more than the existing OHL to be removed. This is considered unlikely to lead to any noticeable effect on the Special Quality. Other localised routes around the shoreline at Trumpan are predicted to receive Minor Beneficial effects due to the removal of the existing OHL.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>MacLeod’s Tables which form “prominent flat-topped landmarks from within and around the SLA”</p>	<p>Medium</p>	<p>Macloed’s Tables form a landmark within views from LCZ 0-2 and LCZ 0-3 (see Appendix V2-3.5 Annex 1 and Figure V2-3.3-S1) . Through these sections the Proposed Development would follow a very close alignment to the existing OHL to be removed and is therefore unlikely to form a greater distraction or interruption to views towards Macleod’s Tables than the existing OHL.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>“Sense of remoteness and tranquillity experienced among the more traditional crofting settlements of Waternish”</p>	<p>Medium</p>	<p>The Proposed Development would cross some crofting landscapes within the Waternish Peninsula around Trumpan, Halistra, Brae Stein and Lusta. It would also result in the removal of the existing OHL from croft land to the rear of Hallin. It would be set to the rear of croft land at the edge of the hill land in all these areas other than Trumpan where it would cross. However, wood pole OHLs are already a feature of these crofting areas and it is unlikely that the Proposed Development, replacing a similar, existing OHL, would affect the sense of remoteness and tranquillity of these landscapes. Construction works could be locally disruptive but would be very short term and similar to existing crofting activities.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>“Almost continuous patchwork of sub-rectangular field systems and small townships” between Harlosh and Bracadale.</p>	<p>Low</p>	<p>The Proposed Development would cross some rough fields at Feorlig but is otherwise outwith the improved crofting landscapes through this section. No part of the Proposed Development through LCZ 0-4 which includes this area, is within the SLA and it is unlikely to have any noticeable intervisibility with the SLA.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Appraisal of Landscape Character Effects	
Landscape Sensitivity	<p>Within the study area, the SLA is represented by LCZ 0-1 (Waternish Peninsula) and partially falls within LCZ 0-2 (Loch Bay to Dunvegan) and LCZ 0-3 (Loch Bracadale Coastal Hills and Glens) (see Figure V2-3.3-S0). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium-High, in LCZ 0-1, Low in LCZ 0-2 and Low-Medium in LCZ 0-3 (see Appendix V2-3.6, Annex 1). Given the partial presence of the SLA within LCZs 0-2 and 0-3, the landscape sensitivity is therefore considered to be generally Medium-High although may drop to a lower level in peripheral parts within LCZ0-2 around Fairy Bridge where the influence of less unique, external landscapes is stronger.</p>
Nature and Magnitude of Change	<p>Works within the SLA would include approximately 10 km of H wood pole OHL, replacing existing trident wood pole OHL along a similar alignment.</p> <p>The landscape character assessment has identified that the magnitude of effect during construction and operation would be Negligible within LCZ 0-1 (Waternish Peninsula) which contains the majority of the SLA within the study area. The Proposed Development would follow a similar alignment to the existing OHL which it would replace, with only minor deviations at Trumpan (illustrated by Visualisation Location 0-1 (see Figures V4A-0.1 a to d)), and to the rear of Dun Hallin Broch. Given the presence of existing wood pole OHLs through this landscape, these deviations are not anticipated to lead to any change in landscape characteristics and would be offset by the removal of the OHL from other parts of the LCZ. In particular the realignment to the rear of Dun Hallin Broch would remove a section of OHL from the coastal and crofting landscape, and realign a short section outside the SLA. Although, erection of the new OHL and removal of the existing OHL may form perceptible areas of activity during construction, this would be within a settled and managed landscape where such activity is not anticipated to appear out of place.</p> <p>This magnitude rating is therefore considered to be representative of the likely effect on the SLA within LCZ 0-1 and also to the small area of the SLA within LCZ 0-2 (Loch Bay to Dunvegan). As the Proposed Development would be outwith the SLA in LCZ 0-3, with very little likely intervisibility, there would be no perceptible change on this part of the SLA.</p> <p>Magnitude of change to landscape character within the SLA would therefore be Negligible during construction and operation.</p>
Assessment of Significance of Effects	
<p>The Proposed Development would comprise a very similar, slightly more robust, wood pole OHL along a similar alignment to the existing OHL which would be replaced. This would be within areas of the SLA along the southern coastal landscapes of the Waternish but is anticipated to form an imperceptible feature within the inland context of the SLA around Bracadale Bay. No perceptible changes are predicted to the landscape character of the SLA or to any of the Special Qualities during either construction or operation.</p> <p>The effect on the North West Skye SLA would therefore be Negligible (not significant) during both the construction and operational phases of the Proposed Development.</p> <p>The integrity of the SLA would not be affected.</p>	

1.4 Section 2

1.4.1 Within this Section the Proposed Development would involve the replacement of an existing wood pole OHL with an underground cable (UGC) connection between Glen Varragill and Luib, and replacement of an existing wood pole with a steel lattice tower OHL between Luib and Broadford.

1.4.2 The following designated or protected areas have been identified for assessment within Section 2:

- The Cuillin Hills National Scenic Area (NSA); and
- Wild Land Area (WLA) 23. Cullin.

Table 3: The Cuillin Hills NSA

Baseline Description	
Description	<p>The majority of this NSA falls outside the study area. Within the study area, this NSA covers coastal hillslopes between Glamaig, south of Loch Sligaghan, and south-east along to Beinn na Cailich, west of Broadford. Beyond the study area, it extends to the south-west across the Cuillin Hills mountain range. The Black and Red Cuillins are particularly distinctive in form and can be experienced as dramatic landmark features across Skye and further afield, from parts of north-west Scotland such as Ardnamurchan.</p> <p>The mountains are vast in scale, and enhanced by the absence of foothills, where they are experienced rising up dramatically from sea, creating enclosed sea lochs. There are a variety of glaciated mountain features, including high corries with small lochans, serrated ridges, steep scree-covered slopes and U-shaped valleys. Several iconic views are associated with the Cuillins, including Sgurr nan Gillean from Sligachan, and the Red Cuillins. There is a lack of human settlement within the NSA, which contribute to its sense of wildness although existing wood poles form a noticeable feature around the coastal edge of the mountains.</p>
Associated Local Character Zones (see Figure V2-3.3-S2)	<ul style="list-style-type: none"> • LCZ 2-1 – Loch Sligachan • LCZ 2-2 – Gleann Torra-mhichaig • LCZ 2-3 – Loch Ainort; • LCZ 2-4 – Strollamus Coastal Hills; and • LCZ 2-5 – Broadford Forest Plantations.
Special Qualities (those of relevance to the Proposed Development are highlighted in bold)	<ul style="list-style-type: none"> • “Magnificent mountain scenery; • <i>The contrast and complement of the Black and Red Cuillin;</i> • The surrounding wild landscape, a fitting foil for the mountains; • Iconic images of crofting townships with dramatic backdrops; • The Cuillin Ridge as a landmark throughout the northwest; • <i>The ever-changing weather;</i> • A place of inspiration; and • <i>The most challenging mountains in Scotland.”</i> <p style="text-align: right;">(SNH, 2010⁴)</p>

⁴ Scottish Natural Heritage (2010). *The special qualities of the National Scenic Areas*. Scottish Natural Heritage Commissioned Report No. 374. (iBids and Project no 648)

Appraisal of Special Landscape Qualities (SLQs)			
Special Qualities of Relevance to the Proposed Development	Sensitivity	Nature of Change	Magnitude
<i>“Magnificent mountain scenery”</i>	High	<p>The Proposed Development would be experienced from a peripheral part of the NSA, at the base of vast mountains that rise up from the sea, replacing the existing wood pole OHL. The temporary effects of construction activities may interrupt the views towards mountains from coastal areas and may lead to the effect of ringing the mountain area, physically and experientially separating it from the coast. However, some key views, such as from Sligachan towards the Black Cuillin and from the A87 at the head of Loch Ainort, would not be affected.</p> <p>During operation, the removal of the existing wood pole OHL and replacement with a UGC connection, between Sligachan and Luib would enhance the experience of the Red Cuillins and the associated mountain scenery from coastal areas. However, to the south and east of Luib, a steel lattice OHL would replace the wood pole OHL along the lower hill slopes and would distract within inland views of the mountains (see Visualisation Locations 2-1; Luib (Figures V4A-2.1a to d) and 2-3 (Figures V4A-2.3a to d)). This could also slightly diminish the vast scale and sense of drama and wildness of the <i>“magnificent mountain scenery”</i>, although only within a localised area.</p>	<p>Construction: Low - Medium</p> <p>Operation: Low</p>
<i>“The surrounding wild landscape, a fitting foil for the mountains”</i>	High	<p>The Proposed Development would be experienced near the coast, at the transition between the lowlands and uplands and would not affect any of the interior areas and flat-bottomed, glacial glens where wildness is most strongly experienced. During construction in some areas where the alignment dips inland, such as Gleann Torra-mhichaig or around the head of Loch Ainort, and south of Luib and west of Strollamus, there would be some effect on the appreciation or experience of these wilder landscapes but this would be localised. There would also be localised longer term effects in areas between Luib and Strollamus in relation to permanent steel lattice towers and, to a lesser extent, tracks (see Visualisation Locations 2-3 (Figures VA4-2.3a to d) and 2-4 (Figures VA4-2.4a to d)), but the majority of wild landscapes within the NSA would remain intact. See also assessment of WLA 23 (Table 1.4), in respect of which no significant effects are predicted.</p>	<p>Construction: Low - Medium</p> <p>Operation: Low</p>

<p><i>“Iconic images of crofting townships with dramatic backdrops”</i></p>	<p>Medium</p>	<p>Although this SLQ refers particularly to areas at Torrin and Elgol, it is also considered relevant to crofting townships within the study area at areas such as Sconser, Luib and Strollamus. The Proposed Development would be experienced in the context of these townships where it may affect the relationship between the settled coastal strip, and mountainous backdrop, forming a distracting feature and forming a partial disconnect between these communities and the mountain backdrop in some instances. However, in the majority of cases this effect would occur during construction only. A longer term effect may occur at Strollamus due to the presence of permanent steel lattice towers to the rear of this community (see Visualisation Location 2-2 (Figure V4A-2.2a to d)) affecting views towards Beinn na Caillich, but this would be localised, and comprises less of an iconic view, as specifically defined by the NSA citation (Torrin and Elgol which would be far from the Proposed Development and unaffected). Elsewhere, the removal of the existing wood pole OHL in the longer term, may enhance the relationship of the coastal townships and mountains to a small extent.</p>	<p>Construction: Low – Medium</p> <p>Operation: Low</p>
<p><i>“The Cuillin Ridge as a landmark throughout the northwest”</i></p>	<p>High</p>	<p>During construction, there may be some peripheral influence of works on views which feature the Black Cuillin Ridge, such as from Sligachan but there would be no direct interruption and this visual connection would therefore remain unaffected. Within the wider study area beyond Section 2, there may be small areas where Section 1 would interrupt views to some degree, but this would be generally distant and limited and considered unlikely to affect the value of the Black Cuillin as a feature of the NSA.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p><i>“A place of inspiration”</i></p>	<p>Medium</p>	<p>The effects of the Proposed Development, particularly during construction, may have some potential to affect the perceived value of existing connections with literature or other arts. However, in the longer term it would not affect this role of the NSA as a place of future inspiration because the effects would be very localised, and there would be longer term benefits in the removal of the existing OHL to the north and west of Luib.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>

Appraisal of Landscape Character Effects	
Landscape Sensitivity	<p>Within the study area, the NSA is represented by LCZs 2-2, 2-3 and 2-4 and partially falls within LCZ 2-1 and 2-5 (see Figure V2-3.3-S2). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium-High (see Appendix V2-3.8, Annex 1), with the exception of LCZ 2-5, where sensitivity is Low. This reflects the high value of the NSA in relation to the existing localised reduction in susceptibility relating to the location of the Proposed Development around the edge of the NSA and the presence of existing wood pole OHLs and the A87, and is considered representative of the sensitivity of the NSA throughout the study area. The landscape sensitivity within the NSA is therefore considered to be Medium-High, and locally Low at its eastern edge, where forest plantation predominates .</p>
Nature and Magnitude of Change	<p>Works within the NSA would include installation of a UGC connection between Sligachan and Luib, construction of a sealing end compound at Luib, and steel lattice towers between Luib and Broadford. There would be a new permanent track following the alignment near Luib and a combination of new and upgraded existing track to the rear of Creag Strollamus. Occasional junction boxes and / or stock proof fenced enclosures around underground jointing bays, may be present at intervals along the UGC connection route.</p> <p>The landscape character assessment has identified that the magnitude of effect for LCZs 2.1 (Loch Sligachan), 2-2 (Gleann Torra-mhichaig) and 2-3 (Loch Ainort), where the existing wood pole OHL would be replaced by a UGC connection, would be Medium during construction and Low during Operation. For LCZ 2-4 (Strollamus Coastal Hills), and LCZ 2-5 (Broadford Forest Plantations) where the existing wood pole OHL would be replaced by the steel lattice OHL, the magnitude of change would be Medium-High during construction and Medium in operation for LCZ 2-4 and Low during both phases for LCZ 2-5.</p> <p>The Proposed Development generally follows the edge of the NSA, the boundary of which follows the A87 public road and therefore, with the exception of short sections at the head of Loch Slighachan and Loch Ainort, falls within the NSA throughout Section 2 and would directly affect this edge. However, the close relationship of the coastal edge outwith the NSA, is considered to lead to these areas forming an important element of the setting, and therefore both direct and indirect change occurring within these areas is also considered relevant to the assessment of the NSA.</p> <p>The magnitude ratings identified for LCZs are therefore considered accurately representative of landscape change occurring in relation to the NSA, but would be localised to this coastal edge and the mouths of inland valleys at Luib and Strollamus where the Proposed Development deviates away from the coast slightly. The vast majority of the NSA would be unaffected.</p> <p>Magnitude of landscape change within the NSA is therefore predicted to be locally Medium during construction, rising to Medium – High within the area between Luib and the south of Strollamus, and Low around the forested area on the south-eastern edge of the NSA near Broadford. During operation, the magnitude of change would be Medium within the localised area between Luib and to the south of Strollamus, but would elsewhere be Low. In all other parts of the NSA, the magnitude of change would be Negligible during both construction and operation.</p>
Assessment of Significance of Effects	
Significance of Effect	<p>During construction, the Proposed Development would form a noticeable feature throughout the edge of the NSA between Broadford and Sligachan, and would affect the relationship of the mountainous inland landscape with the coastal edge and the linear crofting communities which occupy it. This would lead to some negative effects on the appreciation of the mountain scenery along this coastal edge, including from the A87 leading to temporary effects on the SLQs “<i>Magnificent mountain scenery</i>”, and “<i>Iconic images of crofting townships with dramatic backdrops</i>”. However, although these effects may be very noticeable within the very localised context, even where affected, the scale and presence of the mountains rising so directly from the coast</p>

	<p>would ensure that SLQs would remain present and therefore, effects are not predicted to be significant.</p> <p>Within one part of the NSA between Luib and to the south of Strollamus, the Proposed Development would affect landscapes further inland and this is anticipated to lead to more noticeable change during construction, influencing the SLQs “<i>Magnificent mountain scenery</i>” and “<i>The surrounding wild landscape, a fitting foil for the mountains</i>”. Within this very localised area, the effect on the SLQs “<i>The surrounding wild landscape...</i>” may be significant during construction due to the likely level of disruption. During operation, this part of the NSA would be permanently affected by steel lattice towers (see Visualisation Locations 2-1 (Figures V4A-2.1a to d), 2-3 (Figures V4A-2.3a to d) and 2-3 (Figures V4A-2.4a to d)). There would therefore be a continued effect on these SLQs, but with the absence of construction activity, it is anticipated that this would be not significant because the mountains and surrounding wild land characteristics would continue to be the primary source of the overriding experience which would remain intact. Permanent tracks have been largely designed out within the NSA and mitigation measures would be employed to minimise the effects of those remaining (see Appendix V2-3.13).</p> <p>In other parts of the NSA directly affected during construction, there would be some continuing effect along the construction corridor as vegetation recovered, and potentially some changes in vegetation types. However, with care during construction and reinstatement, it is anticipated that this would be barely perceptible after 10 years. There would be a small localised beneficial effect in the longer term, through the removal of the existing wood pole OHL, affecting the SLQs “<i>Magnificent mountain scenery</i>”, and “<i>Iconic images of crofting townships with dramatic backdrops</i>”. Junction boxes or jointing bays may be locally distracting along the UGC connection route, particularly along the coast between the A87 and Loch Sligachan, but with mitigation (see Appendix V2-3.13), the effect of these would not outweigh the beneficial effect from the removal of the existing wood pole OHL. This would, to a very small degree, help to offset some of the negative effects within the Luib to Strollamus area.</p> <p>The overall effect is predicted to comprise a <i>localised Moderate Adverse</i> (significant) effect during construction, to landscape character within the study area for the Proposed Development, which would incorporate a very localised equivalent significant effect on the SLQs “<i>Magnificent mountain scenery</i>” and “<i>The surrounding wild landscape...</i>” within an area between Luib and the south of Strollamus. However, this effect would be temporary, with positive and negative effects combining during the operational phase to give an overall <i>localised Minor Adverse</i> (not significant) effect within the study area during operation.. Effects on the vast majority of the NSA would be Negligible during both construction and operation and there would be no longer term significant effects to SLQs. Therefore the integrity of the NSA would not be affected.</p>
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Table 4: WLA 23. Cuillin

Baseline Description	
Description	<p>The majority of this WLA falls outside of the study area, covering an extensive area of the Cuillin mountains and some surrounding moorland hills to the north-west and south-west. Within the study area, the WLA covers the higher mountain slopes and summits between Glamaig, south of Loch Sligachan, and south-east along to Beinn na Cailich, west of Broadford. This WLA, and this area in particular, is influenced by the high, steep, rocky mountains and their relationship with the sea, where there is a sense of remoteness, naturalness and awe, which gains popularity with visitors looking to experience wild land qualities. However, this edge of the WLA is also influenced by features such as the A87 road, crofting and settlement areas and existing wood pole OHLs, which leads to a lower presence of wild land attributes within the majority of the study area.</p>

<p>Associated Local Character Zones (see Figure V2-3.3-S2)</p>	<ul style="list-style-type: none"> • LCZ 2-1 – Loch Sligachan • LCZ 2-2 – Gleann Torra-mhichaig • LCZ 2-3 – Loch Ainort; and • LCZ 2-4 – Strollamus Coastal Hills. 		
<p>WLA Qualities (those of relevance to the Proposed Development are highlighted in bold)</p>	<ul style="list-style-type: none"> • “Superlative high, steep, rocky mountains that are extremely rugged and contrast to the surrounding peatland and sea, emphasising a sense of awe; • A circle of mountains that contain a remote and secluded interior and a strong sense of sanctuary, with contrasting outward-facing slopes where human elements are more influential • A strong contribution of the sea to remoteness and the sense of naturalness and awe, as well as influencing the perceived extent of the area; and • A concentrated mountain area accessed by many different visitors to experience wild land qualities.” <p style="text-align: right;">(SNH, 2017 a⁵)</p>		
<p>Appraisal of Wild Land Physical Attributes and Perceptual Responses</p>			
<p>Wild Land Attribute / Response ⁶</p>	<p>Sensitivity</p>	<p>Nature of Change</p>	<p>Magnitude</p>
<p>A high degree of perceived naturalness</p>	<p>Medium-High</p>	<p>During construction, works to install steel lattice towers and UGCs would lead to localised disturbance to land cover around the outer edges of the WLA but only a very small area within the WLA boundary would be affected. In the longer term, evidence of the UGC corridor may remain for some time as vegetation recovers, but by 10 years would be anticipated to appear virtually unnoticeable within the context of the WLA where croft land, forestry and the A87 are already perceived. A permanent access track and tower foundations would lead to very localised direct loss of land cover near Luib and Strollamus, on the very edge of the WLA.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>

⁵ Scottish Natural Heritage (2017 a). 23. *Cuillin Wild Land Area. Description of Wild Land Area.*

⁶ Explanations of physical attributes and perceptual responses used are those included in Annex 1 of the guidance: *Assessing Impacts on Wild Land Areas – Technical Guidance* (NatureScot 2020)

<p>A lack of modern human artefacts or structures</p>	<p>Medium</p>	<p>During construction there would be a small increase in human artefacts, most noticeable within areas away from the public road behind Am Mall near Luib and Creag Strollamus, although existing wood poles already affect these areas to some extent. Elsewhere, although construction works would be perceptible in the context outwith the edge of the WLA, they would be generally seen from locations where existing artefacts are present, including buildings, existing wood pole OHLs and traffic using the A87. In the longer term, the existing wood pole OHL would be removed to the north and west of Luib, but this would be likely to be a barely perceptual change to the context given the continued presence of other features. Steel lattice towers to the south and east of Luib would, however, form an increased impression of built artefacts within localised areas away from the coast and would be perceptible up some of the more remote glens including Srath Mòr and An Slugan.</p>	<p>Construction: Low</p> <p>Operation: Low</p>
<p>Little evidence of contemporary land uses</p>	<p>Medium</p>	<p>During construction the Proposed Development may slightly change the perception of contemporary land use from the WLA, in a localised area, mostly limited to the rear of Am Meal and Creag Strollamus where a few tracks and existing wood pole have limited perceptibility as contemporary land use. Elsewhere, the works would appear within the WLA context seen within a context of other contemporary land use such as crofting areas, forestry and the A87. In the longer term, there would be a perceptible but localised increase in contemporary land use in the areas already described due to the addition of steel lattice towers and permanent tracks but there would be unlikely to be any perceptible change elsewhere in the WLA.</p>	<p>Construction: Low</p> <p>Operation: Low</p>
<p>Landform which is rugged, or otherwise physically challenging</p>	<p>Medium</p>	<p>Within the area to the south and east of Luib which falls within the WLA construction works would lead to very limited, localised changes to terrain which would have little perceptible influence on the wider ruggedness. Temporary and permanent tracks would slightly improve access but an overriding perception of physical challenge would be still be present.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Remoteness and / or inaccessibility	High	During construction, the Proposed Development would slightly improve accessibility within a very small area on the periphery of the WLA with new tracks from the public road. Two permanent tracks would continue to provide very localised access that would be unlikely to give any greater improvement in accessibility than existing paths. The appearance of steel lattice towers in these areas may locally reduce a perception of remoteness around this part of the WLA including some valleys that penetrate towards the interior but there would be very little actual change to accessibility.	Construction: Negligible Operation: Negligible
A sense of sanctuary or solitude	Medium-High	Construction works within areas falling within the WLA would locally increase the numbers of people and movement occurring in this localised area. This would also be perceptible up some of the interior glens such as Srath Mòr and An Slugan and may slightly reduce sense of sanctuary and solitude. During operation, steel lattice towers which may be seen from these areas, may give a greater impression of the proximity of other, peopled landscapes, but this would be very localised. Elsewhere, given the proximity of the works to the public road, no change to the sense of sanctuary or solitude would occur.	Construction: Low Operation: Negligible
Risk or, for some visitors, a sense of awe or anxiety	Medium-High	In very limited areas, construction works may slightly reduce a perception of risk, due to the visible connection to other people. This would be limited to the inland areas crossed by the Proposed Development, to the rear of Am Meal an Creag Strollamus. Elsewhere, there would be unlikely to be any change to this response as proximity to others can already be perceived from most areas where the Proposed Development would be intervisible.	Construction: Low Operation: Negligible
Perceptions that the landscape has arresting or inspiring qualities	Medium-High	Construction works and, locally, permanent steel lattice towers may distract from some very localised views towards the interior of the WLA. However, it is considered that this would have a limited long-term effect on arresting or inspiring qualities, because the greater, height and drama of the surrounding mountains would continue to be the primary experiential factor for visitors.	Construction: Low Operation: Negligible
Fulfilment from the physical challenge required to penetrate into these places	Medium	Although there would be a small perception of improved accessibility on the very edge of the WLA, mostly during construction, the very high, steep mountains and extensive scale of the WLA would result in the strong perceptions of physical challenge associated with this WLA remaining unaffected.	Construction: Negligible Operation: Negligible

Appraisal of Wild Land Qualities (WLQs)			
Included Wild Land Quality	Sensitivity	Nature of Change	Magnitude
<i>“Superlative high, steep, rocky mountains that are extremely rugged and contrast to the surrounding peatland and sea, emphasising a sense of awe”</i>	Medium-High	During construction the Proposed Development may lead to some localised detraction in the appearance of some of the steep sided Red Cuillin mountains crossing the lower slopes but in general this would be limited to areas outside the WLA. There would be limited, short term effects to the experience of arresting or inspiring qualities but no perceptible changes to sense of physical challenge. In the longer term, potential effects on the experience of mountain areas would be limited to a very small area and unlikely to lead to any perceptible change to the presence or experience of this WLQ.	Construction: Low Operation: Negligible
<i>“A circle of mountains that contain a remote and secluded interior and a strong sense of sanctuary, with contrasting outward-facing slopes where human elements are more influential”</i>	Medium	The Proposed Development would be almost entirely located on the outward looking slopes where existing human elements are more influential and would generally be outwith the WLA. In the longer term an existing wood pole OHL would be removed to the north and west of Luib, outwith the edge of the WLA but this is considered unlikely to lead to any perceptible change to this WLQ because other human elements would remain within this setting. To the south and east of Luib, the Proposed Development would move away from the coast and directly affect a very small area on the edge of the WLA (see Visualisation Locations 2-3 (Figures V4A-2.3a to d) and 2-4 (Figures V4A-2.4a to d)). This may lead to very localised influence on the interior areas of Srath Mor and a very localised reduction in sense of solitude during construction, but this is not predicted to affect the presence of any wild land attributes in the long term.	Construction: Low Operation: Negligible
<i>“A strong contribution of the sea to remoteness and the sense of naturalness and awe, as well as influencing the perceived extent of the area”</i>	Medium-High	The Proposed Development would be situated between the sea and the mountains but within an area where other existing features are already present. Therefore, whilst construction works, and during operation, steel lattice towers near Strollamus (see Visualisation Location 2-4 (Figures V4A-2.4a to d)), may form a greater division between the WLA and the sea, it is not likely to lead to any effect on the inspiring qualities, remoteness and sense of awe in this setting which relate to the proximity of the sea. In the longer term, the existing wood pole OHL would be removed from the coastal edge, but this is anticipated to lead to a barely perceptible change in this relationship, because other built artefacts and contemporary land use would still be present within this context.	Construction: Negligible Operation: Negligible

<p><i>“A concentrated mountain area accessed by many different visitors to experience wild land qualities”</i></p>	<p>Medium-High</p>	<p>The presence of construction activities between the A87 and WLA boundary would affect visitors’ perception of the WLA from this route, although it is not within the WLA. However, from the areas where the greatest views towards the interior of the WLA can be experienced, from the heads of Loch Sligachan and Loch Ainort, the views would remain uninterrupted. In the longer term, the removal of the existing wood pole OHL from this context may help to marginally improve the connection between the road and WLA although an existing distribution OHL would remain. The Proposed Development would not affect the experience of interior areas other than in a very localised area to the south and west of Luib where new steel lattice towers and a permanent access track may marginally improve accessibility and perceptions of proximity to others (see Visualisation Location 2-3 (Figures V4A-2.3a to d)). However, this is not anticipated to perceptibly affect the experience of solitude or remoteness in the longer term.</p>	<p>Construction: Low</p> <p>Operation: Low</p>
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Assessment of Landscape Character Effects

<p>Landscape Sensitivity</p>	<p>Within the study area, the WLA is represented by LCZs 2-2, 2-3 and 2-4 and partially falls within LCZ 2-1 (see Figure V2-3.3-S2). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium-High, taking account of the high value of the landscape and influence of existing infrastructure around the edge of the WLA (see Appendix V2-3.8, Annex 1). However, the WLA only partially falls within these LCZs and through the study area is strongly influenced by existing features including existing wood pole OHLs, the A87 road, buildings and linear crofting settlement and areas of forestry. This is considered to lower the sensitivity somewhat to wild land change, because these features already reduce the baseline levels of wildness.</p> <p>The sensitivity of the WLA within the study area is therefore considered to be Low-Medium.</p>
<p>Nature and Magnitude of Change</p>	<p>Works within the WLA would include erection of approximately 3.5 km of steel lattice OHL just within the edge of the WLA, replacing a wood pole OHL along a similar alignment, although only 1.6 km of the wood pole OHL falls within the WLA boundary. Elsewhere, the Proposed Development would follow around the outside of the WLA.</p> <p>The landscape character assessment has identified that the magnitude of effect for LCZs 2.1 (Loch Sligachan), 2-2 (Gleann Torra-mhichaig) and 2-3 (Loch Ainort), where the existing wood pole OHL would be replaced by a UGC connection, would be Medium during construction and Low during Operation. For LCZ 2-4 (Strollamus Coastal Hills), and LCZ 2-5 (Broadford Forest Plantations) where the existing wood pole OHL would be replaced by the steel lattice OHL, the magnitude of change would be Medium-High during construction.</p> <p>However, other than a small area to the south of Luib and west of Strollamus, the Proposed Development would be outwith the boundary of the WLA, situated on the lower slopes of the mountains near the road. There would therefore only be indirect change to the majority of the WLA. A small part of the Proposed Development to the south and east of Luib falls within the WLA and, although already influenced by some wood pole OHLs, would comprise a more noticeable change during construction and operation, because baseline attributes of wild land are more strongly present (see Visualisation Locations 2-3 (Figures V4A-2.3a to d) and 2-4 (Figures V4A-2.4a to d)).</p>

	<p>However, this would be very localised, affecting only a small part of the edge of the WLA, and potentially also intervisible within the lower parts of two valleys which lead into the interior: Srath Mòr and An Slugan.</p> <p>Magnitude of landscape change within the WLA within the study area would therefore be Low during construction and Low within a localised area to the south and east of Luib during operation.</p>
Assessment of Significance of Effects	
<p>The Proposed Development would be situated around the edge of the WLA, falling just inside the edge in a small area to the south and west of Luib and east of Strollamus. For the majority of the WLA, the appearance of a construction corridor around the base of the mountains, would have a limited but <u>not significant</u> effect on the WLQs, “<i>A concentrated mountain area accessed by many different visitors to experience wild land qualities</i>” and “<i>Superlative high, steep, rocky mountains that are extremely rugged and contrast to the surrounding peatland and sea, emphasising a sense of awe</i>”, during construction, but would be unlikely to affect the WLQs “<i>A circle of mountains that contain a remote and secluded interior and a strong sense of sanctuary, with contrasting outward-facing slopes where human elements are more influential</i>”, and “<i>A strong contribution of the sea to remoteness and the sense of naturalness and awe, as well as influencing the perceived extent of the area</i>”. This is due to the presence of the existing features and contemporary land use which limit the extent of the WLA in this area and therefore limit the potential for effect on wild land characteristics.</p> <p>Within the area to the south of Luib, the more remote characteristics, with slightly higher levels of baseline wild land attributes would lead to a slightly more noticeable effect on the WLQs “<i>Superlative high, steep, rocky mountains...</i>” and “<i>A circle of mountains that contain a remote and secluded interior...</i>”, where the perception of remoteness and solitude, and some arresting qualities may be affected. However, this effect would be <u>not significant, as the Proposed Development would be very peripheral to the WLA</u>. There would continue to be a very localised effect on these WLQs during operation due to the presence of new steel lattice towers within the edge of the WLA which would be intervisible with some lower parts of the valleys Srath Mòr and An Slugan which lead into the interior. However, the overriding arresting and inspiring qualities, sense of solitude and sense of physical challenge would remain strongly present and the effect on the WLQs would be not significant. This is illustrated by Visualisation Locations 2-3 (Figures V4A-2.3a to d) and 2-4 (Figures V4A-2.4a to d).</p> <p>During operation, the existing wood pole OHL would be removed from the context of the WLA to the north and west of Luib which would lead to a localised reduction in built structures around this edge. However, this is not anticipated to lead to any perceptible change to the WLA or any WLQs, because existing features and contemporary land use would continue to be present.</p> <p>The effect on WLA 23. Cuillins would be Minor Adverse (not significant) during construction, with a very <i>localised</i> Minor Adverse (not significant) effect during operation, to the south of Luib and within the lower reaches of Srath Mòr. Elsewhere, the operational effect would be Negligible.</p> <p>There would be no significant effects to any WLQs and the integrity of the WLA would not be affected.</p>	

1.5 Section 3

1.5.1 Within this Section the Proposed Development would involve the replacement of an existing steel lattice OHL with a similar, though slightly taller steel lattice OHL following a similar alignment from Broadford Substation to Gleann na Bèiste and then a slightly higher alignment around the southern shore of Loch Alsh.

1.5.2 The following designated or protected areas have been identified for assessment within Section 3:

- Loch Alsh Woodland Walks GDL.

Table 5: Loch Alsh Woodland Walks GDL

Baseline Description	
Description	<p>This GDL, created by plant-collector E.H.M. Cox and the National Trust for Scotland (NTS), is a coastal woodland garden with path network situated on the south coast of the Lochalsh peninsula, within the former estate grounds of Balmacara House. It occupies elevated, steep terrain above a rocky coastline around Lochalsh House and the hamlet of Glaick, south of the A87 road and west of Balmacara House (which is outside the GDL boundary).</p> <p>It is situated on the north-eastern edge of the study area, where the majority of the GDL is outside the study area.</p> <p>The mature policy woodlands on the site provide a dense canopy, which contrast with surrounding open moorlands and rocky summits. A path network provides access through the woodlands and various garden areas, to a 'west viewpoint' over Loch Alsh, where views extend across the Sound of Sleat to Skye.</p> <p>This GDL is particularly valued for its horticultural and scenic qualities (both rated as 'Outstanding'), and artistic interest and nature conservation (both rated as 'High'). As well as being a recognised tourist destination (particularly in online and written accounts from the later 20th century), the site contributes to the scenic qualities of the landscape, which are prominent in views from the coast road to the south, and viewpoint on lower slopes of Sgùrr Mòr. There are a variety of specimen plants, sourced on plant collector expeditions from the 1960s and more recently in ongoing projects in the 1990s, and recorded in NTS archives.</p>
Associated Local Character Zones (see Figure V2-3.3-S3)	<ul style="list-style-type: none"> • LCZ 3-3 – Loch Alsh and Kyle Rhea Coast.
Key Landscape Characteristics	<ul style="list-style-type: none"> • Mixed, textured canopy of mature policy woodlands which adds visual interest and contrasts with surrounding open moorlands and rocky summits; • Variety of specimen plants within the recorded and curated plant collection; • Lochalsh House, the architectural focus of the surrounding garden, in addition to a coach house, piers, former boathouses and cottages; • Network of footpaths and steps through garden and woodland; • Dominance of Scots pine in west of site; beech and oak to north-east of Lochalsh House (beyond the GDL boundary); and older beech and Scots pine amongst restocked (20th century) conifers; • 'Sunken garden' next to Lochalsh House, with small pond and terraces; • 'Rhododendron dell' with stepped footpaths and collection of mature rhododendron species; • Open views across Loch Alsh and the Sound of Sleat to the Isle of Skye, particularly from elevated 'West viewpoint', on western edge of woodland garden; and • Prominence in views (seen adjacent to Balmacara House) from coast road to south, and viewpoint on lower slopes of Sgùrr Mòr;
Landscape Value	<p>This is a nationally designated landscape, recognised as outstanding for its contribution to the scenic quality of the landscape.</p> <p>Landscape Value is considered to be High.</p>

Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Open views across Loch Alsh and the Sound of Sleat to the Isle of Skye, particularly from elevated 'West viewpoint', on western edge of woodland garden. 	<ul style="list-style-type: none"> New steel lattice OHL, tree works and permanent tracks, and construction activities, may interrupt or distract within open, long-distance scenic views, particularly where they depart from the replaced steel lattice OHL alignment.
<p>Landscape Sensitivity</p>	<p>This is a valued landscape with a wooded character and plant collections which are very sensitive to direct change. However, the wooded character also leads to a reduced susceptibility to indirect change beyond the edge of the GDL, other than affecting some specific viewpoints where the relationship to the wider landscape is more important. The setting is already influenced by an existing steel lattice OHL seen in the distance on the Isle of Skye, so there is some tolerance for this type of development. The wooded nature of this GDL may also reduce sensitivity to change. However, the more open parts of the landscape and historic sense of place 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>This GDL would not be directly affected by the Proposed Development although it would be seen within the setting of the southern shore of Loch Alsh and Kyle Rhea Hill which forms a focus of key vistas. Visualisation Location 3-3 provides a similar representative view (see Figures V4A3.3a to d).</p> <p>Construction works would lead to activity and movement in some open or filtered vistas to the south, perceptible in the distance across Loch Alsh, including the dismantling of existing towers and construction and use of new access tracks. The Proposed Development would feature within the same part of the surrounding setting as the existing OHL to be removed. The higher elevation of the Proposed Development in comparison to the existing OHL to be removed, may lead to its appearing slightly more noticeable in the landscape, particularly during construction, but this would be limited to very small parts of the GDL.</p> <p>In the longer term, the Proposed Development would be perceptible, traversing the coast at a higher elevation than the replaced OHL. The addition of permanent access tracks following the OHL may lead to its being slightly more perceptible than the existing OHL, but, whilst this change may be visible, it would be experienced from a small part of the SGD, within an expansive landscape context, replacing a similar development in a largely similar location.</p> <p>Magnitude of change would be Negligible during construction and operation.</p>
<p>Significance of Effect</p>	<p>The replacement of the existing OHL with the Proposed Development, at slightly higher elevation, would be distant within the context and experienced from only very small parts of the GDL, albeit, locations where the vista across Loch Alsh towards the Kyle Rhea Hills is specifically noted as important. However, this would affect a very small part of an extensive vista, and would be unlikely to perceptibly interrupt or distract within open, long-distance valued views, particularly given the wide panoramic nature of these vistas. The effect of this change on visual receptors has been assessed as part of the visual assessment (see Appendix V2-3.9, Annex 2) and concluded as being Negligible during both construction and operation. Given this, it is considered that the Proposed Development would not lead to any perceptible change to the landscape characteristics and values of the GDL during construction or operation.</p> <p>The effect would be Negligible (not significant) during construction and operation.</p>

1.6 Sections 4 and 5

- 1.6.1 Within these Sections, the Proposed Development would involve the replacement of an existing steel lattice OHL with a similar, though slightly taller steel lattice OHL, between Kyle Rhea and Quoich Switching Station. There would be two minor areas of deviation, passing to the south, rather than the north of Loch Coire Shubb

and Loch an Doire Dhuibh, and passing closer to the public road-bridge at Glen Quoich. From Quoich switching station, the remainder of Section 5 would be a steel lattice OHL replacing a wood pole OHL.

1.6.2 The following designated or protected areas have been identified for assessment within Sections 4 and 5:

- Knoydart NSA;
- WLA 18. Kinlochhourn – Knoydart – Morar; and
- Moidart, Morar and Glen Shiel SLA.

Table 6: Knoydart NSA

Baseline Description			
Description	The majority of this NSA falls outside of the study areas for Sections 4 and 5 to the west and south-west. Within the study areas, the NSA covers long deep glens and interlocking sweeping peaks between Kinloch Hourn and the hill slopes of Beinn an Caorach (south of Gleann Beag), including the fjord-like Loch Hourn, and an intricate landscape of knolls and small lochs between Loch Hourn and Loch Quoich. The area between Srath a Chomair and Kinloch Hourn is remote, and can only be accessed by the public on foot, whilst a very long, narrow and winding single track road provides access to the more south-westerly part, between Loch Quoich and Kinloch Hourn. This NSA, and this area in particular, is influenced by its highly scenic qualities, sense of remoteness and wildness, and dramatic mountain scenery and sea lochs, such as Loch Hourn. However, within the study area, the existing steel lattice OHL forms a noticeable man-made feature, with towers occasionally appearing prominently from the winding narrow road which leads to Kinloch Hourn.		
Associated Landscape Character Zones (see Figure V2-3.3-S4a to c)	<ul style="list-style-type: none"> • LCZ 4-2 – Druim Iosal to Kinloch Hourn; and • LCZ 4-3 – Kinloch Hourn to Loch Cuaich. 		
Special Qualities (those of relevance to the Proposed Development are highlighted in bold)	<ul style="list-style-type: none"> • “One of the remotest places on mainland Britain • One of Scotland’s last great wild areas • Some of the grandest coastal and mountain scenery on the west coast • The majesty and extent of the mountains experienced from sea level • Loch Hourn and Loch Nevis, dramatic but contrasting sea lochs • <i>Views across to the Inner Hebrides</i> • <i>An exemplar of a previously glaciated landscape”</i> <p style="text-align: right;">(SNH, 2010⁴)</p>		
Appraisal of Special Landscape Qualities (SLQ)			
Special Qualities of Relevance to the Proposed Development	Sensitivity	Nature of Change	Magnitude
<i>“One of the remotest places on mainland Britain”</i>	Medium-High	The Proposed Development may locally reduce the sense of remoteness, particularly during construction, due to the introduction of new / upgraded tracks and temporary tracks. This may temporarily increase accessibility and perceived remoteness, but it would still take people a long time to travel into this area; it would affect a very small part of the NSA where there are already some small tracks; and there would still be an overriding sense of remoteness. Mitigation measures to minimise the longer term effects of tracks, including narrowing and encouraging vegetation growth,	Construction: Low - Medium Operation: Negligible

		<p>would minimise this effect in the longer term (see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)).</p> <p>The experience of the long winding road to Kinloch Hourn is cited as contributory to this SLQ. The Proposed Development may feature more prominently from some parts of this route, for example south of Loch Coire Shubh (see Visualisation Location 4-5 (Figures V4A2.4a to d)), but existing towers would also be removed from some other views (for example, in views across Loch Coire Shubh). The appearance of towers from this route would therefore be reflective of a situation which already occurs and is not predicted to lead a significant long term visual effect on this route (see Appendix 3.10, Annex 2). The Proposed Development is therefore not considered likely to further affect the contribution to sense of remoteness that this road provides. The assessment for WLA 18. Kinloch Hourn – Knoydart – Morar which covers a similar area to the NSA within the study area has identified a temporary significant effect, localised within the study area, to one WLQ, similarly reflecting the sense of remoteness between Srath a' Chomair and Kinloch Hourn (see Table 1.6).</p>	
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<p><i>“One of Scotland’s last great wild areas”</i></p>	<p>Medium-High</p>	<p>The Proposed Development may slightly reduce the perception of wildness, naturalness and remoteness within a small part of the NSA, due to the introduction of new / upgraded tracks and larger towers, which may increase the perceptions of accessibility, and presence of human artefacts in the local area, particularly during construction. However, in the longer term, this would affect a very small part of the NSA, where it would replace an existing, similar OHL in an area where existing access routes are already present. There would also be some localised loss of native woodland around Gleandubhlochain and between Kinloch Hourn and Loch Cuiach which would form a perceptible change to vegetation cover in the localised context, although native woodland would remain a feature of these areas and the vegetation types would continue to be perceived as generally natural. Overall, there would still be an overriding sense of wildness, naturalness and remoteness (see Visualisation Location 4-2 (Figures V4A4.2a to d) and 4-3 (Figures V4A-4.3a to d)).</p> <p>WLA 18. Kinlochhourn – Knoydart – Moidart, overlaps with the NSA through Section 4. The assessment of this area has identified a temporary significant effect for one WLQ, localised within the study area, relating to the remoteness and inaccessibility for this WLA, but effects on the wider sense of wildness are not predicted to be significant because of the presence of the existing steel lattice towers (see Table 7).</p>	<p>Construction: Low-Medium</p> <p>Operation: Low</p>
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<p><i>“Some of the grandest coastal and mountain scenery on the west coast”</i></p>	Medium	<p>The Proposed Development would be experienced in the context of high rocky mountains and deep glens but would not affect the experience of this coastal and mountain scenery, particularly as it would replace an existing OHL on a similar alignment. New /upgraded tracks would form a very small, and largely imperceptible feature in the landscape and would not affect this SLQ. There may also be a limited potential effect on some scenic views due to the removal of small areas of woodland to form a wayleave.</p> <p>Within a localised area around Loch Coire Shubh, towers would be closer and therefore more prominent in the view from the minor road (see Visualisation Location 4-5 (Figure V4A-4.5a to d)). However, the preferred alignment which has been developed would ensure that a visual connection between the road and the small lochs in this area, would be maintained without interruption. As existing towers would also be removed from the opposite side of the loch in this view, this is not considered to lead to a notable adverse effect on this SLQ.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
<p><i>“The majesty and extent of the mountains experiences from sea level”</i></p>	Medium	<p>The Proposed Development may be perceptible from sea level at Kinloch Hourn, but would not change the experience of this SLQ, as it would be largely imperceptible as a replacement of the existing OHL (see Visualisation Location 4-4 (Figures V4A-4.4a to d)).</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p><i>“Loch Hourn and Loch Nevis, dramatic but contrasting sea lochs”</i></p>	Medium	<p>The Proposed Development may be perceptible from some parts of Loch Hourn, but would not change the experience of this SLQ, as it would be largely imperceptible as a replacement of the existing OHL (see Visualisation Location 4-4 (Figures V4A-4.4a to d)).</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Appraisal of Landscape Character Effects

<p>Landscape Sensitivity</p>	<p>Within the study areas for Sections 4 and 5, the NSA is represented by LCZs 4-2 (Druim Iosal to Kinloch Hourn) and 4-3 (Kinloch Hourn to Loch Cuaich) (see Figure V2-3.3-S4a to c). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium-High in LCZs 4-2 and 4-3 (see Appendix V2-3.10, Annex 1). The landscape sensitivity is therefore 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.</p>
<p>Nature and Magnitude of Change</p>	<p>Works within this NSA would include replacement of approximately 17 km of existing steel lattice OHL with new, slightly taller steel lattice towers along a similar alignment with a minor deviation at Loch Coire Shubh. There would also be some sections of upgraded access track, and short sections of new access track and small areas of localised woodland removal to create a wayleave.</p> <p>The landscape character assessment has identified that within LCZ 4-2 (Druim Iosal to Kinloch Hourn), which contains more interior areas of the NSA, the magnitude of effect would be Medium during construction, reducing to Low during operation. Magnitude of</p>

	<p>effect within LCZ 4-3 (Kinloch Hourn to Loch Cuaich) has been identified as Medium-High during construction and Low during operation.</p> <p>The Proposed Development would follow a largely similar alignment to the existing OHL which it would replace, particularly within LCZ 4-2 where it would pass through the same linear valley (see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)). Given the presence of the existing steel lattice OHLs through this landscape, small deviations are not anticipated to lead to any very noticeable change in landscape characteristics and would be, in the main, offset by the removal of the existing OHL. There would be more minor deviations within LCZ 4-3 where the more complex terrain of rocky knolls, crags and lochans is more restrictive in achieving a similar alignment, but in most cases, these deviations would be offset, to some degree, by the removal of the existing OHL from other areas. In particular, the most notable deviation near Coire Loch Shubh would position the OHL closer to the road where towers would be more prominent (see Visualisation Location 4-5 (Figures V4A-4.5a to d)). This would constitute a noticeable, but very localised change but would be somewhat offset by the removal of the existing OHL from views across the small lochs. Localised areas of native woodland removal to accommodate a wayleave in both LCZs 4-2 and 4-3 would also form a perceptible change. Sections of new permanent access tracks (or upgraded existing tracks) along the OHL alignment may be perceptible and, in addition to the altered OHL, would marginally increase the sense of development locally, particularly near Bealach Aoidhdailean (see Visualisation Location 4-2 (Figures V4A-4.2a to d) and Gleadubhlochain (see Visualisation Location 4-3 (Figures V4A-4.3a to d)), although mitigation to minimise the effects of these tracks would be employed. During construction, the erection of the new OHL, removal of the existing OHL and formation of access tracks would form perceptible, temporary areas of activity.</p> <p>The areas falling within the study area through this NSA are considered to be of relative importance to the NSA as a whole, despite the presence of the existing OHL. However, this constitutes a small part of the overall NSA. Therefore, whilst the Medium magnitude of change during construction, and Low magnitude of change during operation identified through the landscape character assessment are considered representative of the NSA within the study area, this would be <i>localised</i> in the context of the NSA as a whole.</p>
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Assessment of Significance of Effects

The Proposed Development would cross an area of the NSA between Srath a' Chomair and Loch Cuaich (within LCZs 4-2 and 4-3). It would comprise a similar, slightly larger steel lattice tower OHL along a broadly similar alignment to the existing OHL which would be replaced, in addition to some new permanent access tracks and upgraded tracks.

During construction, the level of activities and movement would be likely to comprise a noticeable change in remote characteristics through the NSA, particularly through LCZ 4-2 (Druim Iosal to Kinloch Hourn) leading 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*"), which is already reduced in the local area due to the presence of the existing steel lattice OHL. However, during operation, the potential changes would be limited due to the similarity of the Proposed Development to the existing OHL which would be removed (e.g. see Visualisation Locations 4-2 (**Figures V4A-4.2a to d**) and 4-3 (**Figures V4A-4.3a to d**)). 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 (see **Appendix V2-3.13**). Some areas of native woodland removal may be perceptible in the local context leading to greater fragmentation, and localised reduction in the sense of enclosure or a loss of features within particular scenic views (for example near Loch an Doire Duibh). However, woodland would still remain as a characteristic in all the areas affected.

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**)). However, this would be to some extent offset by the removal of towers from other areas. This may lead to a reduction in the appreciation of landscape character in very localised areas and a temporary, but not significant effect on the SLQ "*Some of the grandest coastal and mountain scenery on the west coast,*" where construction works may distract focus within some views. However, it is considered unlikely to alter any of the identified SLQs of the NSA in the longer term. 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, such as those 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**).

Overall, it is considered that some perceptible changes are likely to the landscape character of the NSA and SLQs within the study area during construction, comprising a small part of the overall NSA. This may lead to a very localised and temporary significant effect on the SLQ *“One of the remotest places on mainland Britain”* during construction within the area between Srath a’ Chomair and Kinloch Hourn, but these effects would reduce and would be not significant in the long-term during operation.

Due to a localised significant effect on one SLQ, a **localised Moderate Adverse** (significant) effect is predicted during construction within the part of the study area between Srath a’ Chomair and Kinloch Hourn comprising part of LCZ 4-2 (Druim Iosal to Kinloch Hourn). However, the overall effect on the NSA is predicted to be **Minor Adverse** (not significant) during construction and **Negligible** (not significant) during the operational phase of the Proposed Development. No long term significant effects are predicted to any SLQs and therefore, the integrity of the NSA would not be affected.

Table 7: WLA 18. Kinlochhourn – Knoydart – Morar

Baseline Description	
Description	The majority of this WLA falls outside of the study area to the north and south. Within the study areas for Section 4 and 5, the WLA covers the hill slopes surrounding Loch Cuaich and to either side of the valley between Loch Cuaich and Loch Hourn which accommodates the existing OHL and road, and the long deep glens and interlocking sweeping peaks between Kinloch Hourn and the hill slopes of Beinn an Caorach (south of Gleann Beag). This WLA, and this area in particular, is influenced by the high, remote, rugged mountains and sweeping peaks, and spectacular deep glens and lochs, where there is a sense of remoteness, naturalness and awe. However, throughout the study area, the existing OHL, reduces the sense of wildness to some extent in the localised context, whilst the minor road to Kinloch Hourn and other features around Loch Cuaich are influential in areas outwith the edge of the WLA between Quoich switching station and Kinloch Hourn.
Associated Landscape Character Zones (see Figures V2-3.3-S4 (a to c) and V2-3.3-S5)	<p>Section 4:</p> <ul style="list-style-type: none"> • LCZ 4-1 – Glen Elg to Gleann Beag; • LCZ 4-2 – Druim Iosal to Kinloch Hourn; • LCZ 4-3 – Kinloch Hourn to Loch Cuaich; and • LCZ 4-4 – Alongside Loch Cuaich*. <p>Section 5:</p> <ul style="list-style-type: none"> • LCZ 5-1 – Eastern Loch Cuaich to Poulary*. <p>(*note: there is some overlap between LCZs 4-4 and 5-1)</p>
WLA Qualities (those of relevance to the Proposed Development are highlighted in bold)	<ul style="list-style-type: none"> • “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” • “A very remote interior drawing adventurous and experienced hillwalkers” • “Spectacular deep glens and lochs cut through the high mountains and hills, strongly influencing visibility, remoteness and access through the landscape” • “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” • “Secluded and elevated rocky cnochan and plateaux, containing hidden depressions and lochs with a strong sense of sanctuary”

(SNH, 2017 b ⁷)			
Appraisal of Wild Land Physical Attributes and Perceptual Responses			
Wild Land Attribute / Response ⁸	Sensitivity	Nature of Change	Magnitude
A high degree of perceived naturalness	Medium-High	<p>The Proposed Development may result in a slightly decreased perception of naturalness within the study area, due to the introduction of new / upgraded tracks and creation of new working areas and tower foundation, which may lead to localised removal of moorland vegetation and slightly detract from the rugged landform. This would be most perceptible within the WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2), for example near Bealach Aoidhdailean (see Visualisation Location 4-2 (Figures V4A-4.2a to d)), but would affect a very small part of the overall WLA, where there would still be an overriding sense of naturalness.</p> <p>There would also be some localised removal of native woodland, mostly around Gleandubhlochain, although the moorland vegetation types that would replace this would continue to be perceived as generally natural.</p> <p>This effect would reduce during operation with the restoration of working areas and use of mitigation techniques to minimise the footprint and effects of permanent access tracks.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
A lack of modern human artefacts or structures	Medium-High	<p>During construction, the Proposed Development would result in a locally increased perception of modern human artefacts / structures through the valleys between Srath a' Chomair and Kinloch Hourn (LCZ 4-2) and indirectly within limited areas of facing slopes further east (within LCZs 4-1, 4-3, 4-4, 5-1). However, during operation, it would appear very similar to the existing OHL it would replace and therefore its influence on this attribute would be likely to be very similar (e.g. see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)). Minor deviations to the alignment may increase influence locally, but would be offset by the removal of towers from other areas.</p>	<p>Construction: Low-Medium</p> <p>Operation: Negligible</p>

⁷ Scottish Natural Heritage (2017 b). 18. Kinlochhourn-Knoydart-Morar Wild Land Area. Description of Wild Land Area.

⁸ Explanations of physical attributes and perceptual responses used are those included in Annex 1 of the guidance: *Assessing Impacts on Wild Land Areas – Technical Guidance* (Naturescot 2020)

<p>Little evidence of contemporary land uses</p>	<p>Medium-High</p>	<p>During construction, the Proposed Development may result in increased evidence of contemporary land uses due to construction activities and movement through the landscape, and the presence of new temporary and permanent tracks.</p> <p>In the longer term the Proposed Development would appear similar to the steel lattice OHL it would replace. Although towers may be slightly more noticeable in some localised areas, this would be effectively offset by the removal of towers from other areas. However, there could be a slightly increased perception of contemporary land use through the introduction of new / upgraded tracks which could also provide opportunities for other contemporary land use in the area, due to increased accessibility. This would be most perceptible within the WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2) (e.g. see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)), but may indirectly affect some very limited areas elsewhere to a small degree. However, in all areas likely to be affected, some contemporary land use is already apparent, in the form of the existing steel lattice OHL, minor road or forestry areas.</p>	<p>Construction: Low-Medium</p> <p>Operation: Low</p>
<p>Landform which is rugged, or otherwise physically challenging</p>	<p>Medium</p>	<p>The Proposed Development may locally reduce the experience of physically challenging terrain due to the introduction of new / upgraded tracks which would increase accessibility through small parts of the WLA. This would be very localised, occurring between Srath a' Chomair and Kinloch Hourn (LCZ 4-2) with surrounding steep mountainside and slopes continuing to appear rugged or physically challenging.</p> <p>This effect would be slightly more pronounced during construction, with the addition of temporary tracks and working areas although these areas would be restored following completion.</p>	<p>Construction: Low</p> <p>Operation: Low</p>

<p>Remoteness and / or inaccessibility</p>	<p>Medium-High</p>	<p>The Proposed Development may very locally reduce the perception of remoteness and inaccessibility due to the introduction of new and upgraded tracks through the valley between Srath a' Chomair and Kinloch Hourn. Although some access routes already exist here, this would create a through-route which is currently not present. However, it would still remain difficult to access requiring a long journey, and would feel remote from other areas. This would be perceptible within the WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2), but there would still be an overriding sense of remoteness and inaccessibility.</p> <p>This effect would be more noticeable during construction, with the addition of temporary tracks and the movement of construction vehicles through the area. Longer term mitigation to minimise the appearance of tracks in the wider landscape would reduce the effect during operation.</p>	<p>Construction: Low-Medium</p> <p>Operation: Low</p>
<p>A sense of sanctuary or solitude</p>	<p>Medium-High</p>	<p>During construction, the Proposed Development may locally reduce the perception of sanctuary and solitude due to the presence of people, vehicles, construction activity and movement through part of the WLA. This would be most perceptible within the WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2) but may also occur indirectly in other areas (within LCZs 4-1, 4-3, 4-4, 5-1) where construction activities may be perceived in the nearby landscape, although these areas are already more affected by the appearance of traffic using the public road and nearby forestry activities.</p> <p>In the long term, effects on this attribute / response would reduce with the completion of construction.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>

<p>Risk or, for some visitors, a sense of awe or anxiety</p>	<p>Low</p>	<p>Within the area of WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2), the Proposed Development may be associated with a very localised reduced sense of risk / awe / anxiety, due to new / upgraded tracks which would increase the perception of accessibility, connectivity and safety. This would be localised, and very small, because there are already some access routes which already existing into this area. The overriding sense of awe, which is more closely connected with the steep surrounding mountains, would remain.</p> <p>This effect would be more pronounced during construction, with the addition of temporary tracks and construction activity but in the longer term, despite improved accessibility, the area would still feel remote and far from assistance.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
<p>Perceptions that the landscape has arresting or inspiring qualities</p>	<p>Medium</p>	<p>During construction, the Proposed Development could locally reduce arresting and inspiring qualities where construction activity could distract attention and potentially diminish the sense of scale, and dramatic, scenic qualities experienced in panoramic views. This would be most perceptible within the WLA between Srath a' Chomair and Kinloch Hourn (LCZ 4-2).</p> <p>In the long term, effects on this attribute / response would reduce with the completion of construction where the Proposed Development would appear very similar to the existing OHL to be removed within the landscape</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
<p>Fulfilment from the physical challenge required to penetrate into these places</p>	<p>Medium</p>	<p>The Proposed Development may locally reduce this attribute between Srath a' Chomair and Kinloch Hourn,(within LCZ 4-2) due to the introduction of new / upgraded tracks which would slightly increase ease of accessibility through this localised part of the WLA. However, some paths and access routes already existing and access into this area would still be difficult, requiring a high level of fitness and would take a considerable amount of time.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Appraisal of Wild Land Qualities (WLQs)			
Included Wild Land Quality	Sensitivity	Nature of Change	Magnitude
<p><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></p>	Medium-High	<p>The Proposed Development would be experienced in the context of <i>“high, remote, rugged and rocky mountains”</i> within this WLA. Since it would replace an existing OHL of a similar structure, in a largely similar alignment, there would be few changes to the relationship between towers and mountains. In some very localised areas, the slightly larger towers and slightly different alignment of the Proposed Development may marginally diminish the arresting sense of scale and drama experienced when looking towards the mountain areas from within the valley, but this would be offset in the longer term by the removal of the existing towers within the valley. The effect would be more pronounced during construction when the existing towers are present, and construction activity may appear more distracting.</p> <p>In the long term, the introduction of new permanent access tracks and improvement of existing tracks alongside the OHL (such as near Bealach Aoidhdailean and Gleandubhloch, and ascending the hill from Kinloch Hourn), may very slightly increase the prominence of contemporary land use and slightly reduce the sense of ruggedness, remoteness, accessibility and physical challenge. However, this would be very localised and unlikely to affect the greater appreciation of the mountains area.</p> <p>Within LCZs 4-1 4-3, 4-4, 5-1, the Proposed Development would be situated outwith the WLA and effects on this WLQ would therefore be very limited, potentially affecting limited areas of LCZ 4-3 where the association with the surrounding mountains is closer, but less likely to affect LCZs 4-3, 4-4 and 5-1, as it would typically appear very similar to the existing OHL it would replace and would appear within a context of other features around Loch Quoich, such as the public road, forested areas and the Quoich Dam (see Visualisation Location 5-1 (Figures V4A5-1a to d)).</p>	<p>Section 4 Construction: Low-Medium</p> <p>Operation: Low</p>
			<p>Section 5 Construction: Negligible</p> <p>Operation: Negligible</p>

<p><i>“A very remote interior drawing adventurous and experienced hillwalkers”</i></p>	<p>Medium-High</p>	<p>Between Srath a’ Chomair and Kinloch Hourn (within LCZ 4-2), the Proposed Development would be experienced within an interior part of the WLA but would be very similar to the existing steel lattice OHL it would replace, in interior, outward views, which are limited by mountains (see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)). The new OHL itself, although slightly larger in size than the existing OHL, is unlikely to perceptibly change this Special Quality, but the introduction of some sections of permanent access tracks and improvements to existing access tracks may locally increase the sense of connection with adjacent areas and slightly reduce the experience of remoteness and sense of sanctuary in this interior section. New and upgraded tracks could also reduce the sense of physical challenge and rugged terrain on very localised basis, although some existing access routes are already present, with the potential to increase the number of people accessing the area. Along with construction activity in the short term, these changes may diminish the sense of solitude slightly.</p> <p>This effect would be largely confined to LCZ 4-2 which is the main area where this WLQ is experienced within the study area. Within LCZs 4-1, 4-3, 4-4, 5-1 where the WLA would not be directly affected by the Proposed Development, it is unlikely that this WLQ would be affected.</p>	<p>Section 4 Construction: Locally Medium, Elsewhere Negligible</p> <p>Operation: Locally Low-Medium, Elsewhere Negligible</p>
<p><i>“Spectacular deep glens and lochs cut through the high mountains and hills, strongly influencing visibility, remoteness and access through the landscape”</i></p>	<p>Medium-High</p>	<p>The Proposed Development would be experienced along the glen floors of several <i>“spectacular deep glens”</i> and on the edges of <i>“lochs cut through high mountains and hills”</i> within the WLA and in the setting of the wider context, notably within areas such as Gleandubhlochan (see Visualisation Location 4-2 (Figures V4A-4.4a to d)), Kinloch Hourn (see Visualisation Locations 4-4 (Figures V4A-4.4a to d)) and within the context of the WLA alongside Loch Cuaich. As it would replace an existing similar OHL on a very</p>	<p>Section 4 Construction: Low-Medium</p> <p>Operation: Low</p>

		<p>similar alignment, it would be consistent with the existing pattern of development within the WLA but in some areas may very locally increase the perception of human artefacts and contemporary land use and marginally decrease the sense of remoteness. However, given its similarity to the existing OHL it would replace, it is considered unlikely to lead to any longer term effect on arresting or inspiring qualities or sense of risk or awe.</p> <p>These effects would be more noticeable during construction with the additional activities and movement of construction works, but minimal and very localised during operation.</p>	<p>Section 5 Construction: Negligible</p> <p>Operation: Negligible</p>
Assessment of Landscape Character Effects			
<p>Landscape Sensitivity</p>	<p>Within the study areas for Sections 4 and 5, the WLA is represented primarily by LCZ 4-2 (Druim Iosal to Kinloch Hourn) and also covers the majority of LCZs 4-3 (Kinloch Hourn to Loch Cuaich) and 4-4 (Alongside Loch Cuaich), as well as small parts of LCZs 4-1 (Glen Elg to Gleann Beag) and 5-1 (Eastern Loch Cuaich to Poulary) (see Figures V2-3.3-S4a to c and V2-3.3-S5). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium-High in LCZ 4-2, and Medium in LCZs 4-1, 4-3, 4-4 and 5-1 (see Appendices 3.10, Annex 1 and 3.11, Annex 1). Whilst the value of the WLA is considered to be high, the presence of the existing OHL through the study area is considered to reduce susceptibility to change within the local context. Taking into account the sensitivity identified for the LCZs within this area, the landscape sensitivity of the WLA is considered to be generally Medium-High although may drop to a lower level in peripheral parts nearest the existing OHL and minor road where the influence of human artefacts is stronger.</p> <p>Given the stronger influence of these existing modern artefacts, along with additional features such as Quoich Dam and existing NeSTS towers which would be retained, sensitivity is considered to be Low-Medium, within the part of the WLA falling within the study area for Section 5.</p>		
<p>Nature and Magnitude of Change</p>	<p>Works within this WLA would include replacement of approximately 12.5 km of existing steel lattice OHL with new, slightly taller steel lattice towers along a similar alignment and around a further 15 km of replacement steel lattice OHL within the nearby context. There would also be some localised woodland removal and upgrading of existing access tracks and construction of new tracks to towers, although mitigation is proposed to limit the perceptibility of these tracks (see Appendix V2-3.13)</p> <p>The landscape character assessment has identified that within LCZ 4-2 (Druim Iosal to Kinloch Hourn), which contains more interior areas of the WLA (and where the Proposed Development would run directly through the WLA), the magnitude of effect would be Medium during construction, reducing to Low during operation, due largely to a reduction in the sense of remoteness and wildness. This is reflected in the locally Medium magnitude of change during construction identified for the WLQ “A very remote interior drawing adventurous and experienced hillwalkers”, anticipated to result from the considerable increase in activity and accessibility during this phase, which would reduce the presence of the attributes “A lack of modern human artefacts or structures”, “Little evidence of contemporary land uses” and “Remoteness and / or inaccessibility”, and to some extent the perceptual response “A sense of sanctuary or solitude” in the local context. A slightly lower magnitude of change during construction (Low – Medium) has been identified for the WLQs “High, remote, rugged and rocky mountains...” and</p>		

	<p><i>“Spectacular deep glens and lochs...”</i> reflecting a less noticeable change to the perceptual responses <i>“Arresting or Inspiring Qualities”</i> and <i>“Risk... a sense of awe or anxiety”</i>.</p> <p>During operation, the level of activity in this part of the WLA would reduce and consequently the magnitude of change to these attributes and associated WLQs would also reduce. The Proposed Development would appear very similar to the steel lattice OHL it would replace, with only marginal realignment unlikely to alter any wild land attributes (e.g. see Visualisation Locations 4-2 (Figures V4A-4.2a to d) and 4-3 (Figures V4A-4.3a to d)). However, some new or upgraded tracks would continue to be present, and would form a through-route through this part of the WLA, leading to a small reduction in attributes affecting remoteness and accessibility and the perceptual response <i>“Risk... a sense of awe or anxiety”</i> due to a perception of greater connectivity.</p> <p>A Medium-High magnitude during construction has been identified for LCZ 4-3 (Kinloch Hourn to Loch Cuaich), and a Low magnitude for LCZ 4-1 (Glen Elg to Gleann Beag) and Low-Medium for LCZ 4-4 (Alongside Loch Cuaich). Magnitude within LCZ 5-1 has been identified as Low-Medium. Although these areas would be similarly affected by the Proposed Development, the effects are more contextual as the Proposed Development would not fall within the WLA within these LCZs. In addition, the areas of intervisibility with the Proposed Development show lower baseline levels of the attributes which would be altered, due to the presence of other features and contemporary land uses such as the existing OHL, tracks, forestry, buildings, hydro infrastructure including the Quoich Dam, and the public road. Within these areas, during operation, it is considered that there would be no perceptible change to wild land attributes or WLQs.</p> <p>Magnitude of change to the WLA is therefore predicted, during construction, to be locally Medium to parts of the WLA within LCZ 4-2, Low within other parts of Section 4 and Negligible within Section 5. During operation, magnitude of change would be locally Low within LCZ 4-2 and Negligible in all other areas.</p>
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Assessment of Significance of Effects

The Proposed Development would cross the WLA between Srath a' Chomair and Kinloch Hourn (within LCZ 4-2), and feature within the nearby context of the WLA boundary between Kinloch Hourn, Loch Cuaich and east of 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 construction, an 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. However, these activities would comprise only a temporary effect.

During operation, although slightly taller, it is anticipated that the Proposed Development steel lattice towers would have a very similar influence to those which would be removed, due to the very similar alignment (e.g. see Visualisation Locations 4-2 (**Figures V4A-4.2a to d**) and 4-3 (**Figures V4A-4.3a to d**)). However, some remaining new and upgraded access tracks through this area, which would create a route through the WLA, are anticipated to lead to some localised improvements to accessibility and connectivity within this localised part of the WLA, which would affect 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.

The above effects are predicted to lead to a localised, temporary significant effect during construction on the WLQ, *“A very remote interior drawing adventurous and experienced hillwalkers”*. Temporary effects on the WLQs *“High, remote, rugged and rocky mountains...”* and *“Spectacular deep glens and lochs...”* are also anticipated but would be not significant. During operation, the effect on these three WLQs would reduce and would not be significant and no perceptible effect is predicted to the other WLQs.

Within Section 4, a **localised Moderate Adverse** (significant) effect is predicted to the WLA during construction, confined to LCZ 4-2 (Druim Iosal to Kinloch Hourn). This would reduce to **localised Minor Adverse** (not significant) during operation. The effect on other parts of the WLA within the Section 4 study area would be **Minor Adverse** (not significant) during construction, reducing to **Negligible** (not significant)

during operation where the Proposed Development would appear very little different to the baseline situation within the context.

Within Section 5, the effect on the WLA would be **Negligible** (not significant) during both construction and operation due to the lack of direct effect and baseline influence of existing modern artefacts and contemporary land use, including features at Quoich Dam, the existing steel lattice OHL and the public road which reduce the sense of wildness within the areas potentially indirectly influenced (see Visualisation Location 5-1 (**Figures V4A-5.1a to d**)).

Given the lack of long term significant effect, the integrity of the WLA as a whole would not be affected.

Table 8: Moidart, Morar and Glen Shiel SLA

Baseline Description	
Description	The majority of this SLA falls outside of the study areas for Sections 4 and 5, but within them, this SLA covers part of Loch Cuaich and the surrounding area, including sweeping hill slopes and summits to the north and south, such as Spidean Mialach (977m). The SLA extends about 2 km east of Quoich Dam, towards Tom an Doir Dhuinn, near Kingie. This SLA contains a range of characteristics, and within the study area it is a sparsely populated, quiet landscape where there is a sense of tranquillity within this deep glen and appreciation of the landscape is strongly influenced by the weather. Long glens containing natural and man-made lochs are a key feature of this SLA, where there is a simplicity and unity of landscape features. The existing OHL is an influential man made feature alongside the shore of Loch Quoich and the Quoich Dam and other surrounding infrastructure, also form locally detracting features.
Associated Landscape Character Zones (see Figures V2-3.3-S4a to c and V2-3.3-S5)	Section 4: <ul style="list-style-type: none"> • LCZ 4-3 – Kinloch Hourn to Loch Cuaich; • LCZ 4-4 – Alongside Loch Cuaich*; and Section 5: <ul style="list-style-type: none"> • LCZ 5-1 – Eastern Loch Cuaich to Poulary*. (*note: there is some overlap between LCZs 4-4 and 5-1)
Special Qualities (those of relevance to the Proposed Development are highlighted in bold)	<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> • <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>

	<ul style="list-style-type: none"> • <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 + MacIennan et al., 2011³)</p>
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Appraisal of Special Landscape Qualities (SLQ)

Special Qualities of Relevance to the Proposed Development	Sensitivity	Nature of Change	Magnitude
<p><i>“The pattern of east-west-aligned mountain ridges, deep glens and lochs typifies the West Highland landscape ...”, and contributes to the popularity of this landscape, particularly recreationally.</i></p>	Medium	<p>The Proposed Development would be consistent with the existing pattern of OHL within this part of the SLA which runs east-west along lower glen slopes, north of Loch Cuaich. Since it would replace an existing OHL, of a similar style and in a similar alignment, it would not affect the perception of this landscape and its recreational popularity.</p> <p>During construction, construction works may marginally diminish the perceived scale of the mountains and deep glens within the SLA by temporarily drawing focus.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>

<p><i>“Much of the area represents the “back door” into Knoydart, Glenshiel and Kintail”, where “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”, including those travelling west from Kinlochhourn on long distance walking routes.</i></p>	<p>Medium</p>	<p>The Proposed Development would be experienced by users of this area and nearby, including <i>“hillwalkers and wilderness enthusiasts”</i> travelling through the SLA to / from Kinlochhourn.</p> <p>Within the SLA, these users would experience varied visual effects resulting from the Proposed Development. However, the visual assessment has established that, for recreational route-based receptors in the SLA (see Appendices 3.10, Annex 2 and 3.11, Annex 2) for assessment of Routes R4-17, R4-18, R4-19 / R5-2, R4-20, R4-21 / R5-9) there would be no long term significant visual effects during operation. Temporary significant effects would be limited to receptors on the minor road to Kinloch Hourn (R4-19), during construction.</p> <p>It is not anticipated that the Proposed Development would affect the sense of a back door to Knoydart as the Proposed Development would not affect the drama of the terrain or appreciation of the long journey approach.</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
<p><i>“The area is very sparsely populated ...”</i></p>	<p>Medium</p>	<p>The Proposed Development would not affect the sparse level of population within the SLA.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p><i>“Quiet, uninhabited glens and isolated peaks create a landscape experience where the sense of wildness, and tranquillity are key qualities.”</i></p>	<p>Medium-High</p>	<p>During construction, the Proposed Development may temporarily decrease the sense of wildness and tranquillity within a small part of the SLA, due to construction activity and traffic as described in the WLA assessment for WLA 18. Kinlochhourn – Knoydart – Morar (see Table 7</p> <p>Table 7) but this is not predicted to lead to a significant effect within the SLA. In the long term, the experience of wildness and tranquillity would not be affected, since the Proposed Development would replace an existing OHL of a similar structure, along a largely similar alignment</p>	<p>Construction: Low</p> <p>Operation: Negligible</p>
<p><i>“Appreciation of the landscape is strongly influenced by the weather”, which changes rapidly. “Spectacular sunsets are often obtained from areas of high ground and coastal locations looking west.”</i></p>	<p>Low</p>	<p>Construction works may affect the appreciation of sunsets through their appearance in the westerly context, but this effect would be very minimal. Otherwise, and in the longer term the Proposed Development would not affect the experience of the landscape as it relates to changing weather conditions, since it would replace an existing OHL of a similar structure, along a largely similar alignment.</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Appraisal of Landscape Character Effects	
Landscape Sensitivity	<p>Within the study area, the SLA is represented by LCZ 4-4 and partially falls within LCZ 4-3 and 5-1 (see Figures V2-3.3-S4a to c and V2-3.3-S5). Landscape sensitivity to changes of the type proposed within these areas has been identified as Medium (see Appendices V2-3.10, Annex 1 and V2-3.11, Annex 1), whereby the landscape composition and characteristics are tolerant of some degree of change of the type proposed, largely due to the presence of the existing OHL through this area.</p> <p>As noted by Horner + Maclennan et al. (2011), the mountain interior is sensitive to addition of new structures which may create distracting foci and reduce the sense of wildness or diminish the perceived scale of the mountains. Parts of the SLA are also sensitive to linear elements that may contrast to the openness and simplicity of land cover. However, the presence of the existing OHL through the study area reduces the sensitivity within the local context.</p> <p>Sensitivity is therefore considered to be Medium.</p>
Nature and Magnitude of Change	<p>Works within this SLA would include replacement of approximately 12 km of existing steel lattice OHL with new, slightly taller steel lattice towers along a similar alignment. Around 2 km of new permanent access track and short spurs are also proposed to the west of Glen Quoich.</p> <p>The landscape character assessment (see Appendices V-23.10, Annex 1 and V2-3.11, Annex 1) has identified that within LCZ 4-4 (Alongside Loch Cuaich), which contains the majority of the SLA within the study areas, the magnitude of effect would be Low-Medium during construction, reducing to Low during operation. The Proposed Development would follow a similar alignment to the existing OHL which it would replace, with only a minor deviation at the Glen Quoich bridge crossing. Given the presence of the existing OHL through this landscape, this deviation is not anticipated to lead to any change in landscape characteristics when taking account of the existing OHL which would be removed. A new permanent access track west of the bridge may be perceptible and marginally increase the sense of development locally and during construction, the erection of the new OHL, removal of the existing OHL and formation of access tracks may form perceptible areas of temporary activity, but this would be within a managed landscape where such activity is not anticipated to appear out of place.</p> <p>The magnitude rating of Low-Medium during construction and Low during operation for LCZ 4-4, is considered to be reflective of the landscape character change within the part of the SLA falling within the study area, but this forms a small part of the overall SLA, the magnitude rating for the SLA as a whole is considered to be lower at both stages than for this LCZ alone.</p> <p>Magnitude of change to landscape character within the SLA as a whole would therefore be Low during construction and Negligible during operation.</p>
Assessment of Significance of Effects	
<p>The Proposed Development would be situated within areas of the SLA along the northern shore of Loch Cuaich, continuing east along the minor road towards Kingie. It would comprise a similar, slightly larger steel lattice tower OHL along a broadly similar alignment to the existing OHL which would be replaced (see Visualisation Location 5-1 (Figures V4A-5.1a to d)), in addition to some new permanent access tracks west of Glen Quoich. Some perceptible changes are predicted to the landscape character of the SLA and Special Qualities during construction, within a small part of the overall SLA, but these would reduce in the long term during operation.</p> <p>The effect on the Moirdart, Morar and Glen Shiel SLA would therefore be Minor Adverse (not significant) during construction and Negligible (not significant) during the operational phase of the Proposed Development.</p> <p>The integrity of the SLA would not be affected.</p>	

1.7 Summary of Effects on Designated and Protected Landscapes

1.7.1 The assessment of designated and protected landscapes has considered seven areas throughout Sections 0 to 6 of the Proposed Development. Of these, temporary significant effects have been identified to three areas, affecting localised parts only, within the study area. No significant effects are predicted to occur during the operational phase of the Proposed Development. The identified effects on all areas are summarised in **Table 9** below.

Table 9: Summary of Effects to Designated and Protected Landscapes

Section	Designated or Protected Area	Effect During Construction	Effect During Operation
0	North West Skye SLA	Negligible	Negligible
2	The Cuillin Hills NSA	<i>Localised Moderate Adverse</i> (significant), otherwise Negligible .	Minor Adverse (not significant), otherwise Negligible .
	WLA 23. Cuillin	Minor Adverse (not significant)	<i>Localised Minor Adverse</i> (not significant), otherwise Negligible .
3	Loch Alsh Woodland Walks GDL	Negligible	Negligible
4	Knoydart NSA	<i>Localised Moderate Adverse</i> (significant) to one SLQ, otherwise Minor Adverse (not significant)	Negligible
	WLA 18. Kinloch Hourn – Knoydart - Morar	<i>Localised Moderate Adverse</i> (significant), otherwise Minor Adverse (not significant)	<i>Localised Minor Adverse</i> (not significant), otherwise Negligible .
	Moidart, Morar and Glen Shiel SLA	Minor Adverse (not significant)	Negligible
5	WLA 18. Kinloch Hourn – Knoydart - Morar	Negligible	Negligible
	Moidart, Morar and Glen Shiel SLA	Minor Adverse (not significant)	Negligible

Effects During Construction

1.7.2 As illustrated by the above Table, localised significant effects are predicted to designated and / or protected landscapes within Section 2 and Section 4. These effects relate in particular to the impact of construction works, including temporary tracks, vehicle movements and erection of steel lattice towers on qualities of remoteness and wildness.

1.7.3 Within Section 2, a temporary *localised Moderate Adverse* (significant effect) is predicted during construction for The Cuillin Hills NSA, due to a predicted effect on two SLQs:

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

1.7.4 This is due to the effects of construction works for steel lattice towers, and a sealing end compound within a very localised area between Luib and to the south of Strollamus. Although affecting the SLQ relating to wild land characteristics for this NSA, this is not predicted to result in a significant effect for WLA 23. Cuillin, because the boundary of the WLA is further west, with only a minimal part of the Proposed Development falling within it which would be very peripheral, along the boundary. This is therefore not anticipated to lead to sufficient change to result in a significant loss of wild land attributes or significant effect to any WLQs.

- 1.7.5 Within Section 4, a temporary, localised **Moderate Adverse** (significant) effect is predicted during construction for WLA 18. Kinloch Hourn – Knoydart – Morar, affecting one WLQ:
- “A very remote interior drawing adventurous and experienced hillwalkers”.
- 1.7.6 This is due to the effects of construction works within the confined and remote valley area between Srath a’ Chomair and Kinloch Hourn which falls within LCZ 4-2 (Druim Iosal to Kinloch Hourn), including upgrading of existing all terrain vehicle (ATV) access routes, establishment of new tracks and erection of steel lattice towers which would increase the accessibility, connectivity and sense of activity within this area in the short term. However, due to the presence of the existing steel lattice towers, which would be replaced within this valley, and which would reduce the strength of wildness in this local area, no other significant effects are predicted (see Visualisation Locations 4-2 (**Figures V4A-4.2a to d**) and 4-3 (**Figures V4A-4.3a to d**)).
- 1.7.7 The effect on sense of remoteness and inaccessibility to the WLA is also predicted to lead to a *localised* significant effect to one similar SLQ of the Knoydart NSA, within the same part of the study area within LCZ 4-2 (Druim Iosal to Kinloch Hourn), between Srath a’ Chomair and Kinloch Hourn:
- “One of the remotest places on mainland Britain”.
- 1.7.8 However, this is not predicted to lead to a significant effect on the SLQ: “One of Scotland’s last great wild areas”, because of the effect on baseline wildness, in terms of modern artefacts and contemporary land use, that the existing steel lattice OHL already has within the study area.
- 1.7.9 Effects during construction on all other designated or protected landscapes, and the majority of the parts of those areas detailed above, would be not significant. This is because the changes brought about due to construction activities are not anticipated to result in any noticeable degree of change or presence of any of the special qualities or values of these areas.

Effects During Operation

- 1.7.10 During operation, no significant effects are predicted to any designated or protected landscapes. This is largely due to mitigation by design, where potential effects have been designed out within the most sensitive areas (see **Appendix V2-3.13**). This includes the use of a UGC solution between Glen Varragill and Luib, where a steel lattice OHL was predicted to result in a significant effect on the sensitive relationship between the mountains and coastal areas in The Cuillin Hills NSA. Gradual recovery of vegetation and some changes in vegetation types may lead to this construction corridor remaining perceptible for some years post completion, but with best practice construction techniques, this is anticipated to be barely perceptible after 10 years. In all other designated or protected areas, with the exception of a localised part of The Cuillin Hills NSA between Luib and Broadford, the final design solution would appear very similar to the existing OHL (either wood poles or steel lattice towers) along a similar alignment, and therefore is unlikely to lead to any sufficient change to result in significant effect. Some small deviations in the alignment, although leading to potentially more noticeable effects within very localised areas, are not predicted to lead to significant effects.
- 1.7.11 Between Luib and Broadford, there would be a more noticeable change from the replacement of a wood pole OHL with steel lattice towers (see Visualisation Locations 2-1 (**Figures V4A-2.1a to d**), 2-2 (**Figures V4A-2.3a to d**) and 2-3 (**Figures V4A-2.3a to d**)). However, as this would affect only a very localised area, mostly set further from the coast, this is not predicted to lead to sufficient change to significantly affect any SLQs of The Cuillin Hills NSA or WLQs of WLA 23. Cuillin in the longer term.
- 1.7.12 Whilst some new and upgraded tracks are proposed within designated or protected landscapes within Sections 2 and 4, requirements for new tracks have been limited as far as possible. Mitigation measures to reduce the longer term effects of tracks are proposed (see **Appendix V2-2.13**) and would include narrowing of main access routes to 2.5 m, and encouragement of vegetation growth to soften or conceal the running surface of lesser used spur tracks. With these measures applied, it is considered that the longer term influence of tracks

and paths on perceived accessibility and remoteness, and scenic qualities would be only perceptibly greater than the influence of existing tracks and paths within these areas.

- 1.7.13 Due to the absence of any longer term significant effects, there would be no loss of integrity to any designated or protected landscapes as a result of the Proposed Development.