

APPENDIX V2-3.8: LVIA OF SECTION 2 (NORTH OF SLIGACHAN TO BROADFORD SUBSTATION)

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1. LANDSCAPE AND VISUAL

1.1 Introduction

1.1.1 This Appendix presents the findings of the Landscape and Visual Impact Assessment (LVIA) for Section 2 of the Proposed Development. The purpose of the LVIA is to identify and describe potential significant effects which may occur as a result of the Proposed Development to views obtained by those living, working and visiting in the area, and to the wider landscape resource, and, the residual predicted significance of effects after mitigation.

1.1.2 The LVIA has been undertaken by Chartered Landscape Architects at ASH design + assessment Ltd (ASH), a registered practice with the Landscape Institute, in accordance with best practice guidance, the *Guidelines for Landscape and Visual Impact Assessment*, 3rd Edition (GLVIA)¹. A table presenting relevant qualifications and experience of key staff involved in the preparation of this Chapter is included in **Appendix V1.5.1: EIA Team**, contained within Volume 5 of this EIA Report.

1.2 Scope of Assessment and Methodology

Scope of Assessment

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

- A study area of 2.5 km from the Proposed Development (132 kV underground cable between Glen Varragill and Luib and 132 kV steel lattice tower overhead line (OHL) between Luib and Broadford);
- Landscape character assessment identifying the potential for the Proposed Development to influence the key characteristics of identified Local Character Zones (LCZs) within the study area whilst taking cognisance of Landscape Character Types (LCTs) from the NatureScot *National Landscape Character Assessment*² (c.f. **Table 3 of Appendix V2-3.1**);
- Visual assessment giving consideration to views obtained by those living, working and travelling and undertaking recreation within the study area including settlement areas, transport and recreational routes and other identified valued viewing locations **Tables 4 to 6 of Appendix V2-3.1** identify Building, Route and Outdoor based receptors included in the detailed assessment for Section 2;
- An assessment of potential effects on the Special Qualities and Integrity of the Wild Land Area (WLA) 23. Cuillin³ and The Cuillin Hills National Scenic Area (NSA)⁴ (see **Table 2 of Appendix V2-3.1**); and
- Cumulative assessment giving consideration to the combined effects with other proposed OHL infrastructure works related to the Proposed Development, within the study area, as summarised in **Table 7 of Appendix V2-3.1**). Within this Section, this includes:
 - Effects associated with Section 1 and Section 3 of the Proposed Development; and
 - The proposed Broadford Substation Extension (the subject of a separate application).

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

² NatureScot (2019) *Scottish Landscape Character Types – Map and Descriptions* [online]. Available at: <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment/scottish-landscape-character-types-map-and-descriptions>

³ Scottish Natural Heritage (2017). *23. Cuillin Wild Land Area*. Description of Wild Land Area.

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)

Visualisations

- 1.2.2 Four visualisations have been produced to support the LVIA work for Section 2. These show the predicted appearance of the Proposed Development during operation, once landscape reinstatement of disturbed areas has been assumed to be fully established. Visualisations have been included from the following locations within Section 2:
- Visualisation Location 2-1: Luib (OS Grid Reference NG 47860 31649);
 - Visualisation Location 2-2: Strollamus (OS Grid Reference NG 59270 27023);
 - Visualisation Location 2-3: Srath Mòr (OS Grid Reference NG 56635 26535); and
 - Visualisation Location 2-4: Beinn na Caillich (OS Grid Reference (NG 60166 23380) .
- 1.2.3 The visualisations have been produced to support the LVIA work and are intended to show the appearance of the Proposed Development within the landscape setting. Visualisation Locations do not comprise representative viewpoints for visual assessment and have therefore not been assessed as viewpoints, because the visual assessment receptor based assessment (giving consideration to all potential visual receptors) rather than a viewpoint based assessment.
- 1.2.4 Two sets of visualisations have been produced to NatureScot 2017⁵ and The Highland Council (THC) 2016⁶ standards, included within the EIA Report as **Volume 4A** (see **Figures V4A-2.1a to d to V4A-2.4a to d**) and **Volume 4B** (see **Figures V4B-4.1a to e, to V4B-4.4a to e**) respectively. Further detail on the preparation of visualisations is included in **Appendix V2-3.3**.

Methodology

- 1.2.5 The detailed methodology for the LVIA is included in **Appendix V2-3.2**. The methodology has been developed using GLVIA3 and other best practice guidance as detailed in **Appendix V2-3.2**.
- 1.2.6 GLVIA3 advises that landscape and visual effects should be assessed from a clear understanding of the development proposed and any mitigation measures which are being adopted.
- 1.2.7 The GLVIA3 methodology for landscape assessment involves an appreciation of the existing landscape resource, the susceptibility of its key components to accept the change proposed, and an understanding of the potential effects which could occur and how these could affect these key components.
- 1.2.8 Familiarity with the site and the extent, nature and expectation of existing views by visual receptors is a key factor in establishing the visual sensitivity in terms of the development proposed. The guidelines require evaluation of magnitude of change to views experienced by sensitive receptors, comprising individuals living, working, travelling and carrying out other activities within the landscape, and the subsequent evaluation of the significance of effects.
- 1.2.9 The potential to mitigate adverse effects should also be considered for both landscape and visual assessment.
- 1.2.10 There are five key stages to the assessment:
- Establishment of the baseline (see **Part 1.3 of Appendix V2-3.2**);
 - Appreciation of the development proposed (see **Part 1.4 of Appendix V2-3.2**);
 - Identification of key landscape and visual receptors (see **Part 1.5 of Appendix V2-3.2**);
 - Identification of potential effects (see **Part 1.6 of Appendix V2-3.2**); and

⁵ Scottish Natural Heritage (2017) Visual Representation of Wind Farms. Version 2.2. Available at: <https://www.nature.scot/doc/visual-representation-wind-farms-guidance> [accessed June 2022]

⁶ The Highland Council (2016) Visualisation Standards for Wind Energy Developments. Available at: https://www.highland.gov.uk/downloads/file/12880/visualisation_standards_for_wind_energy_developments [accessed June 2022]

- Assessment of significance of effect (see **Part 1.7 of Appendix V2-3.2**).

- 1.2.11 GLVIA3 places a strong emphasis on the importance of professional judgement in identifying and defining the significance of landscape and visual effects. As part of this assessment, professional judgement has been used in combination with structured methods and criteria to evaluate landscape value and landscape and visual sensitivity, magnitude and significance of effect. The assessment has been undertaken and verified by two Landscape Professionals (Chartered Landscape Architects) to provide a robust and consistent approach.
- 1.2.12 Given the nature of the Proposed Development which involves the replacement of existing infrastructure, the methodology gives consideration to the potential for effects to be both adverse and beneficial.
- 1.2.13 Significance of effect is presented on a seven point scale ranging from Negligible through Minor (Adverse / Beneficial), Moderate (Adverse / Beneficial) to Major (Adverse / Beneficial). Details on the criteria for these ratings are provided in **Table 4 of Appendix V2-3.2**. These ratings represent points on a continuum and therefore where relevant, interim ratings may be applied (i.e. Minor to Moderate) For the purposes of the *EIA Regulations*⁷, in this assessment an effect rating of Moderate or greater is considered to be significant.
- 1.2.14 Where relevant, effects ratings are provided for two stages of the Proposed Development:
- During construction; and
 - During operation (assumed to be approximately 10 years after completion when landscape / habitat reinstatement and any mitigation planting (if proposed) has established).
- 1.2.15 A list of limitations and assumptions of relevance to the Proposed Development are detailed in **paragraph 1.8.1 of Appendix V2-3.2**.

1.3 Baseline Conditions: Landscape

Overview

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

Designated Landscapes

- 1.3.2 Landscapes can be ascribed an international, national, regional or local designation that recognises the importance of the landscape for its scenic interest or attractiveness. Areas of landscape may also be protected by planning policy at either a national or regional level.
- 1.3.3 The following designated or protected landscapes fall within the study area (see **Figure V2-3.2-S2**):
- National Context:
 - The Cuillin Hills NSA; and
 - WLA 23. Cuillin.
 - Regional / Local Context:
 - Trotternish and Tianavaig Special Landscape Area (SLA).

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

- 1.3.4 As detailed in **Appendix V1-3.1**, Trotternish and Tianavaig SLA has been scoped out of this assessment as it is considered very unlikely that this area would be significantly affected by the Proposed Development. Those areas identified for inclusion are described below and their Special Qualities⁸ are listed in **Table V2-S2-1**, with those of particular relevance to the Proposed Development highlighted in bold.

The Cuillin Hills NSA

- 1.3.5 NSA is a national, statutory designation and comprises 40 areas of Scotland that have been designated as having outstanding scenic value in a national context. Special Landscape Qualities of the NSA have been identified by NatureScot and are described in the publication, *The Special Qualities of the National Scenic Areas* (SNH, 2010)⁴. Within Section 2, 12 km of underground cable would be located within the NSA or within 1 km of its boundary and 7.7 km of the new proposed steel lattice tower dual circuit OHL would be routed within the NSA. The Special Landscape Qualities of the NSA are listed in **Table V2-S2-1**.

WLA 23. Cuillin

- 1.3.6 WLAs have been defined by NatureScot as those areas comprising the greatest and most extensive areas of wild characteristics within Scotland. Although not a designation, these areas are given protection within the Planning System through *Scottish Planning Policy* (SPP) (Scottish Government, 2014)⁹.
- 1.3.7 The presence of wildness is based on the presence and strength of four perceptual attributes identified in NatureScot Policy Statement *Wildness in Scotland's Countryside* (SNH, 2002)¹⁰ as follows:
- A sense of sanctuary or solitude;
 - Risk or, for some visitors, a sense of awe or anxiety, depending on the individual's emotional response to the setting;
 - Perceptions that the landscape has arresting or inspiring qualities; and
 - Fulfilment from the physical challenge required to penetrate into these places.
- 1.3.8 Because these responses are very much dependant on an individual's perceptions, five physical attributes are identified as considered likely to lead to these perceptual responses being present. These are:
- A high degree of perceived naturalness in the setting, especially in its vegetation cover and wildlife, and in the natural processes affecting the land;
 - The lack of any modern artefacts or structures;
 - Little evidence of contemporary human uses of the land;
 - Landform which is rugged, or otherwise physically challenging; and
 - Remoteness and/or inaccessibility.
- 1.3.9 The Proposed Development follows the edge of WLA 23. Cuillin for around 17 km, although only around 3.3 km of OHL would fall within the boundary of the WLA area (the remainder being mostly within 1 km of the boundary).
- 1.3.10 NatureScot has identified WLA Key Qualities for each of the WLAs. Those for WLA 23 are listed in **Table V2-S2-1**.

⁸ The name of the various highlighted qualities of designated and protected landscapes varies. For this assessment, the term Special Qualities has been used as a general term to reference any of the following: Special Landscape Qualities (SLQs) of NSAs, Wild Land Area Qualities (WLAQs), Special Qualities of SLAs, and highlighted levels of interest for GDLs.

⁹ Scottish Government (2014). *Scottish Planning Policy*.

¹⁰ Scottish Natural Heritage (2002). *Wildness in Scotland's Countryside – Policy Statement No. 02/03*.

Table V2-S2-1: Special Qualities of Designated and Protected Landscapes (those of relevance to the Proposed Development are highlighted in bold)

Designated / Protected Area	Special Qualities* (*Special Landscape Qualities (SLQs) of NSAs, WLA Qualities and Special Qualities of SLAs)
The Cuillin Hills NSA	<ul style="list-style-type: none"> • <i>“Magnificent mountain scenery;</i> • <i>The contrast and complement of the Black and Red Cuillin;</i> • <i>The surrounding wild landscape, a fitting foil for the mountains;</i> • <i>Iconic images of crofting townships with dramatic backdrops;</i> • <i>The Cuillin Ridge as a landmark throughout the northwest;</i> • <i>The ever-changing weather;</i> • <i>A place of inspiration;</i> and • <i>The most challenging mountains in Scotland.”</i> <p style="text-align: right;">(SNH, 2010⁴)</p>
WLA 23. Cuillin	<ul style="list-style-type: none"> • <i>“Superlative high, steep, rocky mountains that are extremely rugged and contrast to the surrounding peatland and sea, emphasising a sense of awe</i> • <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> • <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> • <i>A concentrated mountain area accessed by many different visitors to experience wild land qualities”</i> <p style="text-align: right;">(SNH, 2017³)</p>

Landscape Character

1.3.11 NatureScot has undertaken detailed review and classification of various landscape areas and types of Scotland (SNH, 2019 [online]²). Four individual Landscape Character Types (LCTs) are identified within the study area for Section 2 as follows (see **Figure V2-3.3-S2**):

- LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh;
- LCT 358 – Low, Smooth Moorland;
- LCT 359 – Upland Sloping Moorland;
- LCT 360 – Stepped Moorland;
- LCT 364 – Rocky Moorland - Skye and Lochalsh;
- LCT 367 – Smooth Mountain Range; and
- LCT 368 – Angular Mountain Range – Skye and Lochalsh..

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

Local Character Zones

1.3.13 In order to more closely reflect the local characteristics and qualities of the study area, Local Character Zones (LCZs) have been identified which linearly divide the study area into segments where it is considered that an over-riding uniformity of character is present. These LCZs form the basis of the landscape character assessment.

1.3.14 The study area for Section 2 has been divided into five LCZs as shown on **Figure V2-3.3-S2**. These are described in detail in **Appendix V2-3.8, Annex 1** and summarised below as follows:

LCZ 2-1: Loch Sligachan

- 1.3.15 This LCZ covers the Proposed Development from Glen Varragill to Sconser and is focussed around Loch Sligachan. Along the south of the Loch there is a narrow settled strip of linear crofts and cottages backed and enclosed by a range of mountains with rounded peaks and steep sides which form the skyline; notably Glamaig, a “Corbett” (775mAOD), comprising the highest point of the Red Cuillins. Along the north of the loch are the contrastingly much lower stepped moorland hills (the highest being Ben Lee, 445m AOD) but with equally steep sides. The mouth of the loch frames views to the island of Raasay, across the Raasay narrows, and a flatter area to the north supports another area of farmed and settled lowlands.

LCZ 2-2: Gleann Torra-mhichaig

- 1.3.16 Covering the section of the Proposed Development between Sconser and Loch Ainort, this LCZ comprises a deep moorland glen gently rising from near sea level to the north near Sconser to a high point above Loch Ainort at the south end (c.130m AOD), passing through the Smooth Mountain Range Landscape Character Type (LCT). To the west side of the glen, very steep and continuous open moorland slopes, deeply incised by burns in places, lead directly up to the conical, scree-covered peaks of the Red Cuillin mountains. To the east side of the glen, steep, forested slopes lead up to lower, lumpy, rounded coastal hills. There is no settlement within this LCZ although the main Portree-Broadford road (A87) follows the glen floor from north to south and together with the funnelled character of the views, giving it a transitional character. Existing wood-pole OHLs, also pass through the glen forming man-made artefacts to the west of the road which detract within views towards the dramatic mountains and limit perceived wild land characteristics.

LCZ 2-3: Loch Ainort

- 1.3.17 This LCZ covers the section of the Proposed Development from above Loch Ainort to Luib and is focussed on Loch Ainort, a long, fjord-like sea-loch, contained by smooth, steeply sloping moorland ridges with a cluster of scree-topped mountains at its head. This is a relatively undeveloped LCZ with a sense of being on the edge of the remote mountainous interior, particularly at the head of the loch. However, it is easily accessible with the main A87 road following a route around the southern shore and head of the loch, and a small single track road following the northern shore. Towards the mouth of the loch, on its southern side, small pockets of crofts, cottages and scrubby woodland are present at Luib and An Dunan. Along the north of the loch and just outside the LCZ are the contrastingly lower coastal hills with very steep sides descending into the loch from a ridge called Leathad Chrithinn (231m AOD).

LCZ 2-4: Strollamus Coastal Hills

- 1.3.18 Covering the section of the Proposed Development between Luib and Broadford Substation, this LCZ comprises a series of mostly lower coastal hills overlooking Loch na Cairidh and Caolas Scalpay and the Isle of Scalpay to the northeast. It is characterised by a range of rounded moorland hills and occasional crag, which rise to the rear of a narrow settled coastal fringe following the A87 coast road, comprising the linear settlements of Dunan and Strollamus. Two valleys run through these hills and mountains, roughly north-south leading into a remote interior with little overt human influence. On the southern edge of the LCZ, the craggy mountain of Beinn na Caillich on the southwest periphery of the LCZ, towers above the lower coastal hills and forms a visual focus of inland views up the valleys.

LCZ 2-5: Broadford Forest Plantations

1.3.19 This LCZ covers the Proposed Development as it descends towards the Broadford Substation. It is characterised by low rounded hills and flatter areas of coastal land with extensive plantations of coniferous forestry plantation within which the Broadford Substation is set. Plantation areas are actively managed with extensive areas of clearfell and re-stocking evident. An existing steel lattice OHL and other wood pole OHLs radiate from the Substation, through and around the areas of forest. The low density town of Broadford is set on the eastern edge of the forestry area where more deciduous woodland is present, and overlooks Broadford Bay which is characterised by a low, grass or scrub clad shoreline sloping down to areas of stony beach, seaweed and bare rock. Beyond the edge of the forestry areas to the south and east, smooth moorland slopes rise up into rounded, sometimes craggy hills, and to the south-west, the mountain of Beinn na Caillich forms a prominent landmark. A small, area of linear crofting settlement comprising improved rectilinear fields lined by deciduous trees at Old Corry, within an inland valley on the western edge of the forestry forms a distinct contrast within the wider patterns and muted colours of the surrounding forest and moorland.

1.4 Baseline Conditions: Visual

Interpretation of the ZTV

1.4.1 The ZTV (**Figures V2-3.1-S2 to 3.4-S2**) indicates varying intervisibility with the 132 kV steel lattice tower OHL section of the Proposed Development between Luib and Broadford, along the 5 km wide study area, as determined by the local topography, which can screen potential views to a greater or lesser extent. The greatest degree of intervisibility with the greater number of towers is largely contained to areas of high ground or facing slopes from which the most open views are obtained within the eastern part of the study area.

1.4.2 There is no theoretical visibility indicated in the western part of the study area including the settlements and routes around Loch Sligachan as the Proposed Development would be take the form of an underground cable (UGC) connection. Theoretical visibility of greater numbers of steel lattice towers is shown for receptors in settlements and along routes in the area around Strollamus and north-east shore of Loch na Cairidh. Lesser numbers of towers are potentially shown to be visible for receptors around Luib and Broadford and along Abhainn an t-Straha Mhoir and Allt Strollamus.

Visual Receptors

1.4.3 Visual receptors within the study area comprise residents or others present in and around buildings and settlement areas, those using routes (including transport and recreational routes) through the study area, and those obtaining views from outdoor locations where enjoyment of the view is one of principal reasons for being at the location.

Building-based Receptors

1.4.4 Building-based receptor locations are described in detail in **Appendix V2-3.8, Annex 2, Table 2.1** and their locations are shown on **Figure V2-3.4-S2**. These receptor locations within the study area can be broadly subdivided into seven areas as detailed below:

- Sligachan (Receptor Locations B2-1 and B2-2).
 - Residents and tourists occupying the properties at the head of Loch Sligachan which afford lower level easterly views looking down Loch Sligachan with oblique views featuring the Cullins.
- Peinachorrain (Receptor Location B2-3);
 - Residents in a linear settlement set at the entrance to Loch Sligachan from which main views are southward across the loch to Sconser with oblique views of the Red Cullins.
- Sconser (Receptor Locations B2-4, B2-5 and B2-6)

- Residents, workers and tourists occupying residential properties, the ferry terminal, fish farm shore base and quarry overlooking Loch Sligachan from the southern shores while rear views feature the rising slopes of Glamaig.
- Kinloch Ainort (Receptor Location B2-7)
- Residents and visitors in and around 1-storey cottage and workers at offices and outbuildings and on boats from which the main views are south and south-east across the head of Loch Ainort towards Glas Bheinn Mhor and the A87 following the shore of the loch.
- Luib (Receptor Location B2-8)
- Residents at linear settlement clustered along sides of Strath Mor as it emerges overlooking Loch Ainort.
- Dunan and Strollamus (Receptor Locations B2-9 and B2-10)
- Residents and visitors at small linear loch-side settlements overlooking Loch na Cairidh towards Scalpay.
- Broadford and surrounding rural properties (Receptor Locations B2-11 and B2-12)
- Residents and visitors occupying linearcrofting settlement and coastal village with views generally oriented to the coast. Other buildings and trees often restrict views.

Route-based Receptors

1.4.5 Routes within the study area are described in detail in **Appendix V2-3.8 Annex 2, Table 2.2** and shown on **Figure V2-3.4-S2**. These can be classified into two different categories:

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

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

- A roads:
 - Route R2-1A&B (A87) is a main route between Broadford and Portree, used by local residents and popular with tourists. Users of this route obtain typically low-level coastal views with rising ground restricting views inland other than occasional glimpses through glens. In these locations, striking views of the Cuillin mountains are revealed in passing.
 - Route R2-2 (A863) is a single carriageway road between Sligachan and Dunvegan. Users of this route within this Section are typically restricted by rising ground other than occasional views along Loch Sligachan and up Glen Sligachan and other glens.
- B roads:
 - Route R2-3 (B883 Peinachorrain) a dead-end single track road from the north to the coastal settlement of Peinachorrain. Users of this route generally have views eastward towards Raasay filtered through trees. From the southern part of the route views across Loch Sligachan towards Glamaig are also obtained. View inland are typically restricted by topography.
 - Route R2-4 (B8083) a north / south single track road through Strath Suardal to the south of Broadford with main views northward towards the town and across the bay with the Cullins dominating western views.
- Minor Roads:
 - Routes R2-5 (Sconser to Moll Minor Road) used by local residents and recreational visitors with views of Loch Ainort and the wider landscape;
 - R2-6 (Old Corry Minor Road) used by local residents and recreational visitors with low level views across Broadford River Valley to east towards Bheinn Shuardail and west towards Beinn na Callaich.

- Ferry:
 - Route R2-7 (Raasay Ferry) passengers on regular ferry between Sconser and Raasay views to the island of Raasay to the east and the Cullin Hills to the west.

1.4.7 Recreational routes considered within the visual assessment include Core Paths (The Highland Council, 2011)¹¹, Scottish Hill Tacks (Scottish Rights of Way and Access Society, 2011)¹², and other commonly used recorded walking or cycling routes. These include the following:

- Core Paths:
 - Route R2-8 (Core Path SL04.04: Glenbrittle to Sligachan Hill Path) a higher level path used by walkers alongside Allt Dearg Mor towards the Black Cuillin, also forming part of Scottish Hill Track 291 (Sligachan Hotel to Glen Brittle). Views are typically focussed on the surrounding mountain landscape to the east and south, but also from higher parts of the route, elevated down Loch Slighachan.
 - Route R2-9 (Core Path SL03.06: Broadford to Camas na Sgianadin) low-level recreational footpath running northwest from the outskirts of Broadford alongside the A87 through forestry past the cemetery, to a cove overlooking Scalpay . Northbound views are of the cove of Camas na Sgianadin overlooking Scalpay to the north. Southbound views are more enclosed. The peak of Beinn na Caillich is occasionally glimpsed views through vegetation.
 - Route R2-10 (Corry Core Paths) two recreational path / minor road routes to the western side of Broadford Bay including: Core Path SL03.07 (Broadford Bridge to Corry Lodge) and Core Path SL03.08 (Broadford Hospital to Pier). Views are mostly low-level, eastwards across Broadford Bay and Broadford, and north and south.
 - Route R2-11 (Core Paths to the South-west of Broadford) two Core Paths in Strath Suardal: Core Path SL03.05 (Broadford to Coire-chat-acan); and Core Path SL03.04 (Broadford to Suardal (also Scottish Hill Track 294, Broadford to Kilbride by Borerraig and Suisnish)). Views from these routes are typically along Strath Suardal.
- Scottish Hill Tracks:
 - Route 2-12 (Scottish Hill Tracks through Glen Sligachan) low-level moorland path along Glen Sligachan forming part of Scottish Hill Tracks 292 (Elgol to Sligachan) and 293 (Glen Brittle to Loch Coruisk and Sligachan Hotel) as wells a part of the unofficial 'Skye Trail' used by walkers or cyclists. Views are generally low-level along the floor of Glen Sligachan, with south-bound views dominated by the Cuillins
 - R2-13 (Scottish Hill Track 290 (The Torrin Ring from Luib) a circular low-level moorland route starting and finishing at Luib, following Strath Mor southwards to Torrin, before returning northwards via Strath Beag, An Slugan, Strollamus, and the old road south of Am Meall. Main views are along the moorland glens at a low level, with the Cuillins and steep-sided lower hills (Glas Bheinn Mhor, Beinn na Cro, Glas Bheinn Bheag and Am Meall) forming the backdrop and providing enclosure.
- Other Routes:
 - R2-14 (Sligachan to Peinachorrain Footpath) a low-level footpath running between the two settlements along the northern shore of Loch Sligachan used by walkers. The main views are low level/ slightly elevated across Loch Sligachan to the Loch's southern shore and Sconser. The views are however dominated by the Cuillins, rising to the south and west.
 - R2-15 (Glamaig and the Northern Red Hills) high-level mountain footpath circular route, traversing the Druim na Ruaige ridge to Beinn Dearg Mheadhonach followed by another ridge walk to Glamaig; returning down Coire na Sgairde used by walkers and climbers. The route affords high-level elevated

¹¹ The Highland Council, Core Paths Interactive Map [online]. Available at:

<https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f> [accessed January 2022].

¹² Scottish Rights of Way and Access Society (2011). Scottish Hill Tracks. 5th edition.

panoramic views of the Red and Black Cuillins, encompassing Loch Sligachan and Raasay, including its flat-topped hill Dun Caan, to the north and Scalpay to the east.

- R2-16 (Footpath, Garbh Beinn and Belig Circular) high-level mountain route begins and ends at the head of Loch Ainort, with the paths climbing/descending along two ridges towards the peaks of Garbh Beinn and Belig used by walkers and climbers. From the lower parts of this route, views are typically contained within the valley by the surrounding mountains, with more open views, funnelled north-east towards Loch Ainort. As the route ascends, high-level elevated panoramic views of the Cuillins are obtained, encompassing Loch Ainort, Glamaig and Raasay to the north and Scalpay to the east.
- R2-17 (Loch Ainort Footpath) track which joins the A87 near the head of Loch Ainort to another footpath route south of Luib used by walkers. The main views are north-westwards, slightly elevated, across Loch Ainort to the hills opposite.
- R2-18 (Beinn na Caillich and Beinn Dearg Mhor) unmarked mountain ascent route up two combined peaks on the edge of the Cuillins from Old Corry used by walkers. Lower level views through Strath Suardal, open up with increased height becoming elevated and expansive over Broadford and the northern and western coastal landscape.

Receptors at Outdoor Locations

1.4.8 The following Outdoor Viewing Locations have been included where the view is considered to be a principal reason for being at the location¹³:

- O2-1 (Sligachan Old Bridge Parking Area/ Picnic Area/ Vantage Point): Visitors to vantage point/ picnic area situated adjacent to Sligachan Old Bridge (no longer used for vehicles) and the entrance to Sligachan Lodge and Bunk-House.
- O2-2 (Peinachorrain Picnic Area): Visitors and residents at the termination point of the B883 at the south end of the settlement.
- O2-3 (Isle of Skye Golf Course): Golfers using the golf course which lies between the sea and the main road/ minor road to Moll.
- O2-4 (A87 Lay-Bys above Kinloch Ainort): Visitors stopped at two parking laybys popular with visitors for appreciation of the view on either side of the OHL road crossing, above Loch Ainort.
- O2-5 (Eas a' Bhradain Parking Bay): Travellers and visitors stopped at large parking bay above the head of Loch Ainort to primarily admire the view of the nearby waterfall with the Cuillins behind.

1.4.9 These locations are described in detail in **Appendix V2-3.8, Annex 2, Table 2.3**, and are shown on **Figure V2-3.4-S2**.

Future Baseline

1.4.10 The baseline landscape and visual resource of the study area is not anticipated to alter noticeably in future years. Whilst there may be some continued development or ongoing changes to forestry or tree cover, this is not anticipated to lead to any very noticeable change to the wider landscape characteristics of the study area or visual amenity.

¹³ Note: Where outdoor viewing locations comprise cultural heritage features, the visual assessment considers the effect on the visual amenity of the location only, and does not consider the cultural heritage values which are discussed in Volume 2, Chapter 8: Cultural Heritage)

1.5 Assessment of Likely Significant Effects: Landscape

1.5.1 This Part provides an assessment of the effects that the Proposed Development would have on landscape character and designated and protected landscapes during the construction and operational phases, in accordance with the significance of effects criteria outlined in the methodology (**Appendix V2-3.2, Table 4**). The assessment of landscape character is presented first, as this is used to feed into the assessment of effects on designated and protected landscapes.

1.5.2 The detailed assessment of effects for each LCZ or designated / protected landscape is provided in **Appendix V2-3.5** and **Appendix V2-3.8: Annex 1** with the key points being summarised in paragraphs 1.5.3 to 1.5.22 below.

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

1.5.3 The detailed assessment of landscape character has considered five separate LCZs. Significant effects are predicted for four of the five areas assessed as follows:

- LCZ 2-1 (Loch Sligachan);
- LCZ 2-2 (Gleann Torra-mhichaig);
- LCZ 2-3 (Loch Ainort); and
- LCZ2-4 (Strollamus Coastal Hills).

1.5.4 For these areas, significant effects are predicted during the construction phase only, for LCZ 2-1 (Loch Sligachan), LCZ 2-2 (Gleann Torra-mhichaig) and LCZ 2-3 (Loch Ainort), with a small and not significant, beneficial effect for these areas in the longer term. Longer term adverse significant effects during both construction and operation are predicted for LCZ 2-4 (Strollamus Coastal Hills). Significant effects are described below:

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

1.5.5 During construction, a **Moderate Adverse** (significant) effect is predicted within LCZ 2-1 (Loch Sligachan), LCZ 2-2 (Gleann Torra-mhichaig) and LCZ 2-3 (Loch Ainort) where the focussed activity of the works is anticipated to be noticeable and temporarily disruptive in the local context. Works to install the UGCs would form a linear construction corridor across the generally smooth slopes around the base of Red Cuillin mountains. Whilst these works would be likely to be closely associated with the A87 road corridor, they would draw this sense of movement and activity further towards the mountain landscape and this is predicted to create a sense of disconnect between the coastal landscapes, lower valley and the Red Cuillins and would distract within important scenic views. The works are also likely to influence the sense of remoteness within LCZ 2-2 and LCZ 2-3.

1.5.6 During operation, the UGC connection would replace the existing wood pole OHL around the lower mountain slopes. Although an existing distribution OHL would remain in place, this would reduce the existing influence of OHL wirescape and is therefore predicted to lead to a **Minor Beneficial** (not significant) effect for LCZ 2-1 (Loch Sligachan) and LCZ 2-2 (Gleann Torra-mhichaig) and the majority of LCZ 2-3 (Loch Ainort). Although the excavated cable corridor and temporary tracks may continue to be perceptible as vegetation recovered, with best practice reinstatement techniques, this is not predicted to have any noticeable adverse effect on the landscape character of these LCZs .after 10 years. Occasional junction boxes along the shore of Loch Sligachan, through Gleann Torra-mhichaig and at the head of Loch Ainort, or small stockproof fenced area around sub-surface jointing bays, may form locally distracting features, but with mitigation (see **Appendix V2-3.13**) would not outweigh the beneficial effects of the removal of the existing wood pole OHL.

- 1.5.7 As discussed, the operational effect would also be **Minor Beneficial** (not significant) for the majority of LCZ 2-3 (Loch Ainort), but a *localised* **Minor Adverse** (not significant) effect is predicted in the longer term in the area around Luib, due to the localised effects of a sealing end compound on the setting of this settlement.

LCZ 2-4: Strollamus Coastal Hills

- 1.5.8 **Moderate Adverse** (significant) effects are predicted for LCZ 2-4 (Strollamus Coastal Hills) during both construction and operation. The Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new steel lattice tower OHL following a similar alignment through this LCZ. During construction, works to construct towers and a Sealing End Compound and temporary access would lead to a noticeable reduction in the remote qualities of the more inland parts of the LCZ, to the rear of Am Meall and Creag Strollamus, also likely to indirectly affect some of the glens and mountain areas to the south, particularly Srath Mòr. These works would also interrupt views from Strollamus area towards Beinn na Caillich, to some extent creating a barrier between the settled coastal area and the mountainous interior, although the effect would be more localised around this coastal fringe where the A87 and existing scrub woodland influence the character.
- 1.5.9 In the longer term, during operation the Proposed Development would largely follow a similar alignment through this LCZ to the existing OHL, but the steel lattice towers would form a noticeable change within the local context in comparison to the wood pole OHL which would be removed. This would be particularly the case in the more remote upland glen areas where they would introduce a greater sense of separation between the lower glens and wider uplands and would have a greater influence on the sense of remoteness. The greater physical presence of the steel lattice towers would also form a more distracting feature within inland views from the Strollamus area and have greater influence on the coastal areas than the wood poles which would be removed. The effect is therefore predicted to continue to be **Moderate Adverse** (significant) during operation.

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

- 1.5.10 Landscape effects for one remaining LCZ within Section 2, LCZ 2-5 (Broadford Forest Plantations) were identified as not significant during construction and operation.
- 1.5.11 During construction and operation **Minor Adverse** (not significant) effects are predicted for LCZ 2-5 (Broadford Forest Plantations). The construction works would appear similar, though of likely greater intensity, to existing forestry works which already take place periodically within this LCZ. As such, although likely to form a noticeable feature in the local context, they would not appear very out of place. Activities would be slightly more noticeable within the upper moorland area above the forest line, and within the setting of Beinn na Caillich, but would still be seen closely associated with the forested context.
- 1.5.12 During operation, the Proposed Development would form a perceptible new feature in the landscape, but would be unlikely to alter the overriding landscape characteristics, as this type of development already forms a feature within this wider area.
- 1.5.13 Effects during operation are also predicted to be **Minor Beneficial** (not significant) for LCZ 2-1 (Loch Sligachan), LCZ 2-2 (Gleann Torra-mhichaig) and the majority of LCZ 2-3 (Loch Ainort) as described in **paragraph 1.5.6** above, and would be **Minor Adverse** (not significant) for a localised part of LCZ 2-3 (Loch Ainort) around Luib, as described in **paragraph 1.5.7**.

Assessment of Effects on Designated and Protected Landscapes

- 1.5.14 The detailed assessment of designated and protected landscapes, including relevant Special Qualities is included in **Appendix V2-3.5**. The identified effects are summarised below:

The Cuillin Hills NSA

- 1.5.15 Within the study area, this NSA covers coastal hillslopes between Glamaig, south of Loch Sligaghan, and south-east along to Beinn na Caillich, west of Broadford. All of the LCZs for this Section fall partly within the NSA, with the boundary of the NSA following the landward side of the A87. However, the coastal landscapes that lie outside the NSA on the opposite side of the road are also considered to be very influential in the setting and appreciation of the NSA. The landscape sensitivity of the NSA is considered to be Medium-High, and locally Low at its eastern edge, where forest plantation predominates, as identified for each LCZ. This is reflective of the high value of the NSA, coupled with the slightly reduced susceptibility resulting from the presence of the location of the Proposed Development around the edge of the NSA and the presence of existing wood pole OHLs and the A87.
- 1.5.16 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 tower OHL 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. Effects on the NSA are described in detail within **Table 3 of Appendix V2-3.5** and are summarised below.
- 1.5.17 The overall effect on the NSA is predicted to comprise a *localised Moderate Adverse* (significant) effect during construction, to landscape character within the study area for the Proposed Development. This would incorporate a very localised equivalent significant effect on the SLQs “*Magnificent mountain scenery*” and “*The surrounding wild landscape, a fitting foil for the mountains*” within an area between Luib and to the south of Strollamus within LCZ 2-4 (Strollamus Coastal Hills), where construction works are anticipated to be more disruptive to the remote characteristics, and influential on the appreciation of some of the interior glen areas. Although localised significant effects to the landscape character around the coastal edge of the NSA within LCZ 2-1 (Loch Sligachan), LCZ 2-2 (Gleann Torra-mhichaig) and LCZ 2-3 (Loch Ainort) are also predicted, within these areas, the works to install the UGC connection are not predicted to lead to any significant effect to SLQs because the scale and presence of the mountains rising directly from the coast would remain the overriding feature of the landscape.
- 1.5.18 During operation, whilst localised significant effects to landscape character would continue to occur, as described under the assessment of LCZs, the overall effect on the NSA is not predicted to be significant, with positive effects, relating to the removal of the existing wood pole OHL to the north and west of Luib, and negative effects relating to the presence of new steel lattice towers and localised influence of two permanent tracks to the south of Luib, combining during the operational phase to give an overall **Minor Adverse** (not significant) effect within the study area. Visualisation Locations 2-1 to 2-4 show how the Proposed Development would appear within the localised area affected (see **Figures V4A-2.1a to d** to **V4A-2.4a to d**). Effects on the vast majority of The Cuillin Hills 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.

WLA 23. Cuillin

- 1.5.19 The Proposed Development would be situated around the edge of the WLA, falling just inside the boundary in a small area to the south and west of Luib and east of Strollamus. The presence and influence of existing modern features and contemporary land use including the A87, wood pole OHLs, buildings, crofting areas and forestry is considered to reduce sensitivity to wild land change within the part of the WLA falling within the study area in comparison with the more general sensitivity of the landscape character and NSA. Sensitivity is therefore considered to be Low-Medium.
- 1.5.20 Works within the WLA would comprise the installation of approximately 3.5 km of steel lattice tower OHL and 1 km of permanent new access track. Effects on the WLA are described in detail within **Table 4 of Appendix V2-3.5** and are summarised below.

- 1.5.21 For the majority of the WLA, during construction the Proposed Development would have a very limited, and not significant effect on the WLQs, “A concentrated mountain area accessed by many different visitors to experience wild land qualities” and “Superlative high, steep, rocky mountains that are extremely rugged and contrast to the surrounding peatland and sea, emphasising a sense of awe”. However, it would be unlikely to affect the WLQs “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”, and “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”. 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.
- 1.5.22 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 “Superlative high, steep, rocky mountains...” and “A circle of mountains that contain a remote and secluded interior...”, where the perception of remoteness and solitude, and some arresting qualities may be affected. However, this effect would be not significant due to the very localised and peripheral nature of the Proposed Development to the WLA. 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**).

The overall effect on WLA 23. Cuillins would be **Minor Adverse** (not significant) during construction, with a very localised **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**.

Summary of Landscape Effects

- 1.5.23 A summary of the effects on LLZs and designated and protected landscapes is outlined in **Table V2-S2-2** during construction and **Table V2-S2-3** during operation. ‘L’ is used to denote localised effects (where an effect is predicted for a localised part of the location).

Table V2-S2-2: Summary of Landscape Effects During Construction

LCZ or Designated / Protected Landscape	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
LCZ 2-1: Loch Sligachan									•		
LCZ 2-2: Gleann Torra-mhichaig									•		
LCZ 2-3: Loch Ainort									•		
LCZ 2-4: Strollamus Coastal Hills									•		
LCZ 2- 5: Broadford Forest Plantations							•				
The Cuillin Hills NSA						•			L		
WLA 23. Cuillin							•				

Table V2-S2-3: Summary of Landscape Effects During Operation

LCZ or Designated / Protected Landscape	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
LCZ 2-1: Loch Sligachan					•						
LCZ 2-2: Gleann Torra-mhichaig					•						
LCZ 2-3: Loch Ainort					•		L				
LCZ 2-4: Strollamus Coastal Hills									•		
LCZ 2- 5: Broadford Forest Plantations							•				
The Cuillin Hills NSA						•	L				
WLA 23. Cuillin						•	L				

1.6 Assessment of Likely Significant Effects: Visual

1.6.1 The detailed assessment of effects on the visual amenity of Building-based Receptors, Route-based Receptors and individuals at outdoor viewing locations is presented in **Appendix V2-3.8: Annex 2**. Predicted effects are summarised below with an emphasis on predicted significant effects.

Building-based Receptors

1.6.2 Twelve building-based receptor locations were included in the visual assessment (see **Figure V2-3.4-S2**), comprising individual buildings or groups of buildings and associated outdoor spaces where a view of the Proposed Development would potentially be obtained. The assessment has identified that although 3 of the 12 receptor locations would experience significant effects during construction, long-term operational effects to receptors would be not significant as summarised below:

Sligachan (Receptor Locations B2-1 and B2-2).

1.6.3 For receptors at Receptor Location B2-1 (Sligachan Hotel and Camp Site) a **Moderate Adverse** effect is predicted during construction due to construction activities within the main views. This would reduce to **Minor – Moderate Beneficial** (not significant) during operation due to the removal of the existing OHL, which would remove distracting features from the view. For Receptor Location B2-2 (Sligachan Lodge and Bunkhouse and Allt Dearg Cottage), a **Minor Adverse** (not significant) effect is predicted during construction due to associated with the construction of the UGC. The replacement of the existing 132 kV OHL with the UGC connection is predicted to lead to a small improvement to the view and a **Minor Beneficial** (not significant) effect during operation.

Peinachorrain (Receptor Location B2-3);

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

1.6.5 For receptors at Receptor Location B2-3 (Peinachorrain), **Minor Adverse** effects would be experienced during construction, reducing to **Negligible** (not significant) effects during operation since the construction works associated with Proposed Development would be relatively distant and not within the main view. The removal of the existing wood pole OHL would result in a barely perceptible change to the view.

Sconser (Receptor Locations B2-4, B2-5 and B2-6)

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

1.6.7 For receptors at Receptor Location B2-4 (Sconser (west end & central)) and B2-5 (Sconser (east end)) **Minor – Moderate Adverse** (not significant) effects would be experienced during construction, reducing to **Minor Beneficial** (not significant) during operation. Construction works would be seen in rear views. The absence of the existing wood pole OHL would remove some distracting features while the jointing bay would have limited visibility in rear views ensuring main coastal views would be unaffected. For receptors at Receptor Location B2-6 (Sconser Quarry Buildings) the barely perceptible nature of the change in very low sensitivity side views is predicted to lead to a **Negligible** effect during construction and operation.

Kinloch Ainort (Receptor Location B2-7)

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

1.6.9 For receptors at Receptor Location B2-7 (Kinloch Ainort), **Minor Adverse** effects would be experienced during construction due to the associated construction works, reducing to **Minor Beneficial** (not significant) effects during operation with the removal of the OHL.

Luib (Receptor Location B2-8)

- 1.6.10 For receptors at Receptor Location B2-8 (Luib) a **Moderate Adverse** effect is predicted during construction due to construction activities within the rear, side and main views. During operation, the terminal tower and potentially, tops of other towers would be visible in oblique and side views as shown by Visualisation Location 2-1 (see **Figures V4A-2.1a to d**) but the sealing end compound is likely to be concealed by landform. Taking into account the removal of the existing poles from direct views it is predicted that the Proposed Development would result in a **Minor – Moderate Adverse** (not significant) effect during operation.

Dunan and Strollamus (Receptor Locations B2-9 and B2-10)

- 1.6.11 For receptors at Receptor Location B2-9 (Dunan) a **Minor Adverse** (not significant) effect is predicted during construction due to construction activities taking place in heavily filtered but close rear views. During operation the new steel lattice towers would be slightly further away than the existing wood pole OHL resulting in a **Minor Adverse** (not significant) effect.
- 1.6.12 For receptors at Receptor Location B2-10 (Strollamus) a **Moderate Adverse** effect is predicted during construction due to construction activities within the rear views. New steel lattice towers would be noticeable and prominent in rear views, as illustrated by Visualisation Location 2-2 (see **Figure V4A-2.2a to d**), but would not affect the main coastal view and would be slightly further away than the existing wood poles resulting in a **Minor-Moderate Adverse** (not significant) effect during operation.

Broadford and surrounding rural properties (Receptor Locations B2-11 and B2-12)

- 1.6.13 No significant effects are predicted for any visual receptors within this group.
- 1.6.14 For receptors at Receptor Location B2-11 (Old Corry) and B2-12 (Broadford and Corry), **Negligible** effects would be experienced during construction as the works may be perceptible, but would be filtered and form features in less important views. During operation effects would remain **Negligible** (not significant) given the limited visibility in less important views.

Route-based Receptors

- 1.6.15 Eighteen route-based receptor locations were included in the visual assessment (see **Figure V2-3.4-S2**) Significant effects were identified for five of these routes during construction, reducing to one during operation as summarised below:

A Roads

- 1.6.16 Two A roads were included in the assessment Route R2-1 (A87) and Route R2-2 (A863). Significant effects during construction were identified for users of one of these routes: R2-1 (A87).
- 1.6.17 For the purposes of assessment, Route 2-1 (A87) has been split into two parts where the different types of technology proposed for the 132 kV transmission connection would lead to differing effects. These parts are Route R2-1A, between Glen Varragill and Luib and R2-1B between Luib and Broadford. A localised **Moderate Adverse** (significant) visual effect has been identified for users of Route R2-1A during construction, because works would be frequently visible although they would not affect the valued coastal views. However, in the longer term a **Minor Beneficial** (not significant) effect would occur during operation, because there would be a small improvement to the view due to the removal of the existing wood pole OHL and replacement with the UGC connection. The predicted effects of possible permanent above ground features such as junction boxes along the shore of Loch Sligachan and in Gleann Torra-mhichaig could be mitigated and would be unlikely to outweigh these beneficial effects.

- 1.6.18 The visual effects for users of Route R2-1B would also be **Moderate Adverse** (significant) during construction, and would reduce to **Minor – Moderate Adverse** (not significant) during operation because steel lattice towers would continue to appear noticeable from some parts of this section of the route, such as within inland views near Strollamus (see Visualisation Location 2-2 (**Figures V4A-2.2a to d**)), although these views would be relatively brief in passing. When the effects to these different sections of the route are combined, the visual effect for users of Route R2-1 as a combined whole would be **Moderate Adverse** (significant) during construction and **Minor Adverse** (not significant) during operation.
- 1.6.19 The visual effect for users of Route R2-2 (A863) has been identified as **Minor Adverse** (not significant) during construction because visibility of the Proposed Development would be limited, confined to the framed view of Loch Sligachan affecting a very small portion of the route as it descends towards Sligachan. This would reduce to **Negligible** during operation with the removal of the existing OHL which is likely to comprise a barely discernible improvement to a very small part of the route.

B Roads

- 1.6.20 No significant effects were identified for visual receptors using the two B roads: Route R2-3 (B883 Peinachorrain) and R2-4 (B8083). This is due largely to the Proposed Development affecting a very short section of the route involved or a less important part of the view. It is not considered that it would lead to any perceptible change in visual amenity for the route during construction or in the longer term resulting in **Negligible** effects for both routes.

Minor Roads

- 1.6.21 A temporary significant effect during construction has been identified for users of one out of two minor roads within the study area.
- 1.6.22 From Route R2-5 (Sconser to Moll Minor Road) visual effects have been identified as **Moderate Adverse** (significant) during construction but would improve to be **Minor Beneficial** (not significant) during operation. Construction works including directional drilling, cable installation and possible tower construction at Luib would result in very noticeable to perceptible changes to the views from the route. However, in the longer term, the existing wood pole OHL would be removed in views from this route. There may be some localised distant perceptibility of the sealing end compound near Luib, and very localised visibility of some possible junction boxes which may be required near Kinloch Ainort, but this would affect only small parts of the route and would form relatively small features in the view.
- 1.6.23 For Route R2-6 (Old Corry Minor Road) no significant effects were identified for receptors using the route. Although the Proposed Development would be very noticeable from a very short section of this route, this area comprises the location of the existing Broadford Substation where visual amenity and sensitivity is already reduced by the existing features. This would result in only a **Minor Adverse** (not significant) effect during construction reducing to **Negligible** during operation.

Other Public Transport Routes

- 1.6.24 No significant effects were identified for visual receptors using the Raasay Ferry. Construction activities would be perceptible in the view resulting on a **Minor Adverse** (not significant) effect. In the longer term the removal of the existing OHL would be unlikely to lead to any noticeable change to the visual amenity of ferry passengers and therefore a **Negligible** effect is predicted.

Recreational Routes

- 1.6.25 Significant effects have been identified for users of three out of eleven recreational routes within the study area. However, for two of these routes, these significant effects would occur during the construction phase only, with only one route likely to have significant effects during the operation of the Proposed Development.
- 1.6.26 Effects on receptors on Route R2-13 (Scottish Hill Track 290 (The Torrin Ring from Luib)) were identified as **Moderate Adverse** (significant) during construction and operation on account of greater scale and different structure type of the new steel lattice towers when compared to the existing OHL to be removed. Receptors on the northern sections of this route would obtain very close proximity views of the steel lattice towers. Visualisation Location 2-3 provides a representative view from part of this route (see **Figures V4A-2.3a to d**). There would therefore be a very noticeable change in the existing view both during construction and operation for around half the length of the route that falls within the study area.
- 1.6.27 During construction, temporary **Moderate Adverse** (significant) effects were also identified for receptors using Route R2-17 (Loch Ainort Footpath) which joins into Route R2-13, due to the proximity of cable installation works and, from a short section of the route, construction of a sealing end compound. However, this effect would reduce to **Minor – Moderate Adverse** (not significant) level during operation. In the longer term, there would be a localised beneficial effect resulting from the removal of the existing wood poles to the west of Luib but, at the eastern end of the route to the south-west and south of Luib, the permanent sealing end compound and steel lattice towers would appear much more noticeable than the existing 132 kV wood pole they would replace due to their closer proximity, greater height and different structure type, and would outweigh the beneficial effect to the rest of the route.
- 1.6.28 A temporary **Moderate Adverse** (significant) effect was also identified during construction for R2-14 (Sligachan to Peinachorrain Footpath) during construction, largely due to the proximity of the construction works at the head of Loch Sligachan which would include directional drilling works. However, this effect is predicted to be **Minor Beneficial** (not significant) during operation as a result of the removal of the existing OHL which would remove some detracting features from the view.
- 1.6.29 Effects for all other recreational routes would be not significant during construction and operation. **Minor Adverse** (not significant), construction phase effects were identified for users of three footpaths: Routes R2-8 (Core Path SL04.04 (Glenbrittle to Sligachan Hill Path), R2-9 (Core Path SL03.06 (Broadford to Camas na Sgianadin)) R2-12 (Scottish Hill Tracks through Glen Sligachan), R2-15 (Glamaig and the Northern Red Hills) and R2-18 (Beinn na Caillich and Beinn Dearg Mhor). From these routes, construction works for the Proposed Development would form a perceptible feature but would not lead to any noticeable deterioration in visual amenity, affecting either a small part of the route, less valued views, or forming a more distant feature. In the case of R2-9 the Proposed Development would be heavily filtered by foreground vegetation. The visual effect for users of these routes would remain **Minor Adverse** (not significant) for Routes R2-9 and R2-18 where similar views would be likely during operation, but would reduce to **Negligible** for Routes R2-8, R2-12 and R2-15 because no perceptible longer term change to visual amenity is predicted.
- 1.6.30 For users of the three remaining footpaths Routes R2-10 (Corry Core Paths), R2-11 (Core Paths to the South-west of Broadford) and R2-16 (Footpath, Garbh Beinn and Belig Circular) the effect would be **Negligible** during construction and operation because the Proposed Development is not anticipated to appear perceptibly different to the existing OHL to be removed.

Outdoor Location Receptors

- 1.6.31 A temporary significant visual effect has been identified for two of the five outdoor location receptors included within the assessment as follows:

- 1.6.32 **Moderate Adverse** (significant) effects have been identified during construction for visual receptors at parking bays at the head of Loch Ainort comprising Outdoor Locations O2-4 (A87 Lay-Bys above Kinloch Ainort) and O2-5 (Eas a' Bhradain Parking Bay). Construction works would be noticeable in the view from these locations at relatively close proximity, but would mostly not affect the main focus of the view. This is westwards, away from the Proposed Development from Receptor Location O2-5, and elevated, easterly down Loch Ainort for O2-4. From O2-4 the Proposed Development would be set low down below the receptor within the main view, though would also be more noticeable within the less important north / south views along the A87. In the longer term the view from these locations would be improved by the replacement of the existing wood pole OHL by a UGC connection, and would be **Minor – Moderate Beneficial** (not significant).
- 1.6.33 For visual receptors at Outdoor Location O2-1 (Sligachan Old Bridge Parking Area/ Picnic Area/ Vantage Point) and O202 (Peinachorrain Picnic Area) **Minor-Moderate Adverse** (not significant) effects were identified during construction as the works would be noticeable, but partially screened or somewhat distant, where a wide range of valued views are obtained. With the removal of the existing OHL as a distracting feature in the views, there would be a small improvement to visual amenity as a whole, resulting in a **Minor Beneficial** (not significant) effect for O2-1 and **Negligible** effect for O2-2.
- 1.6.34 **Minor Adverse** (not significant) effects were identified for Outdoor Location O2-3 (Isle of Skye Golf Course, as construction works would be noticeable crossing the base of Glamaig, although they would be seen in the context of traffic on the A87. In the longer term the removal of the existing wood pole and replacement with the UGC connection would remove some detracting features from the inland view leading to a **Minor Beneficial** (not significant) effect.

Summary of Visual Effects

- 1.6.35 A summary of the effects on visual receptors is outlined in **Table V2-S2-4** and **Table V2-S2-5** during construction and operation.

Table V2-S2-4: Summary of Visual Effects During Construction

Visual Receptor Group	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
Buildings / Building Groups						3	4	2	3		
Routes						5	8		5		
Outdoor Viewing Locations							1	2	2		
Totals						8	13	4	10		

Table V2-S2-5: Summary of Visual Effects During Operation

Visual Receptor Group	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
Buildings / Building Groups				1	4	4	1	2			
Routes					2+ 1L	11	3	1+ 1L	1		
Outdoor Viewing Locations				2	2	1					
Totals				3	8+ 1L	16	4	3+ 1L	1		

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

1.7 Cumulative Effects

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

1.7.2 The cumulative assessment has been set out considering two different scenarios (see **Figure V2-3.5-S0**):

- Scenario 1: Including other parts of the Proposed Development and other related development proposals. For Section 2, this includes:
 - Section 1 of the Proposed Development (steel lattice tower OHL replacing wood pole OHL);
 - Section 3 of the Proposed Development (steel lattice tower OHL replacing steel lattice tower OHL);
 - and
 - Broadford Substation Extension (subject of a separate planning application).
- Scenario 2: Including, in addition, other unrelated development proposals (considered for the operation phase only).
 - In the case of Section 2, no additional, unrelated developments have been identified

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

Cumulative Scope: Scenario 1

1.7.4 LVIA of Section 2 and Section 3 of the Proposed Development have been completed and are included in this EIA Report as **Appendix V2-3.7** and **Appendix V2-3.9**. These LVIA identified effects to the following receptors which have been identified within the study area for Section 2.

- Landscape effects
 - LCZ 2-1 – Loch Sligachan; and

- LCZ 2-5 - Broadford Forest Plantations.
- Visual effects
 - B2-1 - Sligachan Hotel and Camp Site;
 - B2-2 – Sligachan Lodge and Bunkhouse;
 - B2-11 – Old Corry;
 - B2-12 – Broadford and Corry;
 - R2-1 – A87;
 - R2-2 – A863;
 - R2-4 – B8083;
 - R2-6 – Old Corry Minor Road;
 - R2-9 – Core Path SL03.06 (Broadford to Camas na Sgianadin);
 - R2-10 – Corry Core Paths; and
 - R2-11 – Core Paths to the South-west of Broadford;

1.7.5 Predicted effects identified within the Section 1 LVIA (**Appendix V2-3.7**) or Section 3 LVIA (**Appendix V2-3.9**) and Section 2 LVIA (this Appendix) are detailed in **Table V2-S2-6** below. As it is considered that a Negligible effect for one part of the development alone, could not lead to a significant cumulative effect, receptors where Negligible effects have been identified have not been included further in the cumulative assessment unless it is predicted that the effects of the Broadford Substation Extension would be greater than Negligible.

Table V2-S2-6: Individual Effects on Cumulative Receptors

LCZ / Designated or Protected Areas	Section 2 Effect Rating	Section 1 or 3 Effect Rating	Included in Cumulative
LCZ 2-1 – Loch Sligachan (Section 1 Reference: LCZ 1-5 (Caiplach))	Construction: Moderate Adverse (significant) Operation: Minor Beneficial (not significant)	Construction and Operation: Minor Adverse (not significant)	Yes
LCZ 2-5 - Broadford Forest Plantations (Section 3 Reference: LCZ 3-1 (Broadford Outskirts))	Construction and Operation: Minor Adverse (not significant)	Construction: Minor Adverse (not significant) Operation: Negligible	Yes
Visual Receptor	Section 2 Effect Rating	Section 1 or 3 Effect Rating	Inclusion in Cumulative
B2-1 - Sligachan Hotel and Camp Site (Section 1 Reference: B1-4)	Construction: Moderate Adverse (significant) Operation: Minor-Moderate Beneficial (not significant)	Construction and Operation: Negligible	No
B2-2 – Sligachan Lodge and Bunkhouse (Section 1 Reference: B1-4)	Construction: Minor Adverse (not significant) Operation: Minor Beneficial (not significant)	Construction and Operation: Negligible	No
B2-11 – Old Corry (Section 3 Reference: B3-1)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
B2-12 – Broadford and Corry	Construction and Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	No

(Section 3 Reference: B3-2 (Broadford, Harrapool and Skulamus))			
R2-1 – A87 (Section 1 Reference: R1-1 and Section 3 Reference: R3-1)	Construction: Moderate Adverse (significant) Operation: Minor Adverse (not significant)	Section 1 Construction and Operation: Minor-Moderate Adverse (not significant) Section 3 Construction: Minor Adverse (not significant) Operation: Negligible	Yes
R2-2 – A863 (Section 1 Reference: R1-2)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction and Operation: Negligible	No
R2-4 – B8083 (Section 3 Reference: R3-4)	Construction and Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	No
R2-6 – Old Corry Minor Road (Section 3 Reference: R3-5)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	Yes
R2-9 – Core Path SL03.06 (Broadford to Camas na Sgianadin) (Section 3 Reference: R3-10)	Construction and Operation: Minor Adverse (not significant)	Construction and Operation: Negligible	Yes (due to potential for cumulative effects with the Substation)
R2-10 – Corry Core Paths (Section 3 Reference: R3-9)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
R2-11 – Core Paths to the South-west of Broadford (Section 3 Reference: R3-11)	Construction and Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	No

1.7.6 Given the location of the proposed Broadford Substation Extension at the transition of Section 2 and Section 3, the above receptors are also considered to include those potentially affected by the Substation. As the LVIA for the Broadford Substation has not yet been undertaken, assumptions have been made regarding the likely effects of this development.

Cumulative Scope: Scenario 2

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

Assessment of Cumulative Effects

1.7.8 The cumulative assessment for the above receptors is presented below in **Table V2-S2-7**. The description of effects should be read in conjunction with the baseline descriptions for these receptors in **Parts 3.3 and 3.4** of this Appendix.

Table V2-S2-7: Cumulative Effects

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
LCZ 2-1: Loch Sligachan	Scenario 1: <ul style="list-style-type: none"> • Section 1 of the Proposed Development 	<p>Section 1 of the Proposed Development would have very limited intervisibility with this LCZ, being situated on its northern periphery, and unlikely to affect its more valued aspects: the vistas towards the Cuillin Hills and down Loch Sligachan. The addition of Section 2, during construction would add a considerable amount of detracting development through into the more core part of the LCZ, affecting in particular the vistas down Loch Sligachan. However, there would be a minor improvement by the removal of the existing wood pole OHL during construction.</p> <p>The cumulative effect resulting from the addition of Section 2 to Section 1 would be Moderate Adverse (significant) during construction, and Negligible during operation.</p>
LCZ 2-5: Broadford Forest Plantations	Scenario 1: <ul style="list-style-type: none"> • Section 3 of the Proposed Development; and • Broadford Substation Extension 	<p>The baseline cumulative sites would build on an existing precedent for steel lattice grid infrastructure within this LCZ. Although the OHL would not appear strongly different to the existing OHL which it would replace, the Substation would form a more focussed area of development, and this would be likely to dominate the local area during construction. However, the existing forested character would limit the intervisibility of this infrastructure within the wider LCZ. The addition of the Proposed Development would add further steel lattice towers to the opposite side of the minor Old Corry Road. This would draw this type of development further west although it would have limited perceptibility due to the surrounding forest. Given the extent of existing works and infrastructure which would define this area, the cumulative effect is predicted to be Minor Adverse (not significant).</p>
R2-1 A87	Scenario 1: <ul style="list-style-type: none"> • Section 1 of the Proposed Development; • Section 3 of the Proposed Development; and • Broadford Substation Extension 	<p>During construction, the Proposed Development would add to a continuation of construction works through Section 3, which would be intermittently perceptible or noticeable within inland views, but would not affect the seaward view, and briefly obtained views within Section 1. The Proposed Development would be similarly visible within the landward view, only briefly affecting the coastal view at Kinloch Ainort and Sligachan but would form a considerably increased construction effect along this route, connecting the two other Sections. However, during operation, this would be limited to only part of Section 2, south-east of Luib. This would combine with perceptibility within Section 3, leading to a longer stretch of affected route, although there would be little difference between the proposed and existing OHLs within Section</p>

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
		<p>3. The distance between steel lattice towers of Section 1 and Section 2, due to the cable route through the north-westerly part of Section 2, would lead to these being unlikely to be closely visually associated by receptors.</p> <p>The cumulative effect is predicted to be Moderate Adverse (significant) during construction, and Minor Adverse (not significant) during operation.</p>
<p>R2-6 Old Corry Minor Road</p>	<p>Scenario 1:</p> <ul style="list-style-type: none"> Section 3 of the Proposed Development; and Broadford Substation Extension 	<p>During construction, there would be a very noticeable effect on a localised part of this route from the cumulative baseline sites, and particularly the Substation which lies immediately adjacent. The addition of the Proposed Development would add a small, localised further area of development to the western side of the road. However, this would be predicted to have a barely perceptible effect, given the works that would already be ongoing. During operation, the Broadford Substation would be likely to form a large feature within the view from a short section at the northern end of the route, although visibility would be limited by forest and landform from other parts. The addition of the Proposed Development would add further steel lattice towers to the opposite side of the road, visible from the same localised part of the route but is not predicted to increase the level of effect.</p> <p>The cumulative effect would therefore be Negligible, during construction and operation.</p>
<p>R2-9 – Core Path SL03.06 (Broadford to Camas na Sgianadin)</p>	<p>Scenario 1:</p> <ul style="list-style-type: none"> Section 3 of the Proposed Development; and Broadford Substation Extension 	<p>Intermittent views of construction and permanent features at the Broadford Substation are anticipated from a short section of this route, seen heavily filtered by trees. This would form a distracting but localised focus. The Proposed Development would also be intermittently visible from a longer part of the route, occasionally seen through trees and affecting views towards Beinn na Caillich. This is predicted to lead to a small increase in infrastructure seen from this route.</p> <p>The cumulative effect would be Minor Adverse (not significant) during construction and operation.</p>

1.8 Mitigation

- 1.8.1 Principal mitigation measures throughout this Section have been embedded in the design process and relate to the identification of a preferred alignment, to reduce as far as possible, landscape and visual effects. The undergrounding of a large part of the route through the NSA, between Glen Varragill and Luib is considered to provide the most effective mitigation through the most sensitive landscapes. The requirement and location of permanent access tracks within the NSA and WLA has also been carefully reviewed with these being limited to the minimum required for longer term maintenance

- 1.8.2 Whilst a significant longer term landscape effect to one LCZ (LCZ 2-4: Strollamus Coastal Hills) and visual effect for users of one route (R2-13 (Torrin Ring from Luib)) are predicted in relation to the remaining part of the Proposed Development within Section 2, where steel lattice towers would be erected, due to other sensitivities no further specific mitigation measures have been identified which would effectively reduce these effects to non-significant levels. However, general mitigation measures in order to ensure landscape and visual effects are minimised would be employed throughout this Section of the Proposed Development where relevant and include the use of best practice construction and reinstatement measures, and measures to reduce the long term visual effects of tracks and jointing bays or junction boxes. These measures are discussed in **Appendix V2-3.13**.
- 1.8.3 Further specific mitigation measures to minimise individual effects where possible are recommended for consideration and implementation where possible, as detailed in **Appendix V2-3.13**. These comprise the following within Section 2:
- Receptor Location B2-8 (Luib): Although longer term significant effects are not predicted for receptors in this settlement area, minor landform and planting of native woodland scrub species are proposed to mitigate the visual effects of the nearby sealing end compound and terminal tower.
 - Receptor Locations B2-9 (Dunan) and B2-10 (Strollamus): Although longer term significant effects are not predicted for receptors in these settlements, strategic planting of native species woodland or scrub, building on existing scrub adjacent to the A87, would help to reduce and soften views of towers obtained from these areas with some benefits also occurring for users of the A87 in this area.

1.9 Residual Effects

- 1.9.1 The assessment of operational effects takes into account the likely benefits of the embedded and implementation stage mitigation measures which are proposed and therefore the operational effects identified should be considered representative of residual effects.
- 1.9.2 Specific mitigation recommendations as outlined in **Appendix V2-3.13** and paragraph 1.8.3 above, may lead to further small reductions in landscape and visual effects if applied, but have not been taken into account within the assessment as the implementation of these measures would be dependent upon other external factors including landowner agreements.

1.10 Summary and Conclusions

Landscape Effects

- 1.10.1 The landscape assessment has identified that there would be significant effects on four out of five the LCZs included in the detailed assessment of landscape character during construction, affecting the coastal edge and foothill area between Glen Varragill and Creag Strollamus. This is due to an anticipated focussed corridor of construction activity throughout valued and sensitive landscape areas and would largely affect LCT 367 (Smooth Mountain Range), locally influencing parts of LCT 357 (Farmed and Settled Lowlands - Skye & Lochalsh) along more settled parts of the coast.
- 1.10.2 However, during operation, once construction works were complete, and vegetation had been allowed to re-establish, the majority of these effects would reduce to non-significant levels. Through landscape areas between Sligachan and Loch Ainort the removal of the existing wood pole OHL and replacement with a UGC connection is predicted to lead to some limited beneficial effect through the removal of an existing distracting feature, although existing distribution OHLs would remain. There would be a localised adverse effect on coastal area of Loch Ainort, around Luib, where a sealing end compound would be present in the settling to the settlement, but this is not predicted to be significant.

- 1.10.3 Within an area to the south of Luib and Strollamus, a longer term, significant effect to landscape character is predicted due to the establishment of steel lattice towers as a replacement to wood poles. This is anticipated to create a stronger delineation between upland and settled coastal areas, affecting the relationship of the coastal parts of LCT 357 (Farmed and Settled Lowlands – Skye & Lochalsh) and the upland LCT 367 (Smooth Mountain Range), as well as locally influencing the qualities of remoteness within valleys to the rear of Am Meall and Creag Strollamus.
- 1.10.4 One LCZ characterised by forestry on the outskirts of Broadford would not be significantly affected during either construction or operation.
- 1.10.5 The above effects are predicted to lead to a localised significant effect during construction, to the landscape character of the Cuillin Hills NSA during construction, and, within the very localised Luib to Strollamus area, a significant effect to the Special Landscape Qualities (SLQs) “*Magnificent mountain scenery*” and “*The surrounding wild landscape, a fitting foil for the mountains*”. However, this effect would be temporary with longer term operational effects on the NSA being not significant. There would be no longer term significant effects to any of the NSA SLQs and the integrity of the NSA would not be affected.
- 1.10.6 The landscape assessment has also concluded that although there would be limited effects to the wild land character and some Wild Land Qualities (WLQs) of WLA 23, Cuillin, these would be not significant during both construction and operation, due to the existing influence of external built features and contemporary land use within the areas affected.

Visual Effects

- 1.10.7 During construction significant adverse effects were identified for 10 of the 35 visual receptor locations identified for inclusion within the LVIA, comprising three building-based receptor locations, five routes (three recreational routes and two roads), and two outdoor viewing locations, where construction activities are anticipated to form a noticeable but temporary deterioration of the visual amenity for visual receptors. This would include residential receptors located at Luib and Strollamus, visitors to Sligachan hotel and campsite, travellers on the A87, throughout the study area and the Sconser to Moll minor road around Loch Ainort, and recreational receptors using footpaths and tracks around Luib and Strollamus, and along the northern shore of Loch Sligachan to Peinachorrain. Visitors to laybys located at the head of Loch Ainort are also predicted to experience significant visual effects during construction.
- 1.10.8 During operation, after 10 years when vegetation recovery is anticipated to have fully established, the majority of all visual effects for building based receptors, outdoor location receptors and the majority of routes would reduce to levels that would not be significant. The replacement of a wood pole OHL with underground cable between Glen Varragill and Luib would result in limited beneficial effects for some visual receptors, including those using the A87 through this part of the study area, residential receptors, recreational users and visitors. However, the steel lattice towers which would replace the wood pole OHL between Luib and Broadford would result in localised significant adverse effects during operation for recreational users of one footpath route, Scottish Hill Track 290 (The Torrin Ring from Luib).

Cumulative Effects

- 1.10.9 The LVIA has further established that a temporary significant adverse cumulative effect to the landscape character around Loch Sligachan would occur during construction, in a scenario whereby the Proposed Development (Section 2) is considered in addition to Section 1 of the Proposed Development.
- 1.10.10A temporary significant cumulative effect on visual amenity for travellers on the A87 is also predicted from the Proposed Development (Section 2), in addition to the effects of Section 1 and Section 3 of the Proposed Development and the proposed associated, but separate, development of the Broadford Substation Extension.

1.10.11 All predicted cumulative effects would reduce to levels which would be not significant during the operation of the Proposed Development.

Conclusions

1.10.12 The LVIA has concluded that there would be temporary significant landscape and visual and cumulative landscape and visual effects occurring during the construction of the Proposed Development, throughout the study area. Localised landscape and visual effects would continue to occur in the longer term in an area to the south of Luib, and south and west of Strollamus where proposed steel lattice towers would form a noticeable new feature within the landscape, and in views from a recreational route within this area. However, the majority of visual receptors would experience either a small improvement in visual amenity or no perceptible effect, due to the removal of the existing wood pole OHL between Glen Varragill and Luib and its replacement with an UGC connection.

APPENDIX V2-3.8: ANNEX 1: LANDSCAPE CHARACTER ASSESSMENT (SECTION 2)

1.	LANDSCAPE CHARACTER ASSESSMENT (SECTION 2)	3
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1. LANDSCAPE CHARACTER ASSESSMENT (SECTION 2)

Table 2.1: LCZ 2-1 – Loch Sligachan

Baseline Description	
Description	<p>This LCZ covers the section of alignment from Glen Varragill to Sconser and is focussed around Loch Sligachan. Along the south of the Loch there is a narrow settled strip of linear crofts and cottages backed and enclosed by a range of mountains with rounded peaks and steep sides which form the skyline; notably Glamaig, a “Corbett” (775mAOD), comprising the highest point of the Red Cuillins. Along the north of the loch are the contrastingly much lower stepped moorland hills (the highest being Ben Lee, 445m AOD) but with equally steep sides. The mouth of the loch frames views to the island of Raasay, across the Raasay narrows, and a flatter area to the north supports another area of farmed and settled lowlands.</p> <p>At the head of the Loch, an area of silt and shingle deposition marks the point where the River Sligachan and the Allt Dearg Mor converge on the loch. Beside a stone bridge lies the Sligachan Hotel in a dish of low moorland which continues southwards into Glen Sligachan. This is also the crossing point for the existing OHL and a distribution OHL as they emerge from Glen Varragill before running parallel to the south shore of the loch.</p>
Included Landscape Character Types	Designated / Protected Landscapes within LCZ
<ul style="list-style-type: none"> • LCT 359- Upland Sloping Moorland; • LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; • LCT 358- Low Smooth Moorland; • LCT 360 – Stepped Moorland; and • LCT 367- Smooth Mountain Range. 	<ul style="list-style-type: none"> • The Cuillin Hills National Scenic Area (NSA) • Wild Land Area (WLA) 23. Cuillin • Trotternish and Tianavaig Special Landscape Area (SLA).
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Loch Sligachan, a long fjord-like loch with generally smooth-profiled loch edges contrasts with the more jagged adjacent coastline to the north; • High, steep-sided mountains of the Red Cuillin to the south and steep-sided stepped moorland hills to the north, form the skyline and enclosure to the loch; • The moorland opens out around Sligachan to reveal the more jagged and dramatic peaks of the Black Cuillin in the interior of the mountain area to the south, outwith the LCZ; • The linear crofting settlement of Sconser runs along the southern Loch shore whilst the linear settlement of Peinchorran flanks the mouth of the loch to the north and addresses the coast in its outlook; • The busy A87 trunk road which runs around the southern shore of Loch Sligachan and around its and and rises up over the hills to the north is a popular route for tourist traffic; • The Sligachan Hotel is the focus of a cluster of tourism related development at the head of Loch Sligachan; • On a large area of lower ground east of Sconser is the Skye golf course which is overlooked at its eastern end by a large quarry; • Cultivated green strips of coastal croftland and the golf course contrast with the brown colourings of the moorland mountains and hills which contain Loch Sligachan on either side; • The island of Raasay spatially encloses the eastern end of the Loch and the regular ferry sailings between there and Raasay contribute to the local character; • Existing wood pole OHLs cross the head of the loch and follow the lower hill slopes around the southern shore.

<p>Landscape Value</p>	<p>This LCZ forms an important contributory part of the NSA and a setting for the WLA. It is also valued as a setting for the loch-side settlements and as a destination for tourists and visitors who wish to experience the scenic qualities of the Cuillins landscape and coastal views, and for its recreational opportunities.</p> <p>Landscape Value is High</p>
<p>Assessment of Effects</p>	
<p>Possible Landscape Receptors</p>	<p>Potential Effects</p>
<ul style="list-style-type: none"> • Skyline of steep-sided stepped moorland hills and the rounded peaks of the Red Cuillins enclosing Loch Sligachan 	<ul style="list-style-type: none"> • Removal of existing poles from the skyline or smooth slopes of the landscape which encloses Loch Sligachan may reduce detracting features.
<ul style="list-style-type: none"> • Striking landscape views of the Cuillins and Loch Sligachan from Sligachan 	<ul style="list-style-type: none"> • Construction activities could interrupt or distract within views; and • Removal of existing wood pole could reduce detracting features within valued views..
<ul style="list-style-type: none"> • Pattern of existing wood pole OHLs across the head of Loch Sligachan and lower hill slopes. 	<ul style="list-style-type: none"> • Reduced influence of OHL infrastructure through removal of existing poles.
<p>Landscape Sensitivity</p>	<p>This is a highly valued landscape of particularly distinctive character susceptible to relatively small changes. It is large-scale, open, with generally simple characteristics, susceptible to intensive construction activities such as those proposed, although existing development and features such as the A87 reduce susceptibility locally.</p> <p>Landscape sensitivity to development of the type proposed is Medium-High.</p>
<p>Nature and Magnitude of Change</p>	<p>The Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new underground cable (UGC) connection. Construction works would occur around the western end of Loch Sligachan and along the lower slopes of the mountain-side to the south and would involve a temporary access track, installation of the UGC connection and reinstatement works, and localised directional drilling works beneath the River Sligachan at the head of Loch Sligachan and a smaller burn to the south of Sconser. There would also be an approximate 1.6 km stretch of UGC installation beneath the A87 to the west of Sconser which would involve partial closure of one carriageway of the road. Works would also involve the removal of the existing 132 kV wood pole OHL. Overall, construction works are predicted to be noticeable throughout the majority of the LCZ but would be temporary in duration.</p> <p>During operation, the excavated UGC corridor and temporary tracks may continue to be perceptible as vegetation recovered but, with best practice reinstatement techniques would be anticipated to be barely perceptible after 10 years. Although an existing distribution OHL would remain along the southern slopes above Loch Sligachan, the removal of the 132 kV OHL would form a perceptible reduction in the presence of OHL development across the hillsides and around the head of the loch. There would be a number of junction boxes and underground jointing chambers along the UGC route which would be perceptible in the local context, including along the side of Loch Sligachan between the A87 and the shore.</p> <p>Magnitude of change generally would be Medium during construction and Low during operation.</p>

Significance of Effect	<p>During construction, works would be temporarily disruptive to the existing landscape character and would form a linear focus across the smooth southern slopes to the south of Loch Sligachan, around its head and up the open slopes to the north at the western end. This may have the effect of drawing out the appearance of development and movement away from the existing road corridor and crofting areas onto the more remote moorland slopes, and has the potential to be distracting in valued views, with the footprint and activity of the works being more likely to draw the eye than the wood pole OHLs which are currently present within these areas. However, the important visual connection between the Sligachan area and the Black Cuillin ridge and interior mountain area would remain intact. These effects would be temporary and would vary in intensity through the period of construction, depending on the activities taking place.</p> <p>During operation, the removal of a distracting feature in the form of the existing wood-pole OHL and its substitution with a UGC connection would reduce the existing influence of OHL wire-scape at the head of the loch and across the hillside to the south and would consequently result in a small improvement to the landscape characteristics and scenic quality of the LCZ. Whilst the construction corridor may continue to be perceptible across the moorland slopes for a period of time, after 10 years, this is not predicted to have any noticeable adverse effect on the landscape character of the LCZ. Junction boxes along the shore of Loch Sligachan may form some interruption to coastal views, but with mitigation, are considered unlikely to offset the beneficial effects of the removal of the wood pole OHL.</p> <p>The use of a Landscape Clerk of Works (LCoW) is proposed through pre-construction, construction and reinstatement phases through this LCZ to ensure best practice techniques are observed in order to minimise longer term effect.</p> <p>The effect would be Moderate Adverse (significant) during construction and Minor Beneficial (not significant) during operation.</p>
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Table 2.2: LCZ 2-2 – Gleann Torra-mhichaig

Baseline Description	
Description	<p>Covering the section of alignment between Sconser and Loch Ainort, this LCZ comprises a deep moorland glen gently rising from near sea level to the north near Sconser to a high point above Loch Ainort at the south end (c.130m AOD), passing through the Smooth Mountain Range Landscape Character Type (LCT).</p> <p>There is no settlement within this LCZ.</p> <p>To the west side of the glen, very steep and continuous open moorland slopes, brown or buff in colour, with slightly reddish rock outcroppings, deeply incised by burns in places, lead directly up to the conical, scree-covered peaks of the Red Cuillin mountains; notably Glamaig (775mAOD) and Beinn Dearg Mor. To the east side of the glen, steep, forested slopes lead up to lower, lumpy, rounded coastal hills; notably Meall a Mhaoll (284m AOD).</p> <p>views through the glen feature the contrastingly green golf course at the coastal edge and framed views of the wider context outwith the LCZ, including Raasay, Raasay Narrows and the jagged Tianavaig coastline to the north and the craggy mountains of Garbh Bhein and Blabheinn to the south. The main Portree-Broadford road (A87) follows the glen floor from north to south and together with the funnelled character of the views, gives the LCZ a transitional character. Existing wood-pole OHLs, also pass through the glen forming man-made artefacts to the west of the road which detract within views towards the dramatic mountains and limit perceived wild land characteristics.</p>
Included Landscape Character Types	Designated / Protected Landscapes within/adjacent to LCZ
<ul style="list-style-type: none"> LCT 367- Smooth Mountain Range 	<ul style="list-style-type: none"> The Cuillin Hills National Scenic Area (NSA) Wild Land Area (WLA) 23; Cuillin

Key Local Landscape Characteristics	<ul style="list-style-type: none"> • A deep moorland glen enclosed by steep slopes to east and west; • Conical peaks of the Red Cullins with scree-covered tops contain the western edge of the glen including; Glamaig (775mAOD) and Beinn Dearg Mor; • Lower, lumpy rounded coastal hills clothed by dark green areas of coniferous forest plantation enclose the east side of the glen; • Framed views of coastal and island landscapes outwith the LCZ to the north, and rugged mountains of Beinn Garbh and Blabheinn to the south; • The glen provides a corridor for the A87 road and existing wood pole OHLs which, along with the views funnelled to either end, give it a transitional quality; and • The road, existing OHLs and forestry limit the strength of perceived wild land characteristics although the rugged surrounding hill and mountains, moorland character and lack of habitation give a sense of remoteness.
Landscape Value	<p>The rugged mountains to the west side of this LCZ fall within the NSA/WLA. The east side is undesignated, though contributes to the setting of the NSA and experience for visitors. This LCZ is valued for its remote qualities and striking views of neighbouring mountains which can be easily obtained from the public road, although the glen itself is less notable in its character.</p> <p>Landscape Value is Medium-High</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> • Conical peaks of the Red Cullins with scree-covered tops contain the western edge of the glen 	<ul style="list-style-type: none"> • Construction activities could interrupt views and experiential connection between the moorland glen and the Red Cuillins; and • Removal of existing detracting features from views of the Red Cuillins may increase experiential connection between the glen and the mountains.
<ul style="list-style-type: none"> • Framed views of coastal and island landscapes outwith the LCZ to the north, and rugged mountains of Beinn Garbh and Blabheinn to the south; 	<ul style="list-style-type: none"> • Construction activities could interrupt or distract within views; and • Potential removal of existing detracting features from valued landscape.
<ul style="list-style-type: none"> • Transitional quality of glen due to A87 road and existing wood pole OHLs which pass through it and funnelled views; 	<ul style="list-style-type: none"> • Construction with temporary access tracks may increase transitional experience; and • Removal of existing wood poles could reduce transitional experience
<ul style="list-style-type: none"> • Sense of remoteness, although road, existing OHLs and forestry limit the strength of perceived wild land characteristics. 	<ul style="list-style-type: none"> • Construction works may reduce perceived sense of remoteness; • Removal of existing wood pole OHL may increase perceived wild land characteristics.
Landscape Sensitivity	<p>This is a valued landscape of distinctive character susceptible to change. It is large-scale, open, with generally simple characteristics, However existing wood pole OHLs, the A87 and forestry slightly reduce susceptibility to change in some areas.</p> <p>Landscape sensitivity to development of the type proposed is Medium-High.</p>

<p>Nature and Magnitude of Change</p>	<p>The Proposed Development would result in the removal of the existing 132 kV wood pole OHL and its substitution with a new UGC connection. Construction works through this LCZ would introduce a new access and construction corridor, parallel to the existing public road, including three directional drill positions (two below streams and one under the public road at the southern extremity of the LCZ) which would form a noticeable increase in activities through the glen floor, but would be temporary.</p> <p>During operation, the excavated UGC corridor and temporary tracks may continue to be perceptible as moorland vegetation recovered but, with best practice reinstatement techniques would be anticipated to be barely perceptible after 10 years. Although, the existing distribution OHL would remain, the removal of the existing 132 kV wood pole OHL would lead to a perceptible reduction in OHL infrastructure through the glen. A number of underground jointing chambers, contained by stockproof fencing and/or above ground junction boxes would be located along the UGC route and would form perceptible features in the local context.</p> <p>Magnitude of change generally would be Medium during construction and Low during operation.</p>
<p>Significance of Effect</p>	<p>Construction works may be disruptive in landscape terms but would be temporary in nature, and unlikely to alter the overriding landscape character. The linear construction corridor would reflect the existing transitional experience of the LCZ and may increase this effect, slightly, increasing the spread of movement and activity across the width of the glen and forming an interruption between the lower valley and Red Cuillin. This may distract from the drama of the enclosing mountains to the west and reduce the perception of remoteness experienced from the A87. However, being closely associated with the existing road and OHLs it would not extend development into the more remote characteristics of the hillsides beyond.</p> <p>During operation, the removal of an existing distracting feature in the form of the existing wood-pole OHL and its substitution with a UGC connection, would reduce the influence of OHL infrastructure within this LCZ to some degree, although this would remain a feature in the form of the existing distribution OHL. It is anticipated that this would lead to a small improvement to the landscape characteristics and scenic quality of the LCZ by reducing the complexity of wirescape experienced, and the barrier effect between the glen floor and mountains to some degree. A slightly improved visual connection between the road and mountains may also slightly reduce the transitional quality of the LCZ. Junction boxes and jointing chambers would have limited effect in this context with mitigation to minimise their wider visibility.</p> <p>The use of a Landscape Clerk of Works (LCoW) is proposed through pre-construction, construction and reinstatement phases through this LCZ to ensure best practice techniques are observed in order to minimise longer term effect. Therefore, whilst the construction corridor may continue to be perceptible across the moorland slopes for a period of time, after 10 years, this is not predicted to have any noticeable adverse effect on the landscape character of the LCZ. The effect would be Moderate Adverse (significant) during construction and Minor Beneficial (not significant) during operation.</p>

Table 2.3: LCZ 2-3 – Loch Ainort

Baseline Description	
Description	<p>This LCZ covers the section of alignment from above Loch Ainort to Luib and is focussed on Loch Ainort, a long, fjord-like sea-loch, contained by smooth, steeply sloping moorland ridges with a cluster of scree-topped mountains at its head; notably Beinn Dearg Mheadhonach (651m AOD) which stands at the head of the loch, and Glas Bhein Mor (570m AOD) to the south, and the more rugged summits of Garbh Beinn and Blabheinn which can be seen within the mountainous interior beyond.</p> <p>This is a relatively undeveloped LCZ with a sense of being on the edge of the remote mountainous interior, particularly at the head of the loch. However, it is easily accessible with the main A87 road following a route around the southern shore and head of the loch, and a small single track road following then northern shore. Towards the mouth of the loch, on it's southern side, small pockets of crofts, cottages and scrubby woodland are present at Luib and An Dunan. Along the north of the loch and just outside the LCZ are the contrastingly lower coastal hills with very steep sides descending into the loch from a ridge called Leathad Chrithinn (231m AOD). The mouth of the loch frames views to the island of Scalpay.</p> <p>At the head of the Loch below, an area of silt and shingle deposition marks the point where Allt Mhic Mhoirein, Allt Coire nam Bruadaran and the Abhainn Ceann Loch Ainort all converge on the loch. Behind this lie low hillocks of morainic origin. This is also the crossing point for the existing OHL and a distribution OHL as they drop down the steep slope from Gleann Torra-mhichaig before running along the south shore of the Loch above the road-line.</p>
Included Landscape Character Types	Designated / Protected Landscapes within LCZ
<ul style="list-style-type: none"> • LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; • LCT 367- Smooth Mountain Range; • LCT 368- Angular Mountain Range- Skye and Lochalsh. 	<ul style="list-style-type: none"> • The Cuillin Hills National Scenic Area (NSA) • Wild Land Area (WLA) 23. Cuillin.
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Loch Ainort, a long, linear sea-loch enclosed by smooth, steeply sloping moorland ridges giving a sense of fjord-like enclosure; • A cluster of scree-topped mountains at the head of the loch with further jagged peaks seen beyond are framed in views up the loch, giving a sense of being on the edge of a remote mountainous interior • Pockets of settled croft land and patches of woodland on the southern shore of Loch Ainort: at Luib (at the extreme north end of Strath Mor and (Ard Dorch at the mouth of the loch to the south overlooking Scalpay and the coast) set within the surrounding large scale landscape of moorland, loch and mountains; • The island of Scalpay spatially encloses the eastern end of the Loch; • A fish farm is located off the north shore the Loch, obliquely opposite Luib; • The A87 rounds the head of the loch and passes along is southern shore-line, and a small single track road follows the northern side of the loch, cut into the steep enclosing slope; • At the head of the loch, an area of silt and shingle deposition marks the joining of the tidal line and various watercourses with flow into the loch; • Existing wood pole OHLs crosses the head of the loch and follow it's southern shoreline forming distracting features in some areas and, along with the road detract from the sense of remoteness at the head of the loch and • Elevated views from the A87 overlooking Loch Ainort from the head of the loch.

<p>Landscape Value</p>	<p>This LCZ forms an important contributory part of the NSA and a setting for the WLA, particularly where the connection to the wilder interior landscape is experienced at the head of Loch Ainort. It is also valued as a setting for the loch-side settlements and as a destination for tourists and visitors who wish to experience the scenic qualities of the Cuillins landscape and coastal views and for its recreational opportunities.</p> <p>Landscape Value is High</p>
<p>Assessment of Effects</p>	
<p>Possible Landscape Receptors</p>	<p>Potential Effects</p>
<ul style="list-style-type: none"> Steep, smooth sloping moorland enclosing the loch; 	<ul style="list-style-type: none"> Construction works may create a linear disruption to the smooth enclosing slopes; and Removal of existing wood poles from enclosing slopes may reduce detracting features across the slopes.
<ul style="list-style-type: none"> Sense of remoteness at the head of the glen and link to mountainous interior; 	<ul style="list-style-type: none"> Increased activities relating to construction works may detract from sense of remoteness and interrupt the experiential link with the mountainous interior; and Removal of existing poles may enhance sense of remoteness.
<ul style="list-style-type: none"> Striking framed views towards the Cuillin mountains at the head of Loch Ainort and elevated views down overlooking Loch Ainort from the A82; 	<ul style="list-style-type: none"> Construction activities could interrupt or distract within views; and Removal of existing wood poles could reduce detracting features within valued views.
<ul style="list-style-type: none"> Pattern of existing wood pole OHLs across the head of Loch Ainort and lower hill slopes alongside the south of the loch. 	<ul style="list-style-type: none"> Potential removal of existing distracting features; Reduced influence of OHL infrastructure through removal of existing poles.
<ul style="list-style-type: none"> Pocket of settled croft land at Luib set within the surrounding large scale landscape of moorland, loch and mountain. 	<ul style="list-style-type: none"> Construction of a sealing end compound may form a distraction in the setting of Luib, interrupting the connection between the settled, loch-shore landscape and mountains; and Removal of existing wood pole OHL may remove distracting features and enhance the connection between the settled loch-shore landscape and the mountains.
<p>Landscape Sensitivity</p>	<p>This is a valued landscape of distinctive character susceptible to changes of the type proposed. It is large-scale, open, with generally simple characteristics, although the existing wood pole OHLs and the A87 may slightly reduce susceptibility to change in some areas.</p> <p>Landscape sensitivity to development of the type proposed is Medium-High.</p>
<p>Nature and Magnitude of Change</p>	<p>The Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new UGC connection along a similar alignment. Construction works would occur around the head of Loch Ainort and along the southern side of the loch across the open slopes above the A87, turning inland just before Luib. This would include, temporary access tracks, installation of the UGC connection and reinstatement works. At the head of Loch Ainort two directional drill positions beneath the public road and two below tributaries on the shore of Loch Ainort would be noticeable, and locally very noticeable. Five jointing bays or potential junction boxes would also be present through this LCZ. As far south as Luib, the works would also involve the removal of the existing 132 kV OHL.</p> <p>The Proposed Development would also involve the construction of a new permanent access track leading from Luib to a sealing-end compound (SEC) and the start of a section of new steel lattice towers, replacing the existing wood-pole OHL from this location southwards. This would form a focussed area of intensive construction works, anticipated to be intervisible with areas of the LCZ around the lower part of the loch (see ZTV Figure V2-3.2-S2).</p>

	<p>Although an existing distribution OHL would remain along the southern slopes above Loch Sligachan, the removal of the 132 kV OHL would form a perceptible reduction in the presence of OHL development across the hillsides and around the head of the loch.</p> <p>In the longer term, the excavated UGC corridor and temporary tracks may continue to be perceptible as vegetation recovered but, with best practice reinstatement techniques would be anticipated to be barely perceptible after 10 years.</p> <p>However, there would also be more noticeable but localised direct and indirect change in the area around Luib associated with the proposed SEC and lattice towers which would replace the existing wood-pole OHL along this section within the LCZ.</p> <p>Magnitude of change in this LCZ generally would be Medium during construction and Low during operation.</p>
<p>Significance of Effect</p>	<p>Construction works, would temporarily create a linear disruption to the smooth enclosing slopes to the south of Loch Ainort but would be closely associated with the road corridor in this area. Nevertheless, the intensity of works, including directional drilling, is anticipated to detract, to some degree from the sense of remoteness and the link with the mountainous interior and interrupt valued views. However, the alignment would ensure that other than when dismantling the existing wood pole OHL (which would comprise relatively small scale, short duration works), from areas to the west of the Moll Road at the head of the loch, where the experiential link is most strongly felt, it would be maintained.</p> <p>In addition, the construction of a sealing end compound and lattice towers south of Luib would be more noticeably influential, owing to the height of the towers and the nature of the equipment required for their erection but this would be very localised within this LCZ as a whole and therefore unlikely to alter the wider landscape characteristics.</p> <p>Whilst the construction corridor for the UGC connection may continue to be perceptible after reinstatement across the moorland slopes for a period of time, after 10 years, this is not predicted to have any noticeable adverse effect on the landscape character of the LCZ. The use of a Landscape Clerk of Works (LCoW) through pre-construction, construction and reinstatement phases through this LCZ would further help to ensure best practice techniques are observed in order to minimise longer term effect. During operation, the removal of an existing distracting feature in the form of the existing wood-pole OHL and its substitution with an UGC connection would reduce the wire-scape effect around the head of the loch and across the hillsides. Junction boxes at the head of Loch Ainort would form a cluster of features which may be locally detracting, but with mitigation measures to minimise their visibility would be unlikely to outweigh the benefit of the removal of the existing wood pole OH which would, to some extent help to enhance the link to the wilder mountainous interior at the head of Loch Ainort, although the smaller distribution OHL would remain. However, the sealing-end compound and lattice towers south of Luib would continue to form a locally distracting feature in the setting of the village (see Visualisation Location 2-1 (Figures V4A-2.1a to d)).</p> <p>Overall, it is considered that the Proposed Development would result in a small improvement to landscape characteristics and scenic quality of the LCZ through the removal of the existing wood pole OHL. However, this would, to some extent be offset by the localised effects around Luib, on the LCZ periphery. The effect would generally be Moderate Adverse (significant) during construction and Minor Beneficial (not significant) during operation.</p> <p>However, within the localised area surrounding Luib, the operational effect is predicted to be <i>locally</i> Minor Adverse (not significant) where the removal of existing wood poles from the skyline, would be offset by the introduction of the new sealing end tower, and some indirect influence of towers within the neighbouring landscape context.</p>

Table 2.4: LCZ 2-4 – Strollamus Coastal Hills

Baseline Description	
Description	Covering the section of alignment between Luib and Broadford substation, this LCZ comprises a series of mostly lower coastal hills overlooking Loch na Cairidh and Caolas Scalpay and the Isle of Scalpay to the northeast. It is characterised by a range of rounded moorland hills and occasional crag, which rise to the rear of a narrow settled coastal fringe following the A87 coast road, comprising the linear settlements of Dunan and Strollamus, set within areas of improved and lumpy, semi-improved grazing lands and patchy scrub woodland. The green of these coastal areas contrasts with the more muted tones of the backdrop of moorland hills. Two valleys run through these hills and mountains, roughly north-south leading into a remote interior with little overt human influence; Strath Mor, a broad strath on the western edge of the LCZ south of Luib; and An Slugan, a narrow pass, roughly in the centre, south of Strollamus. On the southern edge of the LCZ, the craggy mountain of Beinn na Caillich on the southwest periphery of the LCZ, towers above the lower coastal hills and forms a visual focus of inland views up the valleys. The existing wood-pole OHL and distribution OHL crosses the coastal slopes at the back of of Strollamus and cuts inland to characterise the upland inland valleys to the rear of Am Meall and Creag Strollamus.
Included Landscape Character Types	Designated / Protected Landscapes within/adjacent to LCZ
<ul style="list-style-type: none"> • LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; • LCT 364- Rocky Moorland - Skye & Lochalsh; and • LCT 367- Smooth Mountain Range 	<ul style="list-style-type: none"> • The Cuillin Hills National Scenic Area (NSA) • Wild Land Area (WLA) 23; Cuillin
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • A range of rounded moorland hills and occasional crag forming a lumpy skyline to the rear of areas of coastal settlement including Am Meall (c.180m AOD) and Creag Strollamus (265m AOD); • Remote interior of moorland hills and valleys with little human influence; • Narrow settled coastal fringe with areas of improved and lumpy, semi-improved grazing lands and patchy scrub woodland; • Influence of the island of Scalpay across a narrow strip of sea encloses the settled landscapes on the seaward side, and limits the wider influence of the open sea; • Dark green blocks of commercial forestry on facing slopes of Scalpay to the east and near the substation contrasting with generally brown colours of adjacent moorland; • Strath Mor, a broad strath on the western edge of the LCZ south of Luib; and An Slugan, a narrow pass, roughly in the centre, south of Strollamus, divide up the more mountainous parts of the LCZ to the south; • Influence of existing wood-pole OHLs on both the coastal strip and upland valleys to the rear of Am Meall and Creag Strollamus; and • Beinn na Caillich on the southwest periphery of the LCZ forms a visual focus of inland views up the valleys.
Landscape Value	The whole of this LCZ except Scalpay falls within the The Cuillin Hills NSA and is considered to be an influential part of this designation. Inland areas generally to the south-west of the existing 132 kV OHL also fall within WLA 23. Cuillin. The LCZ is valued for its remote and wild characteristics as well as recreational opportunities within the inland glens, and as a setting to coastal communities and the A87 road. Landscape Value is High.
Assessment of Effects	
Possible Landscape Receptors	Potential Effects

<ul style="list-style-type: none"> • Low coastal hills which create a lumpy skyline to the rear of coastal settled strip; 	<ul style="list-style-type: none"> • Potential increased height and of new steel lattice towers compared to existing wood poles to interrupt the skyline; and • Potential for increased scale and different structure type of steel lattice towers compared to erode the connection between the settled coastal strip and coastal hills;
<ul style="list-style-type: none"> • Remote interior of mountains, moorland hills and valleys with little human influence 	<ul style="list-style-type: none"> • Potential for construction activities or steel lattice towers to reduce the remote qualities of the mountain and moorland interior.
<ul style="list-style-type: none"> • Inland views towards the mountains and in particular towards Beinn na Caillidh which forms a visual focus of views up the valleys; and 	<ul style="list-style-type: none"> • Construction activities or steel lattice towers could interrupt or distract within views.
<ul style="list-style-type: none"> • Influence of existing wood pole OHLs on the coastal strip and upland valleys behind the coastal hills. 	<ul style="list-style-type: none"> • Potential removal of existing distracting features; and • Potential increased influence, (compared to existing wood pole OHL), of increased height and different structure type of steel lattice towers on the lower hill slopes, straths and glens.
<p>Landscape Sensitivity</p>	<p>This is a valued landscape with a character susceptible to changes of the type proposed, although existing OHLs and local diversity of character along the coastal edge may locally reduce susceptibility to some extent.</p> <p>Landscape sensitivity to development of the type proposed is Medium-High.</p>
<p>Nature and Magnitude of Change</p>	<p>The Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new steel lattice tower OHL following a similar alignment. During construction, there would be a focussed area of activity around each tower location in addition to the construction of temporary access tracks between tower positions and approximately 1.3 km of permanent access track, leading from Luib through the interior glen and 1.8 km to the back of Creag Strollamus. At the north-western end of the LCZ, there would also be indirect change relating to the construction of a SEC near Luib.</p> <p>In the longer term, the Proposed Development would largely follow a similar alignment through this LCZ to the existing OHL which it would replace on the lower slopes of the coastal hills and to the rear of Am Meall and Creag Strollamus, but steel lattice towers would form a noticeable change within the local context in comparison to the wood pole OHL which would be removed, particularly in the more remote upland glen areas. New permanent tracks from Luib and behind Creag Strollamus would also form a localised change.</p> <p>Magnitude of change generally would be Medium-High during construction and Medium during operation.</p>

Significance of Effect	<p>During construction, the increased movement, activity and presence of large scale plant within the more remote upland glen areas of this LCZ, along with the creation of new tracks would lead to a noticeable reduction in the remote qualities of these areas to the rear of Am Meall and Creag Strollamus which would also indirectly affect some of the glens and mountain areas to the south, particularly Srath Mòr. However, around the coastal fringe areas, although these works would be disruptive within the smaller scale landscapes, the movement associated with the existing A87, and scrub woodland in these areas would lead to a more localised effect. The presence of these works would nevertheless interrupt views from Strollamus area at the foot of An Slugan towards Beinn na Caillich and this would, to some extent create a barrier between the settled coastal area and the mountainous interior.</p> <p>During operation, the presence of steel lattice towers would continue to delineate this distinction between upland and lowland areas, and would form a distracting feature within inland views, occasionally prominent on the skyline. This effect would be most noticeable from the Strollamus area at the base of An Slugan. Although the existing wood pole to be removed is already present in these areas, the greater height and differing appearance of the steel lattice towers would have a greater influence in this context, where the wood poles appear more closely related to the settled coastal character.</p> <p>To the rear of Am Meall, around Loch Nam Madadh Uisge the towers would also form a physical interruption between this upland glen area and the sweeping Srath Mòr which may appear to separate this area from the wider uplands and consequently would affect the sense of remoteness. There would be some limited offset of these effects by the removal of the existing wood pole OHL. However, the Proposed Development on the opposite side of the loch and glen would generally form a much more noticeable feature due to its height and differing structure type, and its location on the opposite side of the glen would move it into a perceptibly more remote area (see Visualisation Locations 2-3 (Figures V4A-2.3a – d) and 2.4 (Figures V4A-2.4a – d)).</p> <p>Overall for this LCZ the effect is predicted to be Moderate Adverse (significant) landscape effects during both construction and operation.</p>
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Table 2.4: LCZ 2-5 – Broadford Forest Plantations

Baseline Description	
Description	<p>This LCZ covers the Proposed Development as it descends towards the Broadford Substation. It is characterised by low rounded hills and flatter areas of coastal land with extensive plantations of coniferous forestry plantation within which the Broadford Substation is set. Plantation areas are actively managed with extensive areas of clearfell and re-stocking evident. An existing steel lattice OHL and other wood pole OHLs radiate from the substation, through and around the areas of forest. The low density town of Broadford is set on the eastern edge of the forestry area where more deciduous woodland is present, and overlooks Broadford Bay which is characterised by a low, grass or scrub clad shoreline sloping down to areas of stony beach, seaweed and bare rock. Beyond the edge of the forestry areas to the south and east, smooth moorland slopes rise up into rounded, sometimes craggy hills, and to the south-west, the mountain of Beinn na Caillich forms a prominent landmark. A small, area of linear crofting settlement comprising improved rectilinear fields lined by deciduous trees at Old Corry, within an inland valley on the western edge of the forestry forms a distinct contrast within the wider patterns and muted colours of the surrounding forest and moorland.</p>
Included Landscape Character Types	Designated / Protected Landscapes within/adjacent to LCZ
<ul style="list-style-type: none"> • LCT 358 – Low, Smooth Moorland; • LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh; • LCT 364- Rocky Moorland - Skye & Lochalsh; • LCT 367- Smooth Mountain Range 	<ul style="list-style-type: none"> • The Cuillin Hills National Scenic Area (NSA); and • Wild Land Area (WLA) 23. Cuillin (adjacent).

Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Low rounded hills and flatter areas of coastal land with large scale pattern of actively managed coniferous forestry plantation, showing areas of clearfell and restocking; • Low density, small town of Broadford, set within woodland on the forest edge, and overlooking Broadford Bay; • To the south and east of the forestry, smooth moorland slopes rise up into rounded, sometimes craggy hills; • The scree-covered conical peak of Beinn na Caillich forms a prominent landmark to the south-west; • A small, area of linear crofting settlement at Old Corry, comprised of improved rectilinear fields forms a contrast to the muted colours and large scale simple patterns of the forest and moorland; • Low coastline of grassy or scrub clad shoreline bank, sloping down to stony beaches, low rock outcrops and stretches of seaweed; • Broadford substation set within the forest edge forms a detracting feature surrounded by various rough hardstanding areas which have a derelict character; and • Existing steel lattice and wood pole OHLs cut through the forest in established wayleave or are routed around it, occasionally skylining on the adjacent slopes.
Landscape Value	<p>The western part of this LCZ, to the west of Broadford Substation, falls within The Cuillin Hills NSA and has some value as a setting to Beinn na Caillich. However, this is a peripheral part of the NSA and the dominance of commercial forestry is considered to locally reduce the landscape value. Elsewhere, the landscape is locally valued as a setting to Broadford and Old Corry but is relatively unexceptional in its character.</p> <p>Landscape Value is Low - Medium.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> • Low rounded hills with extensive areas of actively managed forestry plantation; 	<ul style="list-style-type: none"> • Felling for new wayleaves could fragment areas of forest; and • New wayleaves may open up new views or reveal features which have been otherwise hidden by trees;
<ul style="list-style-type: none"> • Beinn na Caillich which forms a prominent landmark to the south-west 	<ul style="list-style-type: none"> • Construction works or new steel lattice towers may interrupt views towards Beinn na Caillich and affect its role as a landmark; and • Removal of the existing wood pole OHL may remove distracting features from views towards Beinn na Caillich,
<ul style="list-style-type: none"> • Existing features of Broadford Substation and surrounding radiating wood pole and steel lattice OHLs. 	<ul style="list-style-type: none"> • Removal of existing wood poles may take away existing distracting features; • The Proposed Development may change the balance and pattern of OHLs, drawing these into new areas or leading to increased or decreased prominence or structures.

<p>Landscape Sensitivity</p>	<p>Although partially falling within an NSA, this LCZ has relatively limited landscape value whilst the active management of forest areas, with areas of felling and restocking, is considered relatively accommodating of development of the type proposed.</p> <p>Landscape sensitivity to development of the type proposed is Low.</p>
<p>Nature and Magnitude of Change</p>	<p>Within this LCZ, Section 2 of the Proposed Development would involve the removal of the existing 132 kV wood pole OHL around the southern edge of the forestry area to the east of the Old Corry road, and its replacement with a steel lattice tower OHL taking a more direct route down the moorland slope and through the forest into Broadford Substation. This would involve the construction of around 1 km of permanent new access track broadly following this section of alignment. The new towers would have relatively limited intervisibility with the low lying areas, due to the landform of the rounded hills and extensive forest cover. However, they would be more intervisible with the upland landscape areas to south, leading up to Beinn na Caillich. The removal of the existing wood pole OHL would result in the removal of some poles which skyline across these upper slopes, as they round the western forest plantation, although the existing OHL currently has relatively limited intervisibility elsewhere. The new towers would have more noticeable localised visibility as they descend to the substation, although this area is already affected by the existing substation and steel lattice towers which lead to the east.</p> <p>Magnitude of change generally would be Low during both construction and operation.</p>
<p>Significance of Effect</p>	<p>During construction, works would appear similar, though of likely greater intensity, to existing forestry works which already take place periodically within this LCZ. As such, although likely to form a noticeable feature in the local context, they would not appear very out of place. Activities would be slightly more noticeable within the upper moorland area above the forest line, and within the setting of Beinn na Caillich, but would still be seen closely associated with the forested context. Whilst some felling of young forest would be required to accommodate the Proposed Development, this would be reflective of existing felling activities and felled areas within the LCZ, and it is assumed that in the longer term, ongoing management and restocking would accommodate the new wayleave such that it would not look out of place.</p> <p>The removal of the existing 132 kV wood pole OHL may be locally perceptible, but would be unlikely to lead to any discernible benefit to landscape characteristics.</p> <p>During operation, the Proposed Development would form a perceptible new feature in the landscape, but would be unlikely to alter the overriding landscape characteristics as this type of development already forms a feature within this wider area. Although it would extend steel lattice towers further to the west this is not predicted to lead to landscape change, because of the continuity of the forested character, and the existing presence of the wood pole OHL to be removed. There would be few areas where the Proposed Development would interrupt the view towards or setting of Beinn na Caillich, due to the terrain of rounded hills, and dominant forestry cover.</p> <p>The effect is predicted to be Minor Adverse (significant) during both construction and operation.</p>

APPENDIX V2-3.8: ANNEX 2: VISUAL RECEPTOR ASSESSMENT (SECTION 2)

1.	VISUAL RECEPTOR ASSESSMENT (SECTION 2)	3
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1. VISUAL RECEPTOR ASSESSMENT (SECTION 2)

Table 2.1: Building-based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-1	<p>Sligachan Hotel and Camp Site</p> <p>Receptors are visitors in and around the camp-site and 2-storey hotel.</p> <p>The hotel lies in a hollow in landscape behind and to south of the road. The camp site lies on the loch (north) side of the road but is also set low in the landscape.</p>	<p>In both locations, the main views are low level or slightly elevated and easterly, looking down Loch Sligachan, with oblique views featuring the Cuillins rising dramatically to the south and south-east in the background. The existing OHL is silhouetted against the loch as it crosses the glen in the mid-ground and rises up the edge of the Cuillins alongside the road and in parallel to a wood-pole distribution OHL reducing sensitivity to some extent. The changed aspect is therefore an important element in the view, but some detracting features are also present.</p>	High	<p>Within the main views, the Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new (underground cable) UGC connection. Construction, including the removal of the existing wood pole OHL, trenching works, backfilling and reinstatement, and directional drilling works under the River Sligachan would be seen within the easterly view. During operation, the existing distribution OHL would remain, but the removal of the existing OHL would remove distracting features from the view and there would be a resultant improvement to the views as a whole.</p>	0.5km	Low-Medium	Low-Medium	Moderate Adverse (significant)	Minor – Moderate Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-2	<p>Sligachan Lodge and Bunkhouse and Allt Dearg Cottage</p> <p>Receptors are visitors and residents in and around a 2-storey detached house, self-catering; a 1-storey detached timber building, self-catering; to the rear of the above; and a 1.5 storey detached house overlooking the Allt Dearg Mor River</p>	<p>The lodge's main views are open, elevated and north-facing across the head of the loch to the hills opposite; with the existing OHL crossing the head of the glen before rising up the other side. Views of the loch itself are oblique/side-on.</p> <p>Views from the bunk-house west facing across Glen Sligachan but with views towards the loch mostly screened/ filtered by the foreground lodge and surrounding trees. The main views from Allt Dearg Cottage are east facing across the river and Glen Sligachan; with relatively distant side/ rear views towards the loch. The changed aspect is therefore a less important element in the view in all these locations and some detracting features are present, in the form of existing OHLs.</p>	Medium	<p>Within the main views, the Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new UGC connection. Construction would involve the removal of the existing wood pole OHL and installation of the UGC connection. Directional drilling works under the River Sligachan would also be present within the main view. The dismantling of the existing 132 kV OHL would result in the removal of some detracting features from the view, although the existing smaller distribution OHL would remain. This would lead to a perceptible change to the view during operation and a small improvement in the attractiveness, composition, and value of these views.</p>	0.6km	Low	Low	Minor Adverse (not significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-3	Peinachorrain Residents in a linear settlement to the north of Loch Sligachan featuring 1, 1.5, and 2-storey houses and outbuildings below the road on the south side.	Main views, from the south end of the settlement, are south-eastwards across Loch Sligachan to the east end of Sconser with oblique views of the Red Cuillins. Existing wood pole OHLs are relatively distant in this view on the opposite side of the Loch above Sconser, back-clothed by hills and have limited perceptibility. Another distribution OHL crosses the loch via marine cable then rises up the slope through the village. The changed aspect is therefore a less unimportant element in the view and there are some detracting features present.	Medium-High	Within oblique and peripheral southerly views, the Proposed Development would result in the removal of the existing wood pole OHL on the opposite side of the loch and its substitution with a new UGC connection. Construction would involve relatively distant views of the removal of the existing wood pole OHL and trenching, backfilling and reinstatement works to install the new cable. These activities on the hillside above Sconser would be fairly noticeable but not within the main view from properties. In the longer term the removal of the existing OHL would be a barely perceptible change to the view.	1.2km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-4	Sconser (west end & central) -Workers at a Fish Farm shore base -Visitors to the Ferry Terminal -Residents and visitors in and around 1 & 1.5 storey detached houses and cottages and outbuildings overlooking Loch Sligachan.	Mostly northwest, slightly elevated main front views over Loch Sligachan to hills opposite and to Raasay. Some views also contain the ferry terminal and the fish-farm base. Rear views and from garden areas feature the rising slopes of Glamaig with existing OHL transmission and distribution lines crossing at the tops of crofts. The wood-pole distribution OHL is lower down the slope and sometimes sky-lined due to close proximity to the viewer, whilst the existing OHL to be removed is higher up on the slope and is back-clothed by the hills. Being to the rear, the changed aspect is a generally less important element in a view within which the existing OHLs constitute detracting features.	Low-Medium	Within rear and garden views, the Proposed Development, in relatively close proximity, would result in the removal of the existing wood pole OHL on the hillside above and its substitution with a new UGC connection. Construction works including removal of the existing 132 kV OHL and installation of cables would be seen on the hillside above the crofts in the rear view. In the longer term, the absence of the existing wood pole OHL would remove some detracting features from the rear view. Junction boxes near the western end of Sconser would have limited perceptibility from properties. This would lead to a small improvement to the rear view, whilst the main, coastal views would be unaffected.	80m-0.5km	Medium	Low-Medium	Minor – Moderate Adverse (not significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-5	<p>Sconser (east end)</p> <ul style="list-style-type: none"> -Visitors to Sconser Lodge (2 storey hotel/ self -catering); there are some trees to the rear. -Residents in and around 1 and 1.5 storey houses situated below and above the road. -Golfers in or around a Club House (Skye Golf Club) to the south east. 	<p>The main views are northerly or north-easterly, low-level front-facing towards the hills on the opposite side of Loch Sligachan and to Raasay. The existing OHLs lie in rear views; in some cases across the road and mostly back-clothed by hills but sky-lined in places. There are also limited views of apparatus relating to an existing distribution OHL sub-sea cable crossing and the nearby quarry to the east.</p>	Low -Medium	<p>Within the rear and garden views, the Proposed Development, in relatively close proximity, would result in the removal of the existing wood pole OHL on the hillside above and its substitution with a new UGC connection. In the longer term, the absence of the existing wood pole OHL would remove some detracting features from the rear view. This would lead to a small improvement to the rear view, whilst the main, coastal views would be unaffected.</p>	0.3km	Medium	Low-Medium	Minor – Moderate Adverse (not significant)	Minor Beneficial (not significant)
B2-6	<p>Sconser Quarry Buildings</p> <p>Workers at offices and outbuildings and in quarry.</p>	<p>The main views are slightly elevated and north-west facing up towards the Narrows of Raasay. The quarry itself forms the immediate foreground. Side-on views contain the existing OHLs relatively distant and back-clothed against the hills. For this workplace, the changed aspect is therefore a less important element in the view and some detracting features are present.</p>	Low	<p>Within the side views, the Proposed Development would result in the removal of the existing wood pole OHL on the relatively distant hillside and its substitution with a new UGC connection. The removal of the existing OHL would result in a barely perceptible change in the side views, which, taking into account the very low sensitivity of receptors to these changes, would lead to no discernible change to the existing views during operation.</p>	0.7km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-7	Kinloch Ainort Residents and visitors in and around 1-storey cottage and workers at offices and outbuildings and on boats	The main views are low-level, looking south and south-east across the head of Loch Ainort towards Glas Bheinn Mhor and the A87 following the shore of the loch. Existing wood pole OHLs are perceptible but distant, crossing the slopes on the opposite side of the loch, and in side and rear views rounding the head of the loch and are peripheral to the main views but, although close to the rear of the properties, are screened in this direction by foreground coniferous trees.	Workers; Low Residents; Medium	The Proposed Development would result in the removal of the existing OHL and its replacement with an UGC connection, although the existing distribution OHL would remain. Within close side and rear views, the magnitude of change would be medium; reducing to negligible in more distant views; so Low overall. Bearing in mind the low sensitivity to the change, there would be a small adverse/ beneficial deterioration/ improvement in the overall view.	0.1km	Low	Low	Minor Adverse (not significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-8	<p>Luib Residents at linear settlement of 1 & 1.5 storey detached houses and cottages clustered along sides of Strath Mor as it emerges at a bay overlooking Loch Ainort; within an enclave behind the main road and set back from Loch and alongside the main road on the loch shore to the west of the village. (Visualisation Location 2-1 provides a representative view from this area (see Figures V4A-2.1a to d))</p>	<p>Low level to slightly elevated north/northeast and west-facing main views down and across Loch Ainort towards Leathad Chrithinn and Scalpay, featuring a fish-farm in the foreground and up Loch Ainort towards the mountains of the Red Cuillins. Views from external areas including gardens and crofts are both coastal and inland towards surrounding peaks. The existing OHL and distribution OHL are in the rear/side views to the west and south-west, upslope, and crossing the glen before disappearing behind Am Meall. These appear relatively close and sky-lined as they turn into the glen but otherwise back-clothed by hills, with varying visibility depending on location. Although the changed aspect is therefore a less important element in the view, within it there are some detracting elements as described above.</p>	Low- Medium	<p>Within the rear, side and main views. Construction of a sealing end compound and towers may be visible in oblique and side views from some properties, and outdoor areas, and would include a new permanent access track. During operation, the terminal tower and potentially the tops of the other steel lattice towers would be visible in oblique and side views from the lower parts of the settlement, often filtered by trees and buildings, but the sealing end compound is likely to be concealed by landform. This would be partly offset by the removal of the existing poles from the more direct angle of view. Overall, this is predicted to lead to a perceptible or noticeable change to the view leading to a small, to noticeable overall reduction in scenic quality.</p>	0.2km (OHL) 0.1 km (UGC)	Medium-High	Medium	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-9	Dunan Residents and visitors at a small linear settlement of 1 & 1.5 storey detached houses and cottages and outbuildings above and below A87.	Slightly elevated northeast facing main views over Loch na Cairidh towards Scalpay. Steeply rising hillside and foreground trees partially screen oblique views of the existing OHL and distribution OHL higher up slope and to the rear. The changed aspect is an unimportant element in the view.	Low	Within rear/oblique views, the Proposed Development would result in the removal of the existing 132 kV wood pole OHL, although the existing distribution OHL would remain. Construction works for the towers would be close in the rear views but heavily filtered by vegetation. New steel lattice towers would be constructed slightly further away than the existing wood pole OHL which would be removed, as they emerge from behind Am Meall.	0.3km	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-10	<p>Strollamus</p> <p>Residents and visitors at a small linear loch-side settlement of 1 & 1.5 storey detached houses and cottages set amongst clumps of deciduous trees and conifers to either side of the A87.</p> <p>(A representative view of towers from part of this settlement is provided by Visualisation Location 2-2 (see Figures V4A-2.2a to d))</p>	<p>Slightly elevated and low-level east and north-east facing main views, over Loch na Cairidh towards Scalpay with properties on the inland side of the road, also featuring the road within the foreground. Rear views, typically across the A87 feature Beinn na Càillich in the backdrop. Existing OHLs are present within the rear view, crossing the hillside in the foreground which reduces the sensitivity to change of the type proposed in this direction.</p>	Low-Medium	<p>Within rear views, the Proposed Development would result in the removal of the existing 132 kV wood pole OHL, although the existing distribution OHL would remain. Construction works for the towers would be noticeable in the rear view. New steel lattice towers would be constructed slightly further away than the existing wood pole OHL route, as they cross the hillside and the Allt Strollamus valley before rising up the slope to the south-east to disappear behind Creag Strollamus. Towers would be noticeable and prominent in the rear view but would not affect the main coastal view.</p>	0.2km	Medium-High	Medium-High	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-11	Old Corry Residents and visitors occupying a linear crofting settlement to the south of Broadford	Low vantage or slightly elevated views across crofts to the east, often filtered by foreground trees. To the north of the settlement, coniferous forest in the mid-ground reduces the extent of the view, but this is more open towards Bheinn Shuardail from more southerly properties. Secondary views from the rear or side of properties or external areas feature Beinn na Caillich to the west and areas of forest with existing OHL wood poles skylined in the more distant view to the north.	Low	In secondary, northerly views, the existing wood poles currently featuring on the skyline would be removed, although these constitute only small, peripheral features in less important views from these properties. The Proposed Development may be perceptible as the top of a single terminal tower but would otherwise be hidden by the intervening forest and landform.	1.0 km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B2-12	Broadford and Corry Residents, visitors and workers within low density, coastal village including residential properties, hotel, school, industrial areas, campsite, health centre and harbour.	Views are generally from low vantage in varying directions but with a predominantly coastal orientation to north and east. Other views to south and west feature areas of coniferous forestry with heather-clad hills beyond, notably Beinn na Caillich. Other buildings and trees often restrict views. From some properties on the southern periphery of Broadford, existing steel lattice towers are perceptible crossing the hillside to the south.	Low	The Proposed Development may be perceptible as a few tower tops seen through gaps in coniferous forestry in less important westerly views but is generally likely to be barely perceptible within the surrounding context of forest plantation.	1.0 km	Negligible	Negligible	Negligible	Negligible

Table 2.2: Route-based Receptors

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-1 A&B	<p>A87 Travellers including a combination of residents and visitors using main Broadford to Portree road.</p> <p>For assessment purposes, due to the different technology types proposed through Section 2, the route has been separated into two sections:</p> <ul style="list-style-type: none"> • R2-11A Glen Varragill to Luib; and • R2-1B Luib to Broadford. <p>[continued]</p>	<p>Between Sligachan and Sconser and Kinlochchainort and Camus na Sgianadin views are mainly coastal in orientation, across or along the narrow sea-lochs of Loch Sligachan and Loch Ainort and towards Raasay and Scalpay islands, interrupted by occasional coastal settlement. Inland views are typically contained by steeply rising ground but with occasional open views through valleys including at Sligachan, Kinloch Ainort, Luib and Strollamus. In these locations, striking views of the Cuillin mountains are revealed in passing. Views are more contained through the valleys of Glen Varragill and Gleann Torra-mhichaig, and south of Camus na Sgianadin towards Broadford by enclosing hills and coniferous forestry.</p> <p>[continued]</p>	Low-Medium	<p>R2-1A - Glen Varragill to Luib: The existing wood pole OHL would be removed and replaced by a UGC connection along a similar alignment. Construction would be frequently visible in passing but would generally not affect the coastal view. Exceptions would be at the heads of Lochs Sligachan Ainort, where works would appear very noticeable within views down the lochs, although in these locations striking mountain views also draw the eye in other directions and would not be affected. Around 1.8 km of cable would be installed below the road alongside Loch Sligachan. Works would be very noticeable in this area, although would appear similar to other... [continued]</p>	0.0 km	Medium-High	Medium-High	Moderate Adverse (significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
	A final judgement is made on the effect to visual amenity of the route as a whole through this section.	However, framed and glimpsed views to the mountains are also obtained from these sections of the route: within Gleann Torra-mhichaig where the steep and dramatic mountains of Glamaig and Beinn Dearg Mhor rise to the west; the descent from Glen Varragill where the panorama of the Cuillins above Sligachan is revealed and north of Broadford where Beinn na Caillich forms a focal point to the south-west seen through breaks in the trees and felled areas.		roadworks that might already occur and therefore not necessarily out of place. Works would also be very noticeable through Gleann Torra-mhichaig, seen below the road, and distracting within views towards the mountains. In the longer term, there would be a small improvement to views from this section of the route, due to the removal of the existing wood pole OHL, mostly affecting the inland views but also to views from the head of the sea-lochs. A number of junction boxes may interrupt seaward views alongside Loch Sligachan, and would form small features within views from Gleann Torra-mhichaig, but with mitigation, are not anticipated to outweigh the beneficial effects of the removal of the wood pole OHL [continued]					

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
			Low-Medium	R2-1B - Luib to Broadford: The existing wood pole OHL would be replaced with a steel lattice tower OHL along a broadly similar alignment. Construction would be less noticeable through a large part of this route where the alignment cuts inland, but would be perceptible in passing around Luib and Dunan, where woodland scrub filters the inland view. Around Strollamus, works would be more noticeable for around 1 km within framed views towards Beinn na Caillich. In the longer term, this section would comprise the most noticeable view of towers from the route, but would be relatively brief in passing. Brief views of tower tops may also be seen in filtered views from Luib and Dunan areas, and brief, filtered views of towers may be seen from around 1 km of the route west of Broadford, in the context of roadside forest. [continued]	0.1 km	Medium	Low - Medium	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
			Low - Medium	<p>Combined overall effect: Overall, during construction, works would appear noticeable along almost the full length of the A87 through Section 2, other than within localised areas but would usually be outwith the more valued aspects of the view which would lessen the effect on visual amenity overall.</p> <p>During operation, the slight benefit to visual amenity through the undergrounding of the existing wood pole OHL, would be offset by the negative visual effects of towers through the more southerly part of the route. Although towers would not affect coastal views, they would be noticeable, and would reduce visual amenity along localised parts of the route, particularly around Strollamus (see Visualisation Location 2-2 (Figures V4A-2.2a to d)). On balance, this is predicted to lead to an overall perceptible deterioration to visual amenity when travelling this route through the study area.</p>	0.0 km	Medium - High	Low	Moderate Adverse (significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-2	A863 Travellers using stretch of trunk road rising uphill from Sligachan, north-west towards Dunvegan	Most notable views are elevated to the south-east and east, obtained when travelling towards Sligachan and are panoramic towards the Cuillin mountains. Views when travelling westwards are more contained by landform and forest areas. On the final 500 m of the route, descending towards Sligachan, elevated views down Loch Sligachan are revealed.	Low	On the final 500 m of the route, descending towards Sligachan, construction works for the Proposed Development would be seen crossing within the framed view of Loch Sligachan, and could be distracting in this view, but would affect only a very small portion of this route. The impressive mountain views experienced from higher parts of the route would not be affected. During operation, the removal of the existing 132 kV OHL would be perceptible from only a very small part of the route and is considered likely to comprise a barely discernible improvement to the visual amenity	0.6 km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-3	B883 Peinachorrain Travellers including residents and recreational users using dead-end single track road from the north to the coastal settlement of Peinachorrain.	Views from the majority of the road, are mostly easterly, filtered through trees and properties towards Raasay. From the very southern end of the route, southerly views are obtained across Loch Sligachan to Sconser with the steep conical mountain of Glamaig rising behind it. The existing 132 kV OHL is visible as a distant feature above Sconser, back-clothed by the mountain behind. Although this southerly view comprises a very short part of the route, as the terminal destination, this slightly increases its importance as part of the visual amenity overall	Low	Within the south-facing views, from the very end of the route, construction activities for the Proposed Development would be seen to the rear of Sconser. This would appear relatively distant and would affect only a very short area at the very end of this route. These activities on the hillside above Sconser would be perceptible in the view. However, given the very short section of the route involved, this is not considered to lead to any perceptible change in visual amenity for the route in general. There would be no perceptible change in the longer term.	1.2km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-4	B8083 Travellers including commuters and tourists on north / south single track road through Strath Suardal to the south of Broadford.	Main views along this section of road are northbound, towards Broadford, with elevated views across Broadford Bay, with the Cuillins dominating western views. The existing steel lattice tower OHL and wood-pole distribution OHL cross the route about a kilometre south of Broadford and therefore locally reduce sensitivity, but the incised Strath Suardal screens views of the OHLs from the route just to the south of this point.	Low	The Proposed Development including construction works would be distant but occasionally perceptible within westerly views as a few towers dropping down the forested slope towards Broadford Substation. This would affect a small and less important part of the view and would be seen within the context of existing steel lattice towers and forest areas, and filtered through roadside forest and trees and is predicted to lead to an imperceptible change to the visual amenity of this route.	1.8 km	Negligible	Negligible	Negligible	Negligible

<p>R2-5</p>	<p>Sconser to Moll Minor Road Residents and recreational users of narrow single-track road following shoreline above Loch Ainort, and around coast to Sconser. This route falls into the study area in two locations, along the northern shore of Loch Ainort, and the shoreline to the east of Sconser.</p>	<p>Within the study area, the main views from the southerly part of the route are low level rounding the head of Loch Ainort, and down the loch, or across Loch Ainort towards the southern shore where the A87, existing wood pole OHLs and village of Luib are distantly seen. The Cuillin mountains, form a backdrop to the south and south-west. The existing wood pole OHL to be removed forms a prominent feature adjacent to the road as it rounds the head of the loch. From the northern part of the route, views are open across the sea through the Narrows of Raasay and Balmeanach Bay. This section of the route also has westerly views towards Glamaig and up Loch Sligachan. A quarry and golf course feature in the foreground of these views.</p>	<p>Low-Medium</p>	<p>The Proposed Development would cross and run adjacent to this small road around the head of Loch Ainort for around 1.5 km and construction works, including directional drilling, would be very noticeable from this section. Along the shore of Loch Ainort, construction works, including the UGC connection installation and possible tower construction at Luib, would be seen within the middle distance within the context of traffic on the A87 road and would form a perceptible change to the view from this part of the route. In addition on the approach to Sconser from the east there would be likely to be some works perceptible within the view towards Glamaig, but this would be seen within the context of the nearby quarry and road. In the longer term, the existing wood pole OHL would be removed from around the head of Loch Ainort and other views where it is perceptible. There may be some localised distant perceptibility of the sealing end near Luib and junction boxes adjacent to the road near Kinloch Ainort, but these features would affect only small parts of the route and would form small features in the view.</p>	<p>0.0 km</p>	<p>Medium-High</p>	<p>Medium-High</p>	<p>Moderate Adverse (significant)</p>	<p>Minor Beneficial (not significant)</p>
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Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-6	Old Corry Minor Road Residents, visitors and recreational users using single track road to Old Corry which also provides access to Beinn na Caillich.	Low level views across Broadford River Valley to east across croftland, coniferous forest areas and moorland towards Bheinn Shuardail and west towards Beinn na Callaich. To the north, views are somewhat contained by coniferous forest areas with existing wood pole OHL skylined in places. At the north end of the route, there are immediate passing views of the existing Broadford Substation, forestry and associated rough hard-standing areas which are detracting features in the view.	Low	The Proposed Development would cut down through forest and cross this route, being very noticeable in this location, but at the location of the existing Broadford Substation where visual amenity is already reduced by the existing features. From the southerly part of the route, the Proposed Development would be concealed by landform and forest although the removal of the existing wood pole OHL from the skyline may be locally perceptible.	0.0 km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-7	Raasay Ferry Passengers on regular ferry between Sconser and Raasay; likely to be a combination of residents and visitors.	The main views from the ferry are to the island of Raasay to the east and the Cuillin Hills to the west. The ferry passes close to an existing distribution OHL/ Marine Cable installation on shore. In addition, relatively distant views are available of the existing OHL and distribution OHL above Sconser, back-clothed against hills. However, these features comprise a relatively small part of the wider views available from the ferry. The changed aspect is therefore a less important element in the view and some detracting features are also present.	Low-Medium	Within the views to the west, the Proposed Development would result in the removal of the existing wood pole OHL across the hillside above Sconser and its substitution with a new UGC connection. Construction would involve relatively distant views of the removal of the existing wood pole OHL and trenching, backfilling and reinstatement works to install the new cable. These activities would be perceptible in the view but in the longer term the removal of the existing OHL would be unlikely to lead to any noticeable change to the visual amenity of ferry passengers.	0.7km	Low	Low	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-8	<p>Core Path SL04.04 (Glenbrittle to Sligachan Hill Path)</p> <p>Walkers using higher level path alongside Allt Dearg Mor towards the Black Cuillin, also forming part of Scottish Hill Track 291 (Sligachan Hotel to Glen Brittle).</p>	Views from this route are typically focussed on the surrounding mountain landscape to the east and south, but also from higher parts of the route, elevated down Loch Slighachan. The existing OHL forms a small feature within this view, crossing the head of the loch and seen within the context of the A87 and other development at Loch Sligachan.	Low	Within elevated views down Loch Sligachan, construction works would be perceptible within the view, at the head of the loch, and potentially dropping down the hillside towards Sligachan. However, this would be seen within the context of the existing A87 and other development and Sligachan. The valued mountain views would not be affected. In the longer term, the replacement of the existing OHL with a UGC connection would be barely perceptible from this route.	1.2 km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-9	<p>Core Path SL03.06 (Broadford to Camas na Sgianadin)</p> <p>Recreational users of a low-level footpath running northwest from the outskirts of Broadford alongside the A87 through forestry past the cemetery, to a cove overlooking Scalpay.</p>	<p>Northbound views from the footpath near the cemetery are of the cove of Camas na Sgianadin overlooking Scalpay to the north, across a narrow stretch of sea. Southbound views are more enclosed, with semi-continuous roadside scrub between the path and the A87 and shallow sloping moorland interspersed with young and mature blocks of coniferous forestry and more recently cleared and replanted areas. The peak of Beinn na Caillich is occasionally glimpsed views through vegetation.</p>	Low	<p>Construction of the Proposed Development and permanent steel lattice towers would be seen on the skyline to the west and south-west, interrupting the view to Beinn na Caillich but would be heavily filtered by foreground vegetation between the Core Path and the A87. This would form a perceptible change within the view.</p>	175 m	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-10	Corry Core Paths Recreational users of two path / minor road routes to the western side of Broadford Bay including: Core Path SL03.07 (Broadford Bridge to Corry Lodge) and Core Path SL03.08 Broadford Hospital to Pier	Views are mostly low-level, eastwards across Broadford Bay and Broadford, and north and south along the shoreline with Pabay noticeable in the northeast and back-clothed by the mainland hills and mountains to the northeast and east. The existing steel lattice tower OHL is sometimes perceptible on the skyline within southerly views, crossing the moorland slopes to the rear of Broadford but is distant from the majority of the route.	Low	The Proposed Development may be perceptible as a few tower tops seen through gaps in coniferous forestry westerly views but would generally be hidden or filtered by buildings, trees and forest areas. This is therefore likely to be barely perceptible within the surrounding context of forest plantation during both construction and operation.	1.6 km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-11	Core Paths to the South-west of Broadford Recreational users of two Core Paths in Strath Suardal: Core Path SL03.05 (Broadford to Coire-chat-acan); and Core Path SL03.04 (Broadford to Suardal (also Scottish Hill Track 294, Broadford to Kilbride by Boreraig and Suisnish))	Views from these routes are typically along Strath Suardal, from SI03.04, mostly to the north overlooking Broadford within a forest setting, and the surrounding coastal area. From SL03.05, the view is more southerly, down the strath, featuring moorland, grazing and forest areas. From both routes, the striking peak of Beinn na Caillich forms a focus within the westerly view.	Low	Within the north and north-westerly view, the Proposed Development may be seen as a few towers coming down through forest towards Broadford Substation. These views would usually be filtered or obscured by neighbouring forest areas and therefore is considered likely to be barely perceptible during both construction and operational phases.	1.8 km	Negligible	Negligible	Negligible	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-12	<p>Scottish Hill Tracks through Glen Sligachan</p> <p>Walkers or cyclists using low-level moorland path along Glen Sligachan forming part of Scottish Hill Tracks 292 (Elgol to Sligachan) and 293 (Glen Brittle to Loch Coruisk and Sligachan Hotel) as well as a part of the unofficial 'Skye Trail'.</p>	<p>Views are generally low-level along the floor of Glen Sligachan. Within the study area, south-bound views are dominated by the Cuillins. From the northerly part of the route, northbound views feature Sligachan Hotel and Lodge, the A87 and A863 The existing OHL forms a perceptible feature crossing head of the loch. However, rising ground obscures these views from further south on the route.</p>	Low	<p>Within the northbound views, construction works may be perceptible from a short section towards the north of this route but would have limited perceptibility and would be seen within the context of other features at Sligachan. In the longer term the existing OHL would be removed from the view from this part of the route but this change is anticipated to be barely perceptible.</p>	0.5 km	Low	Negligible	Minor Adverse (not significant)	Negligible

R2-13	<p>Scottish Hill Track 290 (The Torrin Ring from Luib)</p> <p>Walkers following a circular low-level moorland route starting and finishing at Luib, following Strath Mor southwards to Torrin, before returning northwards via Strath Beag, An Slugan, Strollamus, and the old road south of Am Meall. Also partly includes Core Path SL03.01 (Luib Hill Track)</p> <p>(Visualisation Location 2-3 provides a representative view from the northern part of this route (see Figures V4A-2.3a to d))</p>	<p>Main views are along the moorland glens at a low level, with the Cuillins and steep-sided lower hills (Glas Bheinn Mhor, Beinn na Cro, Glas Bheinn Bheag and Am Meall) forming the backdrop and providing enclosure. The existing wood-pole OHL and a second wood-pole OHL run to the south of Luib, past Loch nam Madadh Uisge and to the south of Strollamus in close proximity to the route between Strollamus (where it passes under the OHL) and Luib and as such, form a prominent feature along this section; thereby reducing sensitivity.</p>	Medium	<p>Within the low level glen views, the Proposed Development, in relatively close proximity, would result in the removal of the existing 132 kV wood pole OHL from views within the northern part of Strath Mòr, south of Luib and alongside the route between Luib, Dunan and Strollamus, and its substitution with new steel lattice towers. Construction works for the towers including new temporary and permanent tracks, would be noticeable in views from these parts of the routes. Due to the steep-sided topography, views of the towers would be more limited obtained in northbound views up An Slugan and the southern part of Glen Mor. However, receptors on the northern sections of the route in the glen between Allt Strollamus (where it passes under the proposed OHL) and Luib and between Strath Mòr and Luib, would obtain very close proximity views of steel lattice towers.</p> <p>There would therefore be a very noticeable change in the existing view both during construction and operation for around half the length of the route that falls within the study area.</p>	0.0km	Medium - High	Medium - High	Moderate Adverse (significant)	Moderate Adverse (significant)
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Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-14	Sligachan to Peinachorrain Footpath Walkers using a low-level footpath running between the two settlements along the northern shore of Loch Sligachan.	The main views are low level/ slightly elevated across Loch Sligachan to the Loch's southern shore and Sconser. The views are however dominated by the Cuillins, rising to the south and west. At the foot of the Cuillin hills, the existing OHL and distribution OHL run across the slope, roughly parallel to the A87 and back-clothed by the hills and a relatively minor part of the wider view. However at the south end of the route the OHL crosses the route near the head of the loch and is therefore a prominent feature at this location, thereby locally reducing sensitivity to the Proposed Development.	Low-Medium	Within the main views, from the loch-side section of the path, construction works for the Proposed Development, including removal of the existing 132 kV wood pole OHL and installation of the new cable would be seen relatively distantly on the hillsides on the opposite side of the loch. However at the head of the loch the Proposed Development would be in very close proximity. This would include directional drilling works underneath the River Sligachan, adjacent to the route and cabling works crossing the route. In the longer term, the removal of the existing 132 kV wood pole OHL would remove some detracting features from the view, anticipated to lead to a small change in the views during operation.	0.0km	Medium-High	Medium-High	Moderate Adverse (significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-15	Glamaig and the Northern Red Hills Walkers and climbers using high-level mountain footpath circular route, traversing the Druim na Ruaige ridge to Beinn Dearg Mheadhonach followed by another ridge walk to Glamaig; returning down Coire na Sgairde.	High-level elevated panoramic views of the Red and Black Cuillins, encompassing Loch Sligachan and Raasay, including its flat-topped hill Dun Caan, to the north and Scalpay to the east. From this height and within this broad view, although the roads and houses of Sconser are visible, the existing OHL and the distribution OHL are barely visible as they traverse the foot of the mountain, back-clothed by moorland, before crossing the head of Loch Sligachan.	Low-Medium	From the summits and parts of the ridgeline of this walk, the construction corridor and construction works for the Proposed Development would be perceptible around the base of the mountains and alongside the A87 below. However, this would not affect the wider panoramic views over the coastline and towards the other mountains. During operation, the construction corridor may continue to be perceptible for a period as vegetation recovers, but would be anticipated to reduce to a barely perceptible state by 10 years post construction. Within the wide context of the view, and at the elevation involved it is unlikely that the removal of the existing 132 kV wood pole OHL would be very perceptible in the view.	1.3km	Low	Negligible	Minor Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-16	Footpath, Garbh Beinn and Belig Circular Walkers and climbers using high-level mountain route begins and ends at the head of Loch Ainort, with the paths climbing/descending along two ridges towards the peaks of Garbh Beinn and Belig, both of which lie just outside the study area to the south.	From the lower parts of this route, views are typically contained within the valley by the surrounding mountains, with more open views, funnelled north-east towards Loch Ainort. As the route ascends, high-level elevated panoramic views of the Cuillins are obtained, encompassing Loch Ainort, Glamaig and Raasay to the north and Scalpay to the east. From this height and within this broad view, although the A87 is visible, the existing OHL and the distribution OHL are barely visible as they drop down to Loch Ainort, back-clothed by moorland, before crossing the head of the Loch.	Low-Medium	Within the north-easterly panoramic views towards Loch Ainort, the Proposed Development would result in the removal of the existing wood pole OHL and its substitution with a new UGC connection. However, within the distant views of the changed aspect during construction and operation, there would be a barely perceptible change to the view; and during operation and considering the low sensitivity of receptors to the change, during both construction and operation, there would be no discernible deterioration or improvement to the view.	2.5km	Negligible	Negligible	Negligible	Negligible

R2-17	Loch Ainort Footpath Walkers using track which joins the A87 near the head of Loch Ainort to another footpath route south of Luib (see Route R2-13)	The main views are north-westwards, slightly elevated, across Loch Ainort to the hills opposite. A fish-farm is visible on the Loch. The edge of Luib is visible to the north-east. The existing 132 kV wood pole OHL and another distribution OHL are prominent in the foreground views at close proximity, uphill to its south and crossing near Aricharnach. Although opposite to the main views across the Loch, these features reduce sensitivity for some parts of the route.	Medium	The visual amenity of this route would be affected differently along its eastern and western parts. The existing wood pole OHL which follows adjacent to the western part of the route, partly on its upper side but crossing over to its lower side (and therefore within the more valued coastal view), when approaching Luib, would be removed, and replaced by a UGC connection along a similar alignment. This would be very noticeable during construction but in the longer term, the removal of the existing wood pole OHL would lead to a small improvement in visual amenity for users of this part of the route. However, at the eastern end of the route to the south-west and south of Luib, construction of a sealing end compound and steel lattice towers would be visible at a distance of around 350m in views to the east and south-east, passing through the valley towards Dunan. Although these towers would replace the existing 132 kV wood pole, they would be closer to the visual receptor and due to their greater height and different structure type would form a more noticeable feature in the view.	0.35 km (OHL) 0.0 km (UGC)	Medium	Medium	Moderate Adverse (significant)	Minor - Moderate Adverse (not significant)
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Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R2-18	Beinn na Caillich and Beinn Dearg Mhor Walkers using unmarked mountain ascent route up two combined peaks on the edge of the Cuillins from Old Corry. (a representative view from near the summit of Beinn na Caillich is provided by Visualisation Location 2-4 (Figures V4A-2.4a to d))	Lower level views through Strath Suardal, open up with increased height becoming elevated and expansive over Broadford and the northern and western coastal landscape. Existing steel lattice towers and wayleaves through forest areas are perceptible within the westerly context but seen in combination with extensive forest areas, development around Broadford and roads.	Low-Medium	Views of the Proposed Development would be limited from the lower part of the route due to landform screening though some works to dismantle the existing 132 kV wood pole OHL may be perceptible. From higher area, construction works for the Proposed Development would be noticeable, but would be seen as part of the expansive elevated context. Towers and a permanent access track following the alignment would continue to be seen during operation, although are not predicted to be distracting within the expansive vistas which are obtained.	1.8 km	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)

Table 2.3: Receptors at Outdoor Viewing Locations

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O2-1	Sligachan Old Bridge Parking Area/ Picnic Area/ Vantage Point Visitors to vantage point/ picnic area situated adjacent to Sligachan old bridge (no longer used for vehicles) and the entrance to Sligachan Lodge and Bunk-House.	Low vantage views with the focus being the Cullin mountains which occupy the view between south and west. Views to the east are obscured from the Old Bridge but northerly and easterly views are obtained from the car park area with picnic tables. The main road runs across the foreground of these views. the existing OHL to be removed features in the mid-ground of the northerly and north-easterly views and as it crosses the glen, traverses the head of the loch and rises up the closer side.	Medium-High	Within northerly and north-easterly views from the car-park area, construction works, including the removal of the existing wood pole OHL, installation of the new UGC connection, and directional drilling works under the River Sligachan would be very noticeable. Works would be less noticeable from the Old Bridge where the existing A87 bridge screens views down Loch Sligachan, although the construction corridor down the hillside to the north of Sligachan would be noticeable within the north-easterly view. During operation, the existing distribution OHL would remain, but the removal of the existing OHL would remove distracting features from the car-park view and there would be a resultant small improvement to the views as a whole. The most valued views towards the Cuillins would not be affected.	0.5km	Low-Medium	Low	Minor – Moderate Adverse (not significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O2-2	Peinachorrain Picnic Area Receptors are visitors and residents. Situated at the termination point of the B883 at the south end of the settlement.	Main views, are southwards across Loch Sligachan to Sconser and include the relatively distant existing OHL and distribution OHL on the opposite side of the Loch above Sconser, back-clothed by hills. The distribution OHL crosses the loch via marine cable then rises up the slope past the picnic area through the village. The changed aspect is an important element in the wider view but there are some detracting features present.	Medium-High	Within the southerly views, the Proposed Development would result in the removal of the existing wood pole OHL on the opposite side of the loch and its substitution with a new UGC connection. Construction would involve relatively distant views of the removal of the existing wood pole OHL and trenching, backfilling and reinstatement works to install the new cable. These activities on the hillside above Sconser would be perceptible in the view but in the longer term the removal of the existing OHL would be a barely perceptible change to the view.	1.2km	Low	Negligible	Minor – Moderate Adverse (not significant)	Negligible

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O2-3	Isle of Skye Golf Course Receptors are golfers using the golf course which lies between the sea and the main road/ minor road to Moll.	Low level or slightly elevated main views north and northeast towards Raasay. The nearby quarry and existing OHL feature in coastal/ inland views respectively with Glamaig in the background to the southwest. However, it is the coast in this case which represent the focus of the views rather than inland views which contain the distracting elements of the quarry, the OHLs and the main road. The sensitivity rating also reflects the fact that appreciation of the views in this instance are secondary to the game of golf.	Low	A variety of views will be available to receptors as they walk around the course. Within inland views, construction works for the Proposed Development, would be noticeable crossing the base of Glamaig although would be seen in context of traffic on the A87 road. In the longer term, the removal of the existing wood pole OHL and replacement with a UGC connection would remove some detracting features from the inland view. This would lead to a small improvement to this view, whilst the main, coastal views would be unaffected.	0.5km	Low	Low	Minor Adverse (not significant)	Minor Beneficial (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O2-4	A87 Lay-Bys above Kinloch Ainort Visitors stopped at two parking laybys, on either side of the OHL road crossing, above Loch Ainort; popular with visitors for appreciation of the view.	Elevated south-easterly views over Loch Ainort. The Cuillin mountains are wrapped around the head of the loch and dominate the southerly and westerly view. Two existing wood pole OHLs cross the road between these viewpoints and drop down the slope below and are prominent in the foreground in the southwest.	Low	Construction of the Proposed Development, including close up views of cable installation and directional drilling works below the road and the dismantling of the existing wood pole OHL would be very noticeable in the view. A jointing bay would also be situated close by, but within the less sensitive inland view across the road. During operation, the removal of the existing wood pole OHL would remove some distracting features from the view, although the existing distribution OHL would remain. A small fenced enclosure around the jointing bay would be unlikely to be very distracting in the inland view. Overall, there would be detracting works of limited duration during construction but a small to noticeable improvement to the existing views during operation.	0.1km	High	High	Moderate Adverse (significant)	Minor – Moderate Beneficial (significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
O2-5	Eas a' Bhradain Parking Bay Travellers and visitors stopped at large parking bay above the head of Loch Ainort to primarily admire the view of the nearby waterfall with the Cuillins behind (see view description).	The slightly elevated view of the Cuillins and a large waterfall in the foreground to the south is the primary view. Slightly elevated views down the length of Loch Ainort to the north-east appear more distant and form the secondary view. The existing wood-pole OHL and distribution wood-pole OHL run across the northerly field of view; partly sky-lined across the mid-ground morainic ridge at the head of the Loch; and a fish-farm features in the distance. The changed aspect is therefore a less important element in the view in which there are some detracting features present.	Medium	Construction works would feature within north-easterly views towards Loch Ainort, within the mid-ground including UGC installation works, directional drilling and removal of the existing wood pole OHL. These works would form a noticeable interruption to this view, but southerly views towards the mountains and waterfall would not be affected. In the longer term, the removal of the existing wood pole OHL around the head of Loch Ainort would form some improvement to the view down Loch Ainort, although an existing distribution OHL would remain.	0.5km	Medium	Medium	Moderate Adverse (significant)	Minor – Moderate Beneficial (not significant)