APPENDIX V2-3.9: LVIA OF SECTION 3 (BROADFORD SUBSTATION TO KYLE RHEA)

Annexes

Figures

3. LANDSCAPE AND VISUAL

3.1 Introduction

3.1.1 This Appendix presents the findings of the Landscape and Visual Impact Assessment (LVIA) for Section 3 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.

3.1.2 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.

3.2 Scope of Assessment and Methodology

Scope of Assessment

3.2.1 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 NatureSot and the Highland Council (THC):

- A study area of 2.5 km from the Proposed Development (132 kV steel lattice tower overhead line (OHL));
- Landscape character assessment identifying the potential for the Proposed Development to influence the key characteristics of identified Local Character Zones (LCZs) within the study area whilst taking cognisance of Landscape Character Types (LCTs) from the NatureScot *National Landscape Character Assessment*[2] (c.f. **Table 3 of Appendix V2-3.1**);
- Visual assessment giving consideration to views obtained by those living, working and travelling and undertaking recreation within the study area including settlement areas, transport and recreational routes and other identified valued viewing locations. **Tables 4 to 6 of Appendix V2-3.1** identify Building, Route and Outdoor based receptors included in the detailed assessment for Section 3;
- A review against the Special Qualities and Integrity of the Lochalsh Woodland Walks Garden and Designed Landscape (GDL); 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 2 and Section 4 of the Proposed Development; and
  - The proposed Broadford Substation (the subject of a separate planning application).

Visualisations

3.2.2 Three visualisations have been produced to support the LVIA work for Section 3. These show the predicted appearance of the Proposed Development during operation, once landscape reinstatement of disturbed areas has been assumed to be fully established. Visualistions have been included from the following locations within Section 3:

[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

- Visualisation Location 3-1: A851 near Market Stance (OS Grid Reference NG 67280 22092)
- Visualisation Location 3-2: Cnoc a' Mhadaidh Ruaidh Core Path (OS Grid Reference NG 73982 25745) ; and
- Visualisation Location 3-3: Donald Murchison's Monument (OS Grid Reference NG 78703 27081.

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

3.2.4 Two sets of visualisations have been produced to NatureScot 2017[3] and Highland Council (THC) 2016[4] standards, included within the EIA Report as Volume 4A (see **Figures V4A-3.1a to d**, to **V4A-3.3a to d**) and Volume 4B (see **Figures V4B-3.1a to e**, to **V4B-3.3a to e**) respectively. Further detail on the preparation of visualisations is included in **Appendix V2-3.3**.

Methodology

3.2.5 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**.

3.2.6 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.

3.2.7 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.

3.2.8 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.

3.2.9 The potential to mitigate adverse effects should also be considered for both landscape and visual assessment.

3.2.10 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
- Assessment of significance of effect (see **Part 1.7 of Appendix V2-3.2**).

[3] 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]

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

3.2.11 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.

3.2.12 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.

3.2.13 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*[5], in this assessment an effect rating of Moderate or greater is considered to be significant.

3.2.14 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).

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

3.3 Baseline Conditions: Landscape

Overview

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

Designated Landscapes

3.3.2 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.

3.3.3 The following designated or protected landscapes fall within the study area (see **Figure V2-3.2-S3**):

- National Context:
  - The Cuillin Hills National Scenic Area (NSA); and
- Regional / Local Context:
  - The Lochalsh Woodland Walks Inventory Garden and Designed Landscape (GDL); and
  - Kyle – Plockton Special Landscape Area (SLA).

[5] The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017

3.3.4 As detailed in **Appendix V1-3.1**, The Cullin Hills NSA and Kyle – Plockton SLA have been scoped out of this assessment as they are both very peripheral to the study area within this Section, and it is considered very unlikely that these areas would be significantly affected. The remaining area Lochalsh Woodland Walks GDL is described below and key areas of importance[6] are listed in **Table V2-S3-1**, with those of particular relevance to the Proposed Development highlighted in bold.

The Lochalsh Woodland Walks GDL

3.3.5 Although not a statutory designation, Inventory Gardens and Designed Landscapes (GDLs) comprise a material consideration in any planning application, and applications under section 37 of the Electricity Act. These sites comprise those gardens and designed landscapes which have been considered by a panel of experts to be of national importance and are therefore included on the Inventory of Gardens and Designed Landscapes, maintained by Historic Environment Scotland (HES).

3.3.6 The Lochalsh Woodland Walks GDL lies around 2.1 km from the Proposed Development on the northern shore of Loch Alsh. The GDL is considered outstanding for its scenic interest and is a setting for views across Loch Alsh to the area which would be occupied by the Proposed Development. Key areas of importance for this GDL with respect to the Proposed Development are highlighted in **Table V2-S3-1.**

Table V2-S3-1: Special Qualities of Designated and Protected Landscapes (Special Qualities considered of particular relevance to the Proposed Development are highlighted in bold)

Designated / Protected Area	Special Qualities* (*Identified areas of Interest from the Inventory of Gardens and Designed Landscapes, relating to Landscape Components and Scenic Importance)
The Lochalsh Woodland Walks GDL	Scenic Interest – Outstanding • This site has **outstanding value for its contribution to the scenic quality of the landscape**. Balmacara House and the canopy of the policy woodlands and Lochalsh Woodland Walks are prominent in views from the coast road to the south and the viewpoint on the lower slopes of Sgùrr Mòr to the east (NG 81119 27646). Together, **the house and woodlands contrast with the surrounding seascapes, bare moorlands and rocky summits of this part of the Lochalsh peninsula, adding visual interest and variety to this coastal edge landscape**. Location and Setting • Lochalsh Woodland Walks is set within the former estate grounds of Balmacara House on the south coast of the Lochalsh peninsula in the West Highlands of Scotland. • The wider landscape context for these grounds is the coastal fringes of the Lochalsh peninsula, with its **open views across Loch Alsh to the Isle of Skye**, and the hilly uplands and crofting grounds of the Balmacara Estate. The village of Kyle of Lochalsh is 4 km to the east. The woodland garden occupies elevated, steep terrain above a rocky shoreline. Drives and paths within the garden are mainly aligned east to west, following the contour of the slope. • The main building is Lochalsh House, which stands on a terrace just above the shoreline. To the east, there is a small hamlet called Glaick. **Views from this landscape extend south over Loch Alsh and the Sound of Sleat, which separates the Isle of Skye from the mainland.**

[6] 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.

Designated / Protected Area	Special Qualities* (*Identified areas of Interest from the Inventory of Gardens and Designed Landscapes, relating to Landscape Components and Scenic Importance)
	• Looking towards this landscape, there are good views from the south and east, from the coast road and the viewpoint on the lower slopes of Sgùrr Mòr (NG 81119 27646). Balmacara House (outside of the amended designation boundary) is a prominent focal point in these views. The dense canopy of the mature policy woodlands and Lochalsh Woodland Walks is also a strong feature, contrasting with the surrounding bare moorlands and rocky summits. Lochalsh House is less visible due to the extent of the surrounding woodland cover. Landscape Components • Paths and walks – paths run mainly east to west along the contours of the slope, with shorter link sections winding up or downslope. The 'pine trail' leads to **a western viewpoint over Loch Alsh**. • Woodland - woodlands provide the setting for Lochalsh Woodland Walks and **form an important scenic element in longer distance views from the south and east**. The mixed, textured woodland canopy adds visual interest, contrasting with the bare moorland summits of this coastal edge landscape. • **West viewpoint** – The elevated western edge of the woodland garden is distinctive for its mature Scots pine woodland, outcrops of bedrock, and the **viewpoint out over Loch Alsh**.

Landscape Character

3.3.7 NatureScot has undertaken detailed review and classification of various landscape areas and types of Scotland (SNH, 2019 [online]). Seven individual Landscape Character Types (LCTs) are identified within the study area for Section 3 as follows (see **Figure V2-3.3-S3**):

- LCT 357 – Farmed and Settled Lowlands – Skye and Lochalsh;
- LCT 358 – Low, Smooth Moorland;
- LCT 359 – Upland Sloping Moorland;
- LCT 363 – Rugged Coastal Hills – Skye and Lochalsh;
- LCT 364 – Rocky Moorland – Skye and Lochalsh;
- LCT 365 – Rugged Massif – Skye and Lochalsh; and
- LCT 367 – Smooth Mountain Range.

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

Local Character Zones

3.3.9 In order to reflect more closely 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.

3.3.10 The study area for Section 3 has been divided into three LCZs as shown on **Figure V2-3.3-S3**. These are described in detail in **Appendix V2-3.9: Annex 1** and summarised below as follows:

LCZ 3-1: Broadford Outskirts

3.3.11 This LCZ covers the Proposed Development from Broadford Substation eastwards through the outskirts of the small town of Broadford, overlooking Broadford Bay, and a series of conjoined linear crofting townships which are set on a low-lying indented north-facing bay which is visually contained to the north by offshore islands. Broadford and its adjoining settlements are linked by the busy A87 to the Skye Bridge, outwith the LCZ to the east. To the south, the settled, crofting landscape is enclosed by smooth moorland slopes, rising into a low, rounded, ridgeback of moorland, occasionally forming small rounded hills or crags, separated by small glens. Scattered lochans occupy flatter ground of the moorland plateau. Within the westerly context, beyond the study area the smooth mountain range of the Red Cuillins forms a striking landmark and contrast to this low-lying landscape.

LCZ 3-2: Kyleakin Forest Plantations & Kyle Akin

This LCZ covers the Proposed Development as it crosses through managed forest plantation areas between Ashaig and Kyleakin. The area is characterised by low, undulating terrain with a slightly rugged profile, dotted by small lochs and clothed by extensive areas of actively managed coniferous forest plantation. Some surrounding open areas of moorland are also included in the LCZ, notably to the west of Glen Arroch to the southwest. The rugged Kylerhea hills rise to the south of the forest area and provide a backdrop. The northerly extent of the forest is largely defined by the main A87 road with a coastal strip of rough scrubland sloping down to a rocky shoreline of small bays to the north of the road. This coastal strip is developed towards the east of the LCZ, occupied by a large fish food factory, which is mostly visually contained from the rest of the LCZ by landform and surrounding woodland, and the nucleated village of Kyleakin and its small harbour, set within the immediate backdrop of low moorland hills and forest. The Skye Bridge rises between these two developed areas and although just outside the LCZ, forms a major landscape feature at the mouth of Loch Alsh which dwarfs a small lighthouse and the village below it.

LCZ 3-3: Loch Alsh and Kyle Rhea Coast

3.3.12 This LCZ covers the Proposed Development from Loch na Beiste, south of Kyleakin, to the Kyle Rhea OHL crossing on the south-east corner of Skye, where the Isle is closest to the mainland. This area is characterised by the sea narrows of a Kyle Rhea and Loch Alsh, which are contained by steep slopes, typically clothed by woodland or forest on their lower slopes and cut by numerous incised burns, ravines and waterfalls which gives a folded appearance to the terrain. The wooded northern shoreline of Loch Alsh accommodates the main A87 route to Skye and is scattered with occasional residential development. However, the southern shore which includes the northern part of the Kyle Rhea narrows is contrastingly remote with very limited access although a large fish-farm forms a local feature in Loch Alsh in front of this steep slope. Towards the south of Kyle Rhea, small remote and nucleated communities are present at Glen Bernara, to the east, and Kylerhea to the west, set at the coastal outfall of inland glens and connected by the diminutive Glenelg – Skye Ferry.

3.4 Baseline Conditions: Visual

Interpretation of the ZTV

3.4.1 The ZTV (**Figure V2-3.1-S3**) indicates varying intervisibility with the Proposed Development 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 poles largely contained to the low lying areas around Broadford where the most open views are obtained.

3.4.2 Theoretical visibility of the greater numbers of poles is shown for most of the receptors in Broadford and the surrounding linear crofting communities along the A87. Lesser numbers of poles are potentially shown to be visible for receptors at Kyleakin, the hills to the south as the landform begins to screen views and on the eastern coastline along the Kyle Rhea.

Visual Receptors

3.4.3 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 the principal reasons for being at the location.

Building-based Receptors

3.4.4 Building-based receptor locations are described in detail in Appendix V2-3.9: Annex 2 and their locations are shown on **Figure V2-3.4-S3**. These receptor locations within the study area can be broadly subdivided into five areas as detailed below:

- Old Corry (Receptor Location B3-1)
  - Residents in and around isolated properities strung out along a minor single-track road to the south of Broadford Substation. Main views are easterly across the open low moorland towards the Broadford River, while rear views are towards the Cullins.
- Broadford, outskirts and surrounding properties (Receptor Locations B3-2, B3-3 B3-4)
  - Residents and visitors of a linear cojoined settlement / small town following the A87, overlooking Broadford Bay. Views are mixed but mainly northerly / north-westerly overlooking Broadford Bay with some views featuring the Cullins or Pabay and Scalpay. The existing 132 kV steel lattice OHL is present in some rear views.
- Kyleakin and Old Kyle Farm Road (Receptor Locations B3-5 and B3-6)
  - Residents and visitors to a village overlooking Kyle Akin and surrounding properties. Views are mostly north-facing across Kyle Akin towards Kyle of Lachalsh. The Skye Bridge dominates views westward from the village.
- Properties along the northern shore of Loch Alsh (Receptor Locations B3-7 and B3-8)
  - Workers, visitors and residents in and around the southern shoreline of Kyle of Lachalsh including at Lochalsh House, the NTS regional office. Views are south-facing, low-level open front views across Kyle Akin and its small islets, towards Kyleakin village and the steep moorland hills opposite. The Skye Bridge dominates views to the west.
- Kylerhea and Glenelg Ferry (Receptor Location B3-9 and B3-10)
  - Residents and visitors to the cottages along the shore and near the Kylerhea and Glenelg ferry slipways. Main views are mostly across Kyle Rhea and the scattered properties on the opposite shore with forested hill slopes rising behind. The existing steel lattice tower towers are visible in some views northward.

Route-based Receptors

3.4.5 Routes within the study area are described in detail in **Appendix V2-3.9: Annex 2** and shown on **Figure V2-3.4-S3**. These can be classified into two different categories:

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

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

- A roads:
  - Route R3-1 (A87 Broadford to Skye Bridge) is a single carriageway coastal road and a main route between Broadford and the bridge to the mainland. The main views, where available between

buildings, are across Broadford Bay to the north; with the Cullin Hills dominating views to the west in the background.

- Route R3-2 (A87 Kyle of Lochalsh to Balmacara Bay) is a single carriageway road along the shore of Loch Alsh used by local residents and visitors. The route affords short, passing, glimpsed and filtered views of Loch Alsh and the steep moorland hills opposite due to foreground screening by trees and rock cuttings.
- Route R3-3 (A851) is a single carriageway road leading from the A87 to the Sleat peninsula. The main views from more elevated sections of the road are towards Broadford across the bay with the Cullins prominent in western views. The existing 132 kV OHL crosses this route.

- B roads:
- Route B3-4 (B8083) is a single track road used by visitors and other travellers through Strath Suardal to the south of Broadford. Main views northbound are towards Broadford and across the bay with the Cullins dominating western views. Southbound views are contained by local topography and by forestry and the edge of the Cullins to the west. The existing 132 kV OHL crosses this route.

- Minor Roads:
- R3-5 (Old Corry Minor Road) is a minor single-track road leading off of the A87 past Broadford Substation used by residents and recreational users. At the northern end of the route views are contained by forestry. Further south, main easterly views are across open low moorland of the lower Broadford River valley and westerly views towards the Cullins. The existing 132 kV OHL crosses this route.
- R3-6 (Broadford to Heasta Minor Road) is a single-track road used by residents and visitors between Broadford Bay and Loch Eishort. Main views are northbound, with elevated views towards Broadford and across the bay with the Cullins dominating western views. Southbound views are of predominantly open moorland. The existing 132 kV OHL crosses this route.
- R3-7 (Glen Arroch Minor Road) is a single-track road leading to Kyle Rhea used by local residents and visitors including those using the Kyle Rhea ferry crossing. Forested hill sloes contain views eastward, but expansive views across open moorland towards Broadford Bay and the Cullins are obtained to the north-west. These views become more contained towards the southern end of the route by the enclosure of Glen Arroch. The existing 132 kV OHL crosses this route.

- Ferry:
- R3-8 (Glenelg Ferry) is used by recreational users and residents crossing Kyle Rhea between Glenelg and Kylerhea during the summer months. Main views are in multiple directions across Kyle Rhea, although they are restricted in some directions by forested hill slopes.

3.4.7 Recreational routes considered within the visual assessment include Core Paths (The Highland Council, 2011)[7] Scottish Hill Tacks (Scottish Rights of Way and Access Society, 2011)[8], and other commonly used recorded walking or cycling routes. These include the following:

- Core Paths:
- Route R3-9 (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 R3-10 (Core Path SL03.06: Broadford to Camas na Sgianadin) a recreational low level footpath running north-west from the outskirts of Broadford alongside the A87 to a cove overlooking Scalpay.

[7] The Highland Council, Core Paths Interactive Map [online]. Available at: https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f [accessed January 2022].
[8] Scottish Rights of Way and Access Society (2011). Scottish Hill Tracks. 5th edition. Scottish Mountaineering Trust.

Main views northbound are cross to Scalpay, while southbound views are more enclosed by semi-continuous roadside scrub.

- Route R3-11 (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 Boreraig and Suisnish)). Views from these routes are typically along Strath Suardal.
- Route R3-12 (Paths on the Arnish Peninsula) a recreational path across a low lying peninsula to the north of Breakish including a shoreline path to Rubha Ardnish and the established Core Path SL03.09 (Waterloo to Lower Breakish). The route affords open and panoramic views across Broadford Bay featuring the surrounding shoreline, offshore islands and the Cullins prominently in western views.
- Route R3-13 (Core Path SL18.02: Cnoc a' Mhadaidh Rhuaidh) is a short recreational forestry footpath circular route around and up to Cnoc a Mhaidaidh. The route affords elevated panoramic views from the top with the foci being towards the Red Cullins and Broadford Bay. Kyleakin, Loch Alsh and the Skyle bridge can be seen to the east.
- R3-14 (Core Paths within Kyleakin) a group of low-level pedestrian routes within the immediate village area including Core Path SL18.01 (Community Hall to Village Centre) and routes to Caisteal Maol and An Cnap. Views are predominantly focussed over the coastal landscape with the Skye Bridge forming a notable focal point to the west. Other view are focussed along the tidal riverside, enclosed by wooded riverbanks and occasional properties.
- R3-15 (Core Path SL 12.05: Glen Bernera to Ardintoul to Ferry Circular Route) is a recreational route from Glen Bernera to the Glenelg-Kylerhea ferry crossing. Main views are across Kyle Rhea, filtered by forestry in the foreground.

- Other Routes:

- R3-16 (Ascent / Decent of Kylerhea Hills) is used by walkers using noted, but non-waymarked routes to ascend Beinn na Caillich, Sgùrr na Còinnich and Ben Aslak hills from the otter haven car park above Kylerhea. Users are afforded high-level panoramic views, over Loch Alsh and Kyle Rhea, becoming more expanisve with increased height.
- R3-17 (Kylerhea Otter Hide Footpath) is a forestry track above Kyle Rhea leading to a wildlife hide used by walkers and visitors. The route affords predominantly easterly views through trees across the straits at Kyle Rhea towards the mainland.

Receptors at Outdoor Locations

3.4.8 The following Outdoor Viewing Locations have been included where the view is considered to be a principal reason for being at the location[9]:

- O3-1 (A87 Roadside Vantage Points): Travellers and recreational visitors at a group of roadside parking and viewing areas. Main views are south-facing and panoramic, across Loch Alsh towards the steep moorland and scrub covered hills opposite, with the Skye Bridge featuring in views to the west.
- O3-2 (Balmacara Woodland Walks): Walkers and visitors using a series of waymarked woodland paths which form part of the Inventory of Gardens and Designed Landscape. Views are primarily internal within the woodland, but with some filtered views across Loch Alsh.
- O3-3 (Otter Hide Car Park Viewpoint, Kylerhea): Visitors to car park and RSPB reserve including tourists and bird-watchers. Main views are elevated north-eastwards across the straits of Kyle Rhea, towards the mainland.

3.4.9 These locations are described in detail in **Appendix V2-3.9 Annex 2** and are shown on **Figure V2-3.4-S3**.

[9] 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 Chapter 8: Cultural Heritage

Future Baseline

3.4.10 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.

3.5 Assessment of Likely Significant Effects: Landscape

3.5.1 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 (**Table 4 of Appendix V2-3.2**). The assessment of landscape character is presented first, as this is used to feed into the assessment of effects on designated and protected landscapes.

3.5.2 The detailed assessment of effects for each LCZ or designated / protected landscape is provided in **Appendix V2-3.5** and **Appendix V2-3.9: Annex 1** with the key points being summarised in **paragraphs 3.5.3 to 1.5.11** below.

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

3.5.3 The detailed assessment of landscape character has considered three separate LCZs. No significant landscape effects were identified for any of these areas during either construction or operation.

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

3.5.4 Effects on all LCZs were identified as not significant during both the construction and operational phases of the Proposed Development.

3.5.5 **Minor – Moderate Adverse** (not significant) effects are predicted during construction for LCZ 3-3 (Loch Alsh and Kyle Rhea Coast). Construction works would result in an increase in activity though remote parts of the LCZ, particularly the steep north-facing slopes of Loch Alsh. This would be a potentially distracting linear feature crossing the mid to high elevation slopes when seen from opposite shores and in views of the Kylerhea hills but would be distant from most areas where intervisibility would be obtained due to the expanses of open water which dominate this LCZ. During operation, the elevation of the new OHL along the north-facing slopes and situation on the open hill, would lead to it appearing potentially slightly more prominent than the existing OHL which would be replaced. However, like the construction works, it would generally appear distant from areas where potential intervisibility would be obtained, and the lattice structure of towers would minimise perceptibility in the same way as the existing towers (see Visualisation Location 3-3 (**Figures V4A-3.3a to d**)). This is predicted to lead to a **Minor Adverse** (not significant) effect during operation.

3.5.6 During construction **Minor Adverse** (not significant) effects are predicted within LCZ 3-1 (Broadford Outskirts) and LCZ 3-2 (Kyleakin Forest Plantations & Kyle Akin) as the movement, plant and activities associated with the works may be temporarily distracting within the open moorland landscape with the potential to form a new focus. However, this is not predicted to alter the key characteristics or the role and value of the Cuillins as a focus of views and landscape setting.

3.5.7 During operation, the landscape effect is predicted to reduce to **Negligible** for LCZ 3-1 (Broadford Outskirts) and LCZ 3-2 (Kyleakin Forest Plantations and Kyle Akin) because the Proposed Development, is likely to appear very similar to the existing steel lattice tower which it would replace and would not result in any discernible change to the landscape characteristics and scenic quality of the LCZ (see Visualisation Locations 3-1 (**Figures V4A-3.1a to d**) and 3-2 (**Figures V4A-3.2a to d**)).

Assessment of Effects on Designated and Protected Landscapes

3.5.8 The detailed assessment of designated and protected landscapes, including relevant Special Qualities is included in **Table 5 of Appendix V2-3**. The identified effects are summarised below:

Lochalsh Woodland Walks GDL

3.5.9 Within the study area, the GDL is situated on the south coast of the Lochalsh peninsula within LCZ 3-3 (Loch Alsh and Kyle Rhea Coast). The Proposed Development would feature within the same part of the surrounding setting as the existing OHL to be removed. The higher elevation of the Proposed Development in comparison to the existing OHL to be removed, may lead to its appearing slightly more noticeable in the landscape, particularly during construction, but this would be limited to very small parts of the GDL, albeit locations where the vista across Loch Alsh towards the Kyle Rhea Hills is specifically noted as important. However, this would affect a very small part of an extensive vista, and would be unlikely to perceptibly interrupt or distract within open, long-distance valued views, particularly given the wide panoramic nature of these vistas. In the longer term, the Proposed Development would be perceptible, traversing the coast at a higher elevation than the replaced OHL. The addition of permanent access tracks following the OHL may lead to its being slightly more perceptible than the existing OHL, but, whilst this change may be visible, it would be experienced from a small part of the GDL, within an expansive landscape context, replacing a similar development in a largely similar location. Magnitude of change would therefore be Negligible during both construction and operation. Visualisation Location 3-3 (see **Figures V4A-3.3a to d**) provides a similar illustration to how the Proposed Development would appear in views from the GDL.

3.5.10 The effect of this change on visual receptors has been assessed as part of the visual assessment (see **Appendix V2-3.9: Annex 2**) and concluded as being Negligible during both construction and operation. Given this, it is considered that the Proposed Development would not lead to any perceptible change to the landscape characteristics and values of the GDL during construction or operation.

3.5.11 Overall, a **Negligible** (not significant) effect is predicted for the Lochalsh Woodland Walks GDL. The integrity of the designated landscape would not be affected.

Summary of Landscape Effects

3.5.12 A summary of the effects on LLZs and designated and protected landscapes is outlined in **Table V2-S3A-2** during construction and **Table V2-S3A-3** during operation.

Table V2-S3A-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 3-1: Broadford Outskirts							•				
LCZ 3-2: Kyleakin Forest Plantations and Kyle Akin							•				
LCZ 3-3: Loch Alsh and Kyle Rhea Coast								•			

LCZ or Designated / Protected Landscape	Beneficial Effect					Adverse Effect					
	Major	Moderate - Major	Moderate	Minor – Moderate	Minor	Negligible	Minor	Minor – Moderate	Moderate	Moderate - Major	Major
The Lochalsh Woodland Walks GDL						•					

Table V2-S3A-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 3-1: Broadford Outskirts						•					
LCZ 3-2: Kyleakin Forest Plantations and Kyle Akin						•					
LCZ 3-3: Loch Alsh and Kyle Rhea Coast							•				
The Lochalsh Woodland Walks GDL						•					

3.6 Assessment of Likely Significant Effects: Visual

3.6.1 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 V2-3.9: Annex 2**. Predicted effects are summarised below with an emphasis on predicted significant effects.

Building Based Receptors

3.6.2 Ten building-based receptor locations were included in the visual assessment (see **Figure V2-3.4-S3**), 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 visual effects for all receptors would be not significant as summarised below:

Receptor Groups

Old Corry (Receptor Location B3-1)

3.6.3 No significant effects were identified for this visual receptor location. **Negligible** effects would be experienced during construction as views of the works would be limited. During operation effects would remain **Negligible** (not significant) given the limited visibility and the similarity of the new towers south of the Substation to the existing towers being removed.

Broadford, outskirts and surrounding properties (Receptor Locations B3-2, B3-3 and B3-4)

3.6.4 No significant effects were identified for either visual receptor locations within this group. Construction works would range from perceptible to noticeable in the rear views. During operation, whilst the new lattice towers would be taller, they would be situated slightly further away and would look very similar to the existing OHL which would be removed. Although the change to the views southward may be perceptible, the main, northerly views would not be affected. A **Minor Adverse** (not significant) effect is predicted during construction for Receptor Locations B3-2 and B3-3, while a **Negligible** effect is predicted for B3-4. This would reduce to **Negligible** for all three locations during operation.

Kyleakin and Old Kyle Farm Road (Receptor Locations B3-5 and B3-6)

3.6.5 Visual effects for receptors occupying both these property groups have been assessed as **Negligible** during both construction and operation as the Proposed Development would be outwith the main focus of the view and appear very similar to the existing OHL which it would replace.

Properties along the northern shore of Loch Alsh (Receptor Locations B3-7 and B3-8)

3.6.6 No significant effects were identified for these visual receptor locations.

3.6.7 Visual effects for receptors Kyle of Lochalsh (Receptor Location B3-7) have been assessed as **Minor Adverse** (not significant) during both construction and operation. The Proposed Development would be distant but would form a perceptible feature, formed of slightly taller towers, set at higher elevation than the existing OHL though back-clothed by the hill within the main southerly views. New permanent access tracks in this location may be also be perceptible and draw further attention to the Proposed Development as a linear feature across the hillside. Whilst the removal of the existing OHL would slightly offset the effect, the Proposed Development is predicted to form a slightly more noticeable feature within the main view, despite the distance from the receptor.

3.6.8 Visual effects for receptors occupying Lochalsh House (Receptor Location B3-8) have been assessed as **Negligible** during both construction and operation. The Proposed Development would be outwith the main focus of the view, filtered by foreground trees and appear in the distance forming a similar feature to the existing OHL which it would replace.

Kylerhea and Glenelg Ferry (Receptor Location B3-9 and B3-10)

3.6.9 Visual effects for receptors occupying both these property groups have been assessed as **Negligible** during both construction and operation as the replacement of existing towers with similar but slightly taller towers would be unlikely to comprise a perceptible change in the view from any properties during either construction or operation and would likely be somewhat screened / filtered by topography and vegetation.

Route-based Receptors

3.6.10 Seventeen route-based receptor groups were included in the visual assessment (see **Figure V2-3.4-S3**). No significant effects were identified for visual receptors using routes. This is due largely to the presence of the existing OHL to be replaced, which reduces sensitivity, and the positioning of the Proposed Development on the side of the road away from the main focus of the view, typically the inland side, where the more valued view tends to be coastal.

A Roads

3.6.11 There would be no significant visual effects for users of A roads within the study area. A **Minor – Moderate Adverse** (not significant) effect was identified for receptors travelling on one route, R3-3 (A851) during construction where construction works would be very noticeable from a localised section of the route where the

Proposed Development would cross and perceptible from other parts of the route. The works would be seen within the context of the existing OHL reducing sensitivity somewhat.

3.6.12 A **Minor Adverse** (not significant) effect was identified during construction for visual receptors travelling on R3-1 (A87, Broadford to Skye Bridge). Construction works would be perceptible within the view, but unlikely to be noticeably distracting from the wider valued views. For visual receptors travelling on R3-2 (A87, Kyle of Lochalsh to Balmacara Bay) a **Negligible** effect is predicted during construction as works would be distant, glimpsed and filtered (a representative worst case view is provided by Visualisation Location 3-3 (**Figures V4A-3.3a to d**) from this route).

3.6.13 Effects from all three A Roads are predicted to reduce to **Negligible** during operation. The new lattice-tower OHL, although slightly taller, would look very similar to the OHL which it would replace, with the change barely perceptible in the view. Visualisation Location 3-1 (see **Figure V4A-3.1a to d**) provides a representative view from the A851, illustrating the similarity of the Proposed Development to the existing OHL within this area.

B Roads

3.6.14 No significant effects were identified for visual receptors using the Route R2-4 (B8083). During construction works would be very noticeable from a localised part of the road south of Broadford. However this part of the road has locally reduced sensitivity due to the existing OHL and adjacent managed forestry areas resulting in a **Minor Adverse** (not significant) effect during construction. During operation, this would reduce to **Negligible**, as given the very small section of road affected, the change would be barely perceptible in terms of the visual amenity of the route overall.

Minor Roads

3.6.15 No significant effects were identified for visual receptors using the three minor roads: Route R2-5 (OId Corry Minor Road), R3-6 (Broadford to Heasta Minor Road) and R2-7 (Glen Arroch Minor Road). **Minor Adverse** (not significant) effects were identified during construction for Route R2-5 and R2-7 due to works being very noticeable from a localised part of the route with somewhat reduced sensitivity. A **Minor – Moderate Adverse** (not significant) effect was identified for receptors travelling on Route R2-6 as construction works would be noticeable from a localised part of the route and glimpsed more distantly within some wider views. During operation the new towers although slightly taller, would look very similar to the those which would be replaced, with the change barely perceptible in the view resulting in a **Negligible** effect.

Other Public Transport Routes

3.6.16 No significant effects were identified for visual receptors using Route R2-8 (Glenelg Ferry). A **Negligible** effect was identified during both construction and operation as, although construction works may be perceptible, they would be partially screened and in side-on views. During operation the Proposed Development would appear similar to the existing OHL and would be unlikely to form a perceptible change to the view.

Recreational Routes

3.6.17 No significant effects were identified for visual receptors using recreational routes within the study area.

3.6.18 A **Minor – Moderate Adverse** (not significant) effect on receptors on Route R3-15 (Core Path SL 12.05; Glen Bernera to Ardintoul to Ferry Circular Route) is predicted during construction reducing to **Negligible** during operation. During construction the works would be perceptible in some filtered views from more open sections of the route. In the longer term there would be little perceptible difference between the Proposed Development and the OHL to be replaced.

3.6.19 Effects on receptors on Route R3-13 (Core Path SL18.02 (Cnoc a' Mhadaidh Rhuaidh)) were identified as **Minor Adverse** (not significant) visual effect during construction and operation. Although the Proposed Development would be seen from elevated parts of the route, as illustrated by Visualisation Location 3-2 (see **Figures V4A-3.2a to d**), lower construction works and newer tracks would likely be screened by topography and vegetation for most of the route. During operation it would form a more perceptible feature than the existing OHL to be removed although it would only affect part of the route.

3.6.20 **Minor Adverse** (not significant) effects during construction reducing to **Negligible** (not significant) during operation were identified for R3-11 (Core Paths to the South-west of Broadford), R3-16 (Ascent / Descent of Kylerhea Hills) and R3-17 (Kylerhea Otter Hide Footpath). Construction activities along these three routes would range from perceptible to noticeable from some sections but would not affect the main valued views. In the longer term, the Proposed Development would be likely to form a barely perceptible change compared to the existing OHL to be removed. Use of R3-17 as an access route during operation would likely form an indiscernible change compared to the existing use.

3.6.21 For users of the three remaining footpaths R3-9 (Corry Core Paths), R3-10 (Core Path SL03.06 (Broadford to Camas na Sgianadin)), R3-12 (Paths on the Arnish Peninsula) and R3-14 (Core Paths within Kyleakin) effects are predicted to be **Negligible** during construction and operation as the Proposed Development would form a barely perceptible change compared to the existing OHL to be removed and in some cases would occur within less important parts of views.

Outdoor Location Receptors

3.6.22 **Minor Adverse** (not significant) effects have been identified for visual receptors at Outdoor Locations O3-1 (A87 Roadside Vantage Points) during construction and operation. Construction works would take place within the main views. However, in the longer term, although slightly taller, and at a greater elevation than the existing route, the Proposed Development would be further away and look very similar to the OHL which it would replace, with the change perceptible, but not detracting, in the view.

3.6.23 **Minor Adverse** (not significant) effects have been identified for visual receptors at Outdoor Location O3-3 (Otter Hide Car Park Viewpoint, Kylerhea) during construction reducing to **Negligible** during operation. While construction works may be perceptible and locally distracting, they would only affect a small part of a very wide view. In the longer term, the proposed towers would be unlikely to be perceptibly different to the existing towers they would replace.

3.6.24 For visitors to O3-2 (Balmacara Woodland Walks) the effect of the Proposed Development on views would be **Negligible** during construction and operation as the works would be distant and the Proposed Development would form a similar feature to the OHL to be removed and be occupy only a small part of a relatively wide view.

3.6.25 Visualisation Location 3-3 (see **Figures V4A-3.3a to d**) provides a representative view of how the Proposed Development may appear in views from the northern side of Loch Alsh, including Outdoor Locations O3-1 (A87 Roadside Vantage Points) and O3-2 (Balmacara Woodland Walks).

Summary of Visual Effects

3.6.26 A summary of the effects on visual receptors is outlined in **Table V2-S3-4** and

3.6.27 **Table** V2-S3-5 during construction and operation.

Table V2-S3-4: 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	-	-	-	-	-	7	3	-	-	-	-
Routes	-	-	-	-	-	6	8	3	-	-	-
Outdoor Viewing Locations	-	-	-	-	-	1	2	-	-	-	-
Totals	-	-	-	-	-	14	13	3	-	-	-

Table V2-S3-5: 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	-	-	-	-	-	9	1	-	-	-	-
Routes	-	-	-	-	-	16	1	-	-	-	-
Outdoor Viewing Locations	-	-	-	-	-	2	1	-	-	-	-
Totals	-	-	-	-	-	27	3	-	-	-	-

3.7 Cumulative Effects

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

3.7.2 The cumulative assessment has been set out considering two different scenarios (see **Figure V2-3.5-S**3):

- Scenario 1: Including other parts of the Proposed Development and other related development proposals. For Section 3, this includes:
  - Section 2 of the Proposed Development (steel lattice tower OHL replacing wood pole OHL);
  - Section 4 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 during the operation phase only). For Section 3, this includes:

- In the case of Section 3, no additional, unrelated developments have been identified.

3.7.3 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 3, this scenario considers cumulative effects during both construction and operation.

Cumulative Scope: Scenario 1

3.7.4 LVIAs of Section 2 and Section 4 of the Proposed Development have been completed and are included in this EIA Report as **Appendix V2-3.8** and **Appendix V2-3.10**. These identified effects to the following receptors which have been identified within the study area for Section 3.

- Landscape effects
  - LCZ 3-1 – Broadford Outskirts; and
  - LCZ 3-3 – Loch Alsh and Kyle Rhea Coast.
- Visual effects
  - B3-1 – Old Corry;
  - B3-2 – Broadford, Harrapool and Skulamus;
  - B3-9 – Kylerhea;
  - B3-10 – Properties at Glenelg Ferry Slipway;
  - R3-1 – A87;
  - R3-4 – B8083;
  - R3-5 – Old Corry Minor Road;
  - R3-8 – Glenelg Ferry;
  - R3-9 –Corry Core Paths;
  - R3-10 – Core Path SL03.06 (Broadford to Camas na Sgianadin);
  - R3-11 – Core Paths to the South-west of Broadford;
  - R3-15 – Core Path SL12.05 (Glen Berera to Ardintoul to Ferry Circular Route);
  - R3-16 – Ascent / descent of Kylerhea Hills; and
  - R3-17 – Kylerhea Otter Hide Footpath.

3.7.5 Predicted effects identified within the Section 2 LVIA (**Appendix V2-3.7**) or Section 4 LVIA (**Appendix V2-3.9**) and Section 3 LVIA (this Appendix) are detailed in **Table V2-S3-6** 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-S3-6: Individual Effects on Cumulative Receptors

LCZ / Designated or Protected Areas	Section 3 Effect Rating	Section 2 or 4 Effect Rating	Included in Cumulative
LCZ 3-1 - Broadford Outskirts (Section 2 Reference: LCZ 2-5 (Broadford Forest Plantations))	Construction: Minor Adverse (not significant) Operation: Negligible	Construction and Operation: Minor Adverse (not significant)	Yes
LCZ 3-3 – Loch Alsh and Kyle Rhea Coast	Construction: Minor-Moderate Adverse (not significant)	Construction: Minor Adverse (not significant) Operation: Negligible	Yes

(Section 4 Reference: LCZ 4-1 (Glenelg to Gleann Beag))	Operation: Minor (not significant)		
Visual Receptor	**Section 3 Effect Rating**	**Section 2 or 4 Effect Rating**	**Inclusion in Cumulative**
B3-1 – Old Corry (Section 2 Reference: B2-11)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
B3-2 – Broadford, Harrapool and Skulamus (Section 2 Reference: B2-12 (Broadford and Corry)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction and Operation: Negligible	Yes
B3-9 – Kylerhea (Section 4 Reference: B4-1):	Construction and Operation: Negligible	Construction and Operation: Negligible	No
B3-10 – Properties at Glenelg Ferry Slipway (Section 4 Reference: B4-2)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
R3-1 – A87 (Section 2 Reference: R2-1B):	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Moderate Adverse (significant) Operation: Minor – Moderate Adverse (not significant)	Yes
R3-4 – B8083 (Section 2 Reference: R2-4)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction and Operation: Negligible	Yes
R3-5 – Old Corry Minor Road (Section 2 Reference: R2-6)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	Yes
R3-8 – Glenelg Ferry (Section 4 Reference: R4-4)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
R3-9 –Corry Core Paths (Section 2 Reference: R2-10)	Construction and Operation: Negligible	Construction and Operation: Negligible	No
R3-10 – Core Path SL03.06 (Broadford to Camas na Sgianadin) (Section 2 Reference: R2-9)	Construction and Operation: Negligible	Construction and Operation: Minor Adverse (not significant)	No
R3-11 – Core Paths to the South-west of Broadford (Section 2 Reference: R2-11)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction and Operation: Negligible	Yes
R3-15 – Core Path SL12.05 (Glen Berera to Ardintoul to Ferry Circular Route) (Section 4 Reference: R4-5)	Construction: Minor – Moderate (not significant) Operation: Negligible	Construction: Minor – Moderate Adverse (not significant) Operation: Minor Adverse (not significant)	Yes

R3-16 – Ascent / descent of Kylerhea Hills (Section 4 Reference: R4-2)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	Yes
R3-17 – Kylerhea Otter Hide Footpath (Section 4 Reference: R4-3)	Construction: Minor Adverse (not significant) Operation: Negligible	Construction: Minor Adverse (not significant) Operation: Negligible	Yes

3.7.6 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 comprise 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

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

Assessment of Cumulative Effects

3.7.8 The cumulative assessment for the above receptors is presented below in **Table V2-S3-7**. The description of effects should be read in conjunction with the baseline descriptions for these receptors in **Parts 3.3 and 3.4**.

Table V2-S3-7: Cumulative Effects

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
LCZ 3-1: Broadford Outskirts	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	Within this LCZ, Section 2 would involve the replacement of an existing wood pole OHL with steel lattice towers. However, works would appear not dissimilar to existing forestry works and would be unlikely to appear very out of place. This would be a similar scenario for the Broadford Substation, although the combination of these two developments would be likely to lead to a concentrated area of activity within the forest edges. The addition of works for Section 3 would extend this activity through the forest, although these works would still appear similar in nature to existing forestry management activities. During operation, the Negligible effect of the Proposed Development (Section 3) is unlikely to lead to any additional landscape change to that already occurring in relation to the baseline cumulative sites. The cumulative effect would be **Minor Adverse** (not significant) during construction, and **Negligible** during operation.
LCZ 3-3: Loch Alsh and Kylerhea Coast	Scenario 1: • Section 4 of the Proposed Development	Construction activities for Section 4 would lead to a localised area of activity to the east of Kyle Rhea narrows. The works on the western side for Section 3 would be additional to this. Although this would extend activities to both sides of the Kyle, in both areas, the works would be localised, occurring within forest areas where similar works might already be anticipated to occur and where existing steel lattice towers are already

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
		prominent. Reconductoring would also take place across the existing tall towers between these two areas, connecting the works. In the longer term, no discernible change to the character is predicted to either side of the Kyle in this area, and therefore the addition of Section 3 to the cumulative baseline featuring Section 4 is unlikely to lead to any noticeable combined effect. The cumulative effect would be **Minor Adverse** (not significant) during construction, and **Negligible** during operation.
B3-2: Broadford, Harrapool and Skulamus	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	Both Section 2 of the Proposed Development and the Broadford Substation Extension would be expected to have a very limited effect on this settlement area due to the presence of intervening coniferous forestry which would limit available views. As such, these developments are not anticipated to alter the baseline and no cumulative effect is predicted to occur.
R3-1: A87	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	There would be limited visibility of Section 2 of the Proposed Development from this route within the study area, although greater effects are predicted elsewhere. During construction, brief, passing views would be anticipated of the Broadford Substation works. The addition of occasional perceptibility of construction activities relating to the Proposed Development (Section 3) would extend a sense of on-going construction perceived within the landward views along a greater length of this route, but would be unlikely to result in works becoming a more prominent feature of the view, which is typically focussed more towards the coast through this section. During operation, the Negligible effect within Section 3 would lead to no discernible additional cumulative effect. The cumulative effect would therefore be **Minor Adverse** (not significant) during construction and **Negligible** during operation.
R3-4: B8083	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	Visibility of the baseline cumulative developments during construction and operation from this route would be relatively distant and very limited, mostly contained within forest and only glimpsed from a small part of the route. The addition of the Proposed Development, which would cross this route, would therefore increase the perception of visible construction activity from this route but given the limited visibility of the baseline developments, would be unlikely to lead to any noticeably increased effect during operation.

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
		The cumulative effect would therefore be **Minor Adverse** (not significant), during construction, and **Negligible** during operation.
R3-5: Old Corry Minor Road	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	Construction activities for the Broadford Substation would be very visible from a short part of this route to which they would be adjacent, with addition works for Section 2 of the Proposed Development likely to be fairly indistinguishable from these works if happening concurrently. Given the intensity of these works, the addition of the Proposed Development (Section 3) would be unlikely to noticeably increase the visual effect. During operation, as the Proposed Development (Section 3) would appear very similar to the existing steel lattice OHL it would replace, no noticeable cumulative effect is predicted. The cumulative effect would therefore be **Negligible** during construction and operation.
R3-11: Core Paths to the South-west of Broadford	Scenario 1: • Section 2 of the Proposed Development; and • Broadford Substation Extension	Both Section 2 of the Proposed Development and the Broadford Substation Extension would be expected to have a very limited visibility from these recreational routes due to the presence of intervening coniferous forestry and landform. As such, these developments are not anticipated to alter the baseline and no cumulative effect is predicted to occur.
R3-15: Core Path SL12.05 (Glen Bernera to Ardintoul to Ferry Circular Route)	Scenario 1: • Section 4 of the Proposed Development	Section 4 of the Proposed Development would cross this route in two locations, leading to noticeable effects from some short sections during construction, and more limited effects during operation. The Proposed Development would lead to some increased perceptibility of construction works on the opposite side of Kyle Rhea which would increase the parts of the route affected by such works. However, other than close to the OHL sea crossing, these effects would be unlikely to be visually associated with each other. The cumulative effect would therefore be **Minor Adverse** (not significant) during construction and **Negligible** during operation.
R3-16: Ascent / descent of Kylerhea Hills	Scenario 1: • Section 4 of the Proposed Development	Construction of Section 4 of the Proposed Development would be perceptible in distant elevated westerly views including some tree felling, but is predicted to be indistinguishable from the existing OHL it would replace during operation. The addition of the Proposed Development would add some further activity to the mid-ground of this view which would lead to a perceptible increase in activity. However, during operation this would also be unlikely to appear perceptibly different to the OHL it would replace.

Landscape Area / Visual Receptor Location	Cumulative Developments	Predicted Cumulative Effects
		The cumulative effect would therefore be **Minor Adverse** (not significant) during construction and **Negligible** during operation.
R3-17: Kylerhea Otter Hide Footpath	Scenario 1: • Section 4 of the Proposed Development	Construction works for Section 4 of the Proposed Development would be perceptible through trees on the opposite side of Kyle Rhea to this path. Section 3 would be typically concealed by trees from most of the route although the reconductoring of the existing sea crossing towers would be perceptible in the context of both Sections. However, light upgrading to the route resulting from the Proposed Development (Section 3) would lead to an increased perception of development during construction, although the limited operational use would be unlikely to lead to a visibly different situation during operation. The cumulative effect would be **Minor Adverse** (not significant) during construction and **Negligible** during operation.

3.8 Mitigation

3.8.1 Principle mitigation measures throughout this Section have been embedded in the design process and relate to the identification of a preferred alignment to reduce as far as possible, landscape and visual effects. As no significant effects have been identified for the Proposed Development within Section 3, no specific mitigation measures are proposed. 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. These measures are discussed in **Appendix 3.13**.

3.9 Residual Effects

3.9.1 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.

3.10 Summary and Conclusions

Landscape Effects

3.10.1 The Landscape Assessment has identified that no significant effects to landscape character are likely to occur as a result of the Proposed Development within Section 3. This is primarily due to the similarity of the Proposed Development to the existing steel lattice OHL which it would replace. Limited, temporary effects may occur during construction within some parts of the study area. However, these would be short term and not significant, and the long term landscape effect throughout the majority of the study area is predicted to be barely perceptible.

3.10.2 The landscape assessment has also concluded that there would be no significant effects to the character and Special Qualities of the Lochalsh Woodland Walks GDL.

Visual Effects

3.10.3 The Visual Assessment has identified that there would be no significant effects to visual amenity for building-based and route-based receptors, and those at outdoor locations where the view is considered an important factor to being at the location, becausethe Proposed Development is predicted to form a barely perceptible change in comparison to the existing steel lattice OHL which would be removed. In most cases, the Proposed Development would replace the existing OHL within the rear or side views of receptors or less notable inland views, thereby further reducing sensitivity to the change in question. Limited long term adverse effects have been identified for some locations where the Proposed Development would form a more perceptible change to the view, such as where it is predicted to form a slightly more noticeable feature within the main view, despite the distance from the receptor, or it would deviate from the alignment of the existing OHL, but this is not predicted to form a significant detraction to the visual amenity for visual receptors.

Cumulative Effects

3.10.4 The LVIA has further identified that there would be no significant cumulative effects occurring as a result of Section 3 of the Proposed Development, in combination with other parts of the Proposed Development, related works or other proposed unrelated developments.

Conclusions

3.10.5 The LVIA has established that there would be no significant landscape, visual or cumulative effects as a result of the Proposed Development within Section 3, and no perceptible effect to the The Lochalsh Woodland Walks GDL. It is therefore concluded that the overall effect of the Proposed Development on the landscape and visual resource of the study area would not be significant.

APPENDIX V2-3.9: ANNEX 1: LANDSCAPE CHARACTER ASSESSMENT (SECTION 3)

1. LANDSCAPE CHARACTER ASSESSMENT SECTION 3

Table 3.1: LCZ 3-1 – Broadford Outskirts

<table>
<tr><th colspan="3">Baseline Description</th></tr>
<tr><td>Description</td><td colspan="2">This LCZ covers the Proposed Development from Broadford substation eastwards through the outskirts of the small town of Broadford, overlooking Broadford Bay, and a series of conjoined linear crofting townships which are set on a low-lying indented north-facing bay which is visually contained to the north by offshore islands. Broadford and its adjoining settlements are linked by the busy A87 to the Skye Bridge, out with the LCZ to the east.

To the south, the settled, crofting landscape is enclosed by smooth moorland slopes, rising into a low, rounded, ridgeback of moorland, occasionally forming small, rounded hills or crags, separated by small glens. Scattered lochans occupy flatter ground of the moorland plateau. The existing 132kV steel lattice OHL is a noticeable linear feature crossing the lower slopes of the moorland landscape. A number of small roads cut across the moorland from north to south through the small glens which are against the prevailing east / west pattern of the landscape which is formed by the coastline and topography, and emphasised by the patterns of settlement and crofts, main road and OHL. The moorland landscape is contained by coniferous forestry which clothes the lower lying areas to east and west.

Within the westerly context, beyond the study area the smooth mountain range of the Red Cuillins forms a striking landmark and contrast to this low-lying landscape.</td></tr>
<tr><td colspan="2">Included Landscape Character Types</td><td>Designated / Protected Landscapes within / adjacent to LCZ</td></tr>
<tr><td colspan="2">• LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh
• LCT 358 – Low Smooth Moorland
• LCT 359 – Upland Sloping Moorland
• LCT 364 – Rocky Moorland - Skye & Lochalsh
• LCT 367 – Smooth Mountain Range</td><td>• The Cuillin Hills National Scenic Area</td></tr>
<tr><td>Key Local Landscape Characteristics</td><td colspan="2">• Broad, curved bay, with Indented low-lying coastline of salt marsh, pebbly beaches and banks of seaweed, visually contained by offshore islands;
• The small town of Broadford, overlooking Broadford Bay, and a series of conjoined linear crofting townships which stretch along the coast;
• Sloping moorland forming the backdrop to the settled landscape, rising up to a low, rounded ridgeback and occasional rounded hills or crags;
• Existing steel lattice tower OHL crossing the moorland slopes which form the backdrop to settlements, and other wood-pole distribution OHLs;
• Various small roads cross the moorland ridgeback from north to south, often through small, shallow glens;
• Prevailing east / west pattern to landscape, reinforced by the coastline and topography, settlement patterns A87 and existing steel lattice OHL;
• High, steep-sided mountains of the Red Cuillin within the westerly context on the periphery of the LCZ form a striking visual focus in contrast to the low, lying moorland of the LCZ; and
• Swathes of coniferous forestry plantation across the lower slopes to the east and west of the LCZ define the edges of the moorland area and provide screening from settled areas of the existing OHL and Broadford Substation.</td></tr>
<tr><td>Landscape Value</td><td colspan="2">This LCZ is valued in the local and regional context as a setting for Broadford and neighbouring coastal settlements which represents a destination or stopping-off point for tourists and visitors who have just arrived on Skye, who wish to use it as a hub for exploring the local area and gateway to experiencing the scenic qualities of the Cuillins landscape beyond and the coastal views. Landscape Value is Medium-High.</td></tr>
</table>

Assessment of Effects	
Possible Landscape Receptors	**Potential Effects**
• Sloping moorland forming the backdrop to the settled landscape, rising up to a low, rounded ridgeback and occasional rounded hills or crags	• Construction works or new steel lattice towers could interrupt the simple moorland backdrop or form new focus.
• Existing steel lattice tower OHL crossing the moorland slopes;	• The removal and replacement of the existing towers with new, slightly taller towers on a slightly different alignment could alter the pattern or prominence of the existing OHL.
• High, steep-sided mountains of the Red Cuillins within the westerly context which form a striking visual focus; and	• Construction activities could interrupt or distract within views; and • The removal and replacement of the existing towers with new, slightly taller towers on a slightly different alignment, could interrupt or distract in views or influence the role of the mountains as a backdrop.
• Swathes of existing forestry plantation across the lower slopes to the east and west of the LCZ.	• Felling to form a new wayleave fragment the forest or create scarring; and • Felling works could open up views of existing features and reduce the screening function of the forest.
Landscape Sensitivity	This is a locally and regionally valued landscape but given the presence of the existing OHL, it is considered to have a composition and characteristics tolerant of some degree of change of the type proposed. Landscape sensitivity to development of the type proposed is **Medium.**
Nature and Magnitude of Change	The Proposed Development would involve the removal of the existing steel lattice-tower OHL and its substitution with a new lattice tower OHL of a similar design and slightly taller towers, along a similar alignment across the lower lying moorland. Construction works would include the establishment of temporary access tracks across the moorland area, the erection of new towers and removal of the existing towers. Localised felling works would also take place within forestry at the western end of the LCZ and permanent new access tracks would be constructed within the forest area. Construction works are likely to be noticeable within the moorland setting although reflective of existing management and activity which already occurs within the more settled parts of this landscape. Works within the forest would appear similar to other forest management works which would be expected to take place within these areas. In the longer term, the Proposed Development would appear very similar to the existing OHL which it would replace, mostly on sloping low smooth moorland which forms the backdrop on the south side and to the rear of croftland and houses at Broadford and neighbouring settlements and is therefore likely to form a barely perceptible change. Magnitude of change to the LCZ generally would be **Low** during construction and **Negligible** during operation.

Significance of Effect	During construction, the movement, plant and activities associated with the works may be temporarily distracting within the open moorland landscape with the potential to form a new focus. However, this would be very localised and given the presence of the existing OHL which already forms a focus within this area, is not anticipated to alter the key characteristics or the role and value of the Cuillins as a focus of views and landscape setting. Works within the forest, including felling and construction works would not appear out of place within this managed landscape and with the areas that would remain, would be unlikely to alter the existing screening function for settled areas. Overall, the works are considered unlikely to alter the overriding landscape character. During operation, the Proposed Development would appear very similar to the steel lattice tower which it would replace, as illustrated by Visualisation Location 3-1 (**Figure V4A-3.1a to d**) and, despite some localised conifer removal, would consequently not result in any discernible change to the landscape characteristics and scenic quality of the LCZ. The overall effect would therefore be **Minor Adverse** (not significant) during construction and **Negligible** (not significant) during operation.

Table 3.2: LCZ 3-2 – Kyleakin Forest Plantations & Kyle Akin

Baseline Description	
Description	This LCZ covers the Proposed Development as it crosses through managed forest plantation areas between Ashaig and Kyleakin. The area is characterised by low, undulating terrain with a slightly rugged profile, dotted by small lochs and clothed by extensive areas of actively managed coniferous forest plantation. Some surrounding open areas of moorland are also included in the LCZ, notably to the west of Glen Arroch to the southwest. The rugged Kylerhea hills rise to the south of the forest area and provide a backdrop. The forest areas have an extensively managed appearance with very large areas of clearfell and re-planting present, which gives a more open character across the LCZ than might be expected. However, the active management gives a dynamic and changing perspective to these areas. The northerly extent of the forest is largely defined by the main A87 road with a coastal strip of rough scrubland sloping down to a rocky shoreline of small bays to the north of the road. This coastal strip is developed towards the east of the LCZ, occupied by a large fish food factory, which is mostly visually contained from the rest of the LCZ by landform and surrounding woodland, and the nucleated village of Kyleakin and its small harbour, set within the immediate backdrop of low moorland hills and forest. The Skye Bridge rises between these two developed areas and although just outside the LCZ, forms a major landscape feature at the mouth of Loch Alsh which dwarfs a small lighthouse and the village below it.
Included Landscape Character Types	**Designated / Protected Landscapes within/adjacent to LCZ**
• LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh • LCT 358 – Low Smooth Moorland • LCT 359 – Upland Sloping Moorland • LCT 364 – Rocky Moorland-Skye & Lochalsh • LCT 365 – Rugged Massif- Skye & Lochalsh	• Kyle-Plockton Special Landscape Area (SLA).

Key Local Landscape Characteristics	• Large actively managed afforested area of upland sloping moorland characterised by extensive areas of clearfell and restocking, and accommodating the existing 132 kV steel lattice OHL; • Low-lying, rocky north-facing coastline backed by a coastal strip of rough scrubland contained by the A87 road; • Developed coastal area featuring a large industrial fish-feed plant; • Skye Bridge is a dominant landscape feature in the area; • Coastal villages of Kyleakin on Skye and Kyle of Lochalsh on the mainland on either side of Kyle Akin; • Small area of rocky moorland to the southwest of Kyleakin focussed on an afforested hill extends into an open ridge of high ground which largely screens Kyleakin from the existing OHL • Broader backdrop of Kylerhea Hills; • Surrounding open areas of moorland to the west of Glen Arroch; • A few wooded glens provide diversity within the larger forested area; and • Arrival over the Skye Bridge gives sense of a gateway to Skye.
Landscape Value	The LCZ is largely undesignated in landscape terms with the Kyle-Plockton SLA being very peripheral and having no influence on the majority of the LCZ. The forest areas, whilst of productive value, are less noted for scenic qualities. However, the coastal areas, particularly around Kyleakin and the striking feature of the Skye Bridge are valued locally and by visitors as being the gateway to Skye. Landscape Value is therefore considered to be variable, being Medium-High around the coastal and gateway areas, but elsewhere Low.

Assessment of Effects	
Possible Landscape Receptors	**Potential Effects**
• Backdrop of the Kylerhea Hills;	• Construction activities or new towers or tracks could interrupt the connection between valued parts of the LCZ and hills or distract within views; and • Removal of existing towers could result in existing detracting features being taken away.
• Setting and key views of iconic Skye Bridge and Kyleakin village;	• Construction activities or new towers could interrupt or distract within the setting or views; and • Removal of existing towers could result in existing detracting features being taken away from key views.
• Extensively afforested upland sloping moorland, accommodating the existing OHL; and	• Felling works for new wayleave could fragment and alter existing forest patterns lead to increased landscape scarring or reveal of existing or new features.
• Arrival over the Skye Bridge gives sense of a gateway to Skye.	• Construction activities or new towers could distract from sense of arrival by forming a focus in the landscape or interrupting the visual or experiential connection with other parts of Skye.

Landscape Sensitivity	The coastal and settled parts of this LCZ are highly valued and susceptible to change but elsewhere the managed, forested character of the landscape gives good opportunity to accommodate development of the type proposed. Sensitivity is therefore considered to be Low, excepting in the more valued coastal areas, particularly around Kyleakin and the Skye Bridge, where sensitivity is High.

Nature and Magnitude of Change	The Proposed Development would result in the removal of the existing steel lattice-tower OHL and its substitution with a new lattice tower OHL of a similar design and slightly taller towers. The Proposed Development would generally follow a similar alignment to the existing steel lattice OHL and would be entirely within forest areas through this LCZ, but towards the east of the LCZ it would diverge from the existing alignment, approximately 500 m to 600 m to the south and further up the slope Felling would be required in some areas to broaden the existing wayleave and form a new wayleave, although large parts of the proposed alignment pass through areas already felled. Construction would also involve the use of existing forest access tracks, upgrading to around 3.4 km of existing access track, and approximately 7.5 km of new permanent access track within the forest. By and large, these construction activities are anticipated to be similar in appearance to ongoing forest management activities. In the longer term, the Proposed Development would appear very similar to the existing OHL which it would replace. It would be entirely within landscape areas managed for forest and it is assumed that forest planting would be restructured to accommodate it. There would be very little intervisibility with coastal areas from which the Proposed Development would appear distant. . Magnitude of change to the LCZ generally would be **Low** during construction and **Negligible** during operation.
Significance of Effect	All construction works within this LCZ would take place within areas already managed for commercial forestry. The activities involved, although potentially distracting in the local area, are therefore anticipated to appear similar to existing large scale forestry operations which are already a feature of this LCZ and therefore, are unlikely to appear noticeably out of place. There would be very limited intervisibility of these works with the higher sensitivity coastal areas, due to the topography and intervening forest areas which would be retained, and it is therefore considered that these works would be unlikely to noticeably detract from the more immediate setting of these areas. During operation, the Proposed Development would appear very similar to the existing OHL which it would replace. It is assumed that ongoing forestry works would accommodate the new OHL alignment with forest areas being restructured around it, therefore resulting in a similar wayleave to that which already exists. Towards the east of the LCZ, the alignment would be slightly higher up the side of the Kylerhea Hills, as shown by Visualisation Location 3-2 (see **Figures V4A-3.2a to d**), but, given the existing forested and wooded context is considered unlikely to be any more prominent than the existing alignment. This would therefore not deplete the role of the Kyleakin Hills as a backdrop within this LCZ, nor distract in any other valued views which are typically more coastal in orientation. Consequently, the Proposed Development is considered unlikely to result in any discernible change to the landscape characteristics and scenic quality of the LCZ. The overall effect would therefore be **Minor Adverse** (not significant) during construction and **Negligible** (not significant) during operation.

Table 3.3: LCZ 3-3 – Loch Alsh and Kyle Rhea Coast

Baseline Description	
Description	This LCZ covers the Proposed Development from Loch na Beiste, south of Kyleakin, to the Kyle Rhea OHL crossing on the south-east corner of Skye, where the Isle is closest to the mainland. This area is characterised by the sea narrows of a Kyle Rhea and Loch Alsh, which are contained by steeply sloping, typically clothed by woodland or forest on their lower slopes and cut by numerous incised burns, ravines and waterfalls which gives a folded appearance to the terrain. The wooded northern shoreline of Loch Alsh accommodates the main A87 route to Skye and is scattered with occasional residential development. However, the southern shore which includes the northern part of the Kyle Rhea narrows is contrastingly remote with very limited access although a large fish-farm forms a local feature in Loch Alsh in front of this steep slope. Native woodlands colonise the north facing slopes, with more structured forestry plantation clothing the slopes to the east and west of Kyle Rhea. The existing steel lattice OHL follows this otherwise undeveloped shoreline, before crossing the Kyle Rhea narrows on two tall, prominent towers. A cluster of steep rounded or conical moorland hills with rugged summits (the Kylerhea Hills) isolates this section of remote Skye coastline and provides a backdrop. Towards the south of Kyle Rhea, small remote and nucleated communities are present at Glen Bernara, to the east, and Kylerhea to the west, set at the coastal outfall of inland glens and connected by the diminutive Glenelg – Skye Ferry.
Included Landscape Character Types	**Designated / Protected Landscapes within LCZ**
• LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh • LCT 363- Rugged Coastal Hills- Skye & Lochalsh • LCT 365- Rugged Massif- Skye & Lochalsh	• Lochalsh Woodland Walks Inventory Garden and Designed Landscape (GDL)
Key Local Landscape Characteristics	• The sea narrows of Loch Alsh and Kyle Rhea give a dominant coastal aspect; • A cluster of steep rounded or conical moorland hills with rugged summits (the Kylerhea Hills) isolates and provides a backdrop to, this section of remote Skye coastline; • Isolated steep slopes along the southern shore of Loch Alsh, clothed with native woodland and cut by many incised streams and ravines giving a folded appearance; • Steep, coniferous forest-clad slopes to the east and west of Kyle Rhea; • The existing steel lattice OHL traverses the remote coastal shoreline of Loch Alsh and forested slopes to the west of Kye Rhea, leading to two distinctive and prominent tall towers which support the sea crossing; • Rugged and steep wooded slopes to the north of Loch Alsh, accommodating the busy A87 road to Skye and some residential development; • Remote nucleated communities at Kylerhea and Glen Bernera, situated at the coastal outfall of inland glens on the east and western shore of Kyle Rhea.
Landscape Value	The LCZ accommodates the Lochaslsh Woodland Walks GDL on its periphery but is otherwise undesignated in landscape terms. Nevertheless, it is valued for its remote coastline and ancient and semi-natural woodlands which are also of ecological value, and for its role as the “cornerstone” of Skye, heralding the approach to the Isle both from Glenelg and along the A87. Landscape Value is Medium-High.
Assessment of Effects	
Possible Landscape Receptors	**Potential Effects**
• Kylerhea Hills which isolate and provide a backdrop to, this section of remote Skye coastline;	• Construction activities or new towers could interrupt or distract within the backdrop; and • Realignment of towers and introduction of new permanent access tracks higher on the hillside could diminish perceived height of hills.

• Isolated steep slopes along the southern shore of Loch Alsh, clothed with native woodland and cut by many incised streams and ravines	• Introduction of new permanent access tracks could reduce sense of isolation and remoteness; • Realignment of towers and introduction of new permanent access tracks higher on the hillside could form a new linear division across the steep hillslopes with potential for scarring; • Removal of existing towers could remove existing detracting features along the coastline; and • New towers and access tracks could lead to loss of existing native woodland.
• Steep, coniferous forest-clad slopes to the east and west of Kyle Rhea.	• Felling works for new wayleave could fragment and alter existing forest patterns or lead to increased landscape scarring. Felling works for new wayleave though forestry could reduce its screening function.
Landscape Sensitivity	This is a valued landscape with remote characteristics which are susceptible to changes of the type proposed. However, the presence of the existing OHL gives some opportunity to accommodate development of this type. Landscape sensitivity to development of the type proposed is Medium-High.
Nature and Magnitude of Change	Construction activities though this LCZ would include the construction of new permanent access tracks and erection of towers along a higher alignment, mostly above the tree-line for around 5.5 km along the remote north-facing shoreline fronting Loch Alsh, and new permanent access tracks and erection of towers for approximately 1.7 km through coniferous forest plantation to the west of Kyle Rhea following a similar alignment to the existing OHL. With the exception of the existing, tall crossing towers and shorter anchor towers adjacent, the existing steel lattice towers would also be removed. Removal of existing native woodland along the north facing shore would be limited to minor tree pruning. There would be no felling required along the western shore of Kyle Rhea where tree felling has already taken place. In the longer term, the more elevated tower alignment may be slightly more noticeable through this LCZ crossing the north facing slope of Loch Alsh but has been designed to take a sympathetic course through the landscape, as shown by Visualisation Location 3-3 (see **Figures V4A-3.3a to d**). Permanent access tracks would also form a new feature in this area which may draw additional attention to the tower alignment. However, given the sensitivity of this area which is a Special Area of Conservation, these would be designed and constructed with particular care to minimise their footprint. Along the western side of Kyle Rhea, to the OHL crossing point, the Proposed Development would follow a similar alignment and appear very similar to the existing OHL which it would replace. This area has been recently felled and no additional felling would therefore be required. Magnitude of change to the LCZ generally would be **Medium** during construction and **Low** during operation.

Significance of Effect	Construction works would result in an increase in activity though remote parts of the LCZ, particularly the steep north-facing slopes of Loch Alsh. This would be a potentially distracting linear feature crossing the mid to high elevation slopes when seen from opposite shores and in view of the Kylerhea hills but would be distant from most areas where intervisibility would be obtained due to the expanses of open water which dominate this LCZ. However, it would also add increased accessibility to this area which would affect perceptions of remoteness during construction. During operation, the elevation of the new OHL along the north-facing slopes and situation on the open hill, would lead to it appearing potentially slightly more prominent than the existing OHL which would be replaced, which is close to the shore, with towers often backclothed and filtered by the woodland. However, like the construction works, it would generally appear distant from areas where potential intervisibility would be obtained, and the lattice structure of towers would minimise perceptibility in the same way as the existing towers. A considered alignment which avoids loss of native woodland and follows existing natural ledges within the terrain would also help the realigned OHL to sit within the landscape setting and minimise prominence. This is therefore not predicted to form a very noticeable linear feature across the landscape or diminish the perceived height of the hills in the longer term. The presence of new access tracks would increase a perception of accessibility round the remote coastal area. However, distance would ensure that the area would continue to be remote from more peopled landscapes, and the operational tracks would be narrowed and have been designed to reflect the complexity of the terrain which would reduce requirements for cut and fill. It is anticipated that the section of alignment along the western shore of Kyle Rhea would appear very similar to the existing alignment in this area and it is considered unlikely that there would be any discernible change to the landscape character of this area. The overall effect would therefore be **Minor – Moderate Adverse** (not significant) during construction and **Minor** (not significant) during operation.

APPENDIX V2-3.9: ANNEX 2: VISUAL RECEPTOR ASSESSMENT (SECTION 3)

1. VISUAL RECEPTOR ASSESSMENT (SECTION 3)

Table 3.1: 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)
B3-1	**Old Corry** South of Broadford substation, residents in and around a number of isolated 1 and 1.5 storey houses and residential caravans strung out along minor single-track road leading ultimately to Old Corry farm.	Main front views are low level or slightly elevated, and easterly across the open low moorland of the lower Broadford River valley and rear, westerly views are towards the Cuillins, notably Beinn-na-Caillich. A distribution OHL runs roughly in parallel to the road. The existing wood-pole OHL which follows the periphery of an area of forestry to the north of the receptor locations is sky lined in side views but relatively distant; and the substation and existing lattice-towers are largely screened by the mid-ground forestry plantation. The changed aspect is therefore an unimportant element in the view.	Low	Within views, visible construction works would be limited to the removal of the existing wood-pole OHL in the mid-ground, in side views from northern-most properties. On completion there would be a very slight beneficial change in the removal of the existing wood-pole OHL in side views; and where visible, the tops of the new OHL towers south of the substation would be slightly taller but would otherwise look very similar to the existing towers and the change would be barely perceptible.	0.9km	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)
B3-2	**Broadford, Harrapool and Skulamus** Residents and visitors of a linear cojoined settlement/ small town following the A87, overlooking Broadford Bay. Receptor locations include houses, shops, restaurants, hotels, a post office, church, youth hostel, school, hospital, and industrial estate. The buildings are interspersed with tree groups there are strips of croftland to the south of Harrapool and parts of Broadford.	Views are of mixed orientation, but mainly low level or slightly elevated and northerly, overlooking Broadford Bay towards Pabay and Scalpay, with oblique /side views featuring the Cuillins rising dramatically to the west / southwest in the background. The existing steel lattice OHL appears in mostly rear views and some oblique/ side views as it crosses the slope above the settlement to the south, less than half a kilometre distant, and skylined. In addition, a wood-pole distribution OHL runs across the foreground of the rear views at the edge of the settlement, further reducing sensitivity of the rear view.	Low	Within mostly rear views, (although some are side-on/ oblique) the Proposed Development would involve the removal of the existing steel lattice OHL and its substitution with a slightly taller but similar structure along a similar, slightly more distant alignment. Construction works including, temporary tracks, possible localised forestry works, erection of steel lattice towers and removal of the existing towers, would typically be noticeable in the rear northerly view. During operation, the existing distribution OHL would remain, and the new lattice-tower OHL would look very similar to the OHL. Although towers would be taller, other than a few towers at the western end, these would be situated slightly further away. Although the change to the rear view may be perceptible, the main, northerly views would not be affected.	0.2km	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)
B3-3	**Waterloo** Residents and visitors in a linear settlement immediately overlooking Broadford Bay. The settlement follows, and lies on the east side, of a bay-side minor road/ core footpath. The buildings are interspersed with small tree groups there are strips of croftland to the east and rear of the properties.	Views are low level with main views predominantly north-west facing, directly overlooking Broadford Bay towards Scalpay, with oblique views of Pabay. Main views also feature the Cuillins rising dramatically to the west / southwest in the background and are reflected in the bay at high tide. Where not obscured by foreground buildings and/ or trees, the existing steel lattice OHL appears in mostly oblique/ side views as it crosses the slope above Broadford to the south, less than half a kilometre distant at its closest, and sky lined. In addition, a wood-pole distribution OHL runs across the edge of Broadford, further reducing sensitivity.	Low	Within mostly side-on/ oblique views, where not obscured by foreground buildings/ trees, the Proposed Development would involve the removal of the existing steel lattice OHL and its substitution with a slightly taller but similar structure along a similar, slightly more distant alignment. Construction works would include temporary tracks, possible localised forestry works, erection of steel lattice towers and removal of the existing towers. During operation, the existing distribution OHL would remain, and the new lattice-tower OHL would look very similar to the existing OHL. Towers would generally be taller, but these would be situated slightly further away. Although the change to the side/ oblique views may be perceptible, the main, northerly-westerly views would not be affected.	0.9 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)
B3-4	**Breakish, Lower Breakish, Ashaig** Residents and visitors of a linear cojoined settlement following the A87 immediately to the east of Skulamus /Waterloo. The buildings are interspersed with occasional tree groups and there are “run rig” strips of croftland throughout the settlement; on both sides of the road.	Views are of mixed orientation, mainly low level (Lower Breakish) or slightly elevated and north-westerly, towards Pabay and Scalpay. The existing steel lattice OHL appears in mostly rear views or oblique/ side views as it runs across the slope above the settlements to the south, almost a kilometre distant, , and sky-lined reducing sensitivity of the view in this direction. In addition, a wood-pole distribution OHL runs across the foreground of the rear views at the edge of the settlement, further reducing sensitivity.	Low	Within mostly rear views, (although some side-on/ oblique) the Proposed Development would involve the removal of the existing steel lattice OHL and its substitution with a slightly taller but similar structure along a similar alignment. Construction works, including temporary tracks, erection of steel lattice towers and removal of existing towers, would be perceptible in the rear view. During operation, the existing distribution OHL would remain, and the new lattice-tower OHL would look very similar to the OHL which it would replace, and the change would be barely perceptible due to the distance.	0.8km	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)
B3-5	**Old Kyle Farm Road, Kyleakin** Residents in houses and gardens in a cul-de-sac above Kyleakin, featuring 1, 1.5, and 2-storey houses with gardens.	Front views from the west side of the close are largely screened by the houses opposite and coniferous forestry to the rear. Rear/oblique views from the houses on the east side of the close however, are the main views and are elevated and east-facing over Kyleakin towards Cnoc na Loch and Beinn na Caillich with the tops of the relatively distant existing OHL barely visible above foreground topography and conifers, back-clothed by hills. The changed aspect is therefore a very minor element in the overall view.	Low	Within the rear/oblique views, mid-ground trees and topography would screen the majority of construction operations with only the tops of towers likely to be visible. Although towers would be slightly taller, the Proposed Development would look very similar to the OHL which would be replaced, would be further away, and the change would be barely perceptible due to the distance.	1.4km	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)
B3-6	**Kyleakin** Residents of, and visitors to, a village with tourist accommodation, shops, hotel, village hall, cafes and restaurants overlooking Kyle Akin. There is also a small pier and harbour.	Mostly north-facing, low-level main front views over Kyle Akin towards Kyle of Lochalsh and low hills opposite, although some houses internal to the settlement have different orientations and limited views due to foreground buildings or local topography. The Skye Bridge dominates views to the west. In mostly rear/oblique views, from the west end of the village near the hall/new housing development and from the pier at the extreme east end, the tops of the existing OHL are barely visible higher up on the slope and back-clothed by the hills.	Low	Within the rear/oblique views from the west end of the village near the village hall/new housing development and from the pier at the extreme east end, the Proposed Development including construction works and operational towers would be barely visible due to the screening effects of mid-ground trees and topography. Elsewhere there would be very limited or no visibility. Only tops of the towers would be visible and would look very similar to those which they would replace, and the change would therefore be barely perceptible.	1.9km	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)
B3-7	**Kyle of Lochalsh** Workers, visitors and residents in and around the southern shoreline of Kyle of Lochalsh including train station, hotel health centre, MOD facility, lifeboat station and other community facilities	South-facing, low-level open front views across Kyle Akin and its small islets, towards Kyleakin village and the steep moorland hills opposite. The Skye Bridge dominates views to the west. The existing steel lattice OHL is perceptible across the slopes above Kyleakin, part-screened by woodland and local topography behind Kyleakin and back-clothed by the hills.	Low-Medium	Within the main southerly views, the Proposed Development would be distant but would form a perceptible feature, formed of slightly taller towers, set at higher elevation than the existing OHL above the treeline, though back-clothed by the hill. New permanent access tracks in this location may also be perceptible and draw further attention to the Proposed Development as a linear feature across the hillside. Whilst the removal of the existing OHL would slightly offset the effect, the Proposed Development is predicted to form a slightly more noticeable feature within the main view, despite the distance from the receptor. Construction activities would be likely to form a slightly more distracting feature within the view.	2.5km	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)
B3-8	**Lochalsh House** Workers in 2-storey country house, used by National Trust for Scotland as its regional office.	Low level, open, broad south-east facing views across Loch Alsh, filtered and contained by adjacent woodland and trees. The existing OHL crossing is sky-lined and the adjacent OHL towers feature distantly in the peripheral view, back-clothed.	Low	Within distant, oblique views to the south and south-east, filtered by foreground trees, the Proposed Development would be seen crossing the hill slopes, at higher elevation to the existing OHL to the south-west but dropping to a similar alignment as it rounds Rubha Buidhe Point. The more elevated nature of the new alignment would potentially be more noticeable than the current route, particularly during construction, with new permanent access tracks also potentially perceptible. However, these features would be distant and peripheral to the main view and the new lattice-tower OHL, although slightly taller, and at a higher elevation than the existing route, would form a similar feature in the view to the OHL which it would replace.	2.3km	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)
B3-9	**Kylerhea** Residents and visitors occupying cluster of 1 to 1.5 storey, cottages along the shore and near ferry slipway at Kylerhea.	Main views are low- level, east or south-east across Kyle Rhea with the ferry crossing featuring within the foreground from the more northerly properties. The tall towers of the existing OHL crossing are a noticeable feature in side/ oblique views to the north, reducing sensitivity in this direction.	Low	Within the northerly side/ oblique, low-level views, the existing steel lattice towers at the crossing point would be retained although construction works would include the re-conductoring of these towers. The replacement of existing towers to the north of these with similar but slightly taller towers would be unlikely to comprise a perceptible change in the view from any properties during either construction or operation. Light use of the access road in the forest to the west of the more northerly properties would be likely to be screened by topography / filtered by vegetation and would otherwise appear similar to existing use.	2.0km	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)
B3-10	**Properties at Glenelg Ferry Slipway** Residents and visitors to 2 storey house, café and shop at Glenelg Ferry Shore Station and, lighthouse, carpark and ferry pier slipway in Glenelg.	Main views are mostly to the west (with some to the south-west and north-west) across Kyle Rhea towards forested hill slopes with scattered properties and lighthouse building at Kylerhea on opposite shore. The Glenelg-Kylerhea ferry is visible during the summer season. The existing steel lattice OHL crossing Kyle Rhea is visible in some views to the north and north-east in side-on views, reducing sensitivity in this direction.	Low	Within the northerly views, the Proposed Development would replace the existing steel lattice OHL in side / oblique views (although the tall towers and towers at the OHL crossing of Kyle Rhea would remain). The Proposed Development would not be in the main view and would be largely screened by existing forestry and landform along Kyle Rhea, or imperceptible as a replacement of the existing OHL, seen in the context of forestry, at a distance.	1.7km	Negligible	Negligible	Negligible	Negligible

Table 3.2: 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)
R3-1	**A87 (Broadford to Skye Bridge)** Travellers including local residents and visitors on main, single carriageway coastal road.	The main views, where available between buildings, are across Broadford Bay to the north; with the Cuillin Hills dominating views to the west in the background. Within views, the existing steel lattice tower OHL and a distribution OHL only feature in side-on views between gaps in roadside buildings to the south. In such locations they can be seen running across the hillside and/ or sky-lined, depending on the location of the receptor. Beyond Skulamus there are wider gaps between the buildings on the south side of the road, but the existing steel lattice tower is further away up the hillside and is generally a less important part of the view. Along the section to the east of Ashaig there are no views of the existing OHL due to foreground screening by coniferous forestry.	Low	Within the side views from the road, the Proposed Development, where visible, would be relatively distant. Construction works including temporary tracks, small scale forestry works, the erection of new steel lattice towers, and removal of the existing steel lattice OHL would be perceptible within the view, but unlikely to be noticeably distracting from the wider valued views. During operation, the new lattice-tower OHL, although slightly taller, would look very similar to the OHL which it would replace, with the change barely perceptible in the view.	0.2km	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)
R3-2	**A87 Kyle of Lochalsh to Balmacara Bay** Travellers including local residents and visitors on main, single carriageway road along the shore of Loch Alsh. (Static views from viewpoints are assessed separately as Receptor Location O3-1) Visualisation Location 3-3 is representative of an indicative worst case view from this route (see **Figures V4A-3.3a to d**)	Short, passing, glimpsed and filtered views of Loch Alsh and the steep moorland hills opposite upon which the existing OHL is located, limited due to foreground screening by roadside trees and rock cuttings especially on the eastern part of this section of road. The existing OHL can occasionally be perceived in these glimpsed views following the wooded shoreline on the far shore of Loch Alsh.	Low	Within distant glimpsed and filtered views, the construction works, and operational towers of the Proposed Development may be seen crossing the hillside on the opposite shore of Loch Alsh, situated at a higher elevation than the existing shoreline OHL it would replace. However, this would be relatively distant, and given the existing limited availability of views would be likely to form a barely perceptible change to the view.	2.0km	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)
R3-3	**A851** Travellers including local residents and visitors on single carriageway road leading from the A87 to Sleat peninsula. (Visualisation Location 3-1 provides a representative view from this route close to the crossing point (see **Figures V4A-3.1a to d**))	At the north end of the road, views are low-level towards the edge of Broadford/Skulamus and adjacent low moorland and is partially screened or filtered in places by foreground scrub, topography, and cuttings. The existing steel lattice tower OHL and wood-pole distribution OHL cross the route about a kilometre south of Skulamus and from this more elevated section, main views are northeast facing, towards Broadford, with views across Broadford Bay, with the Cuillins prominent in western views. As the road reaches the top of the incline and starts dipping southwards at Drochaid Airigh na Saorach the topography screens views of the OHLs from the route from this point southwards. The OHLs therefore represent a distracting element in the receptors' view along this section of road, reducing sensitivity.	Low	Within the northbound and southbound views from a localised section of the road south of Skulamus, construction works would be very noticeable at the crossing point including establishment of new temporary tracks and perceptible from other parts of the route within the study area, seen within the context of the existing OHL. During operation, the new lattice-tower OHL, although slightly taller, would however look very similar to the OHL which it would replace, with the change barely perceptible in the view.	30m	Medium	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)
R3-4	**B8083** Travellers including commuters and tourists on north / south single-track road through Strath Suardal to the south of Broadford.	The main views along this section of road are northbound, towards Broadford, with elevated views across Broadford Bay, with the Cuillins dominating western views. Southbound, views are contained by local topography to the east and by forestry and the edge of the Cuillins to the west. 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 and for the remainder of the route southwards.	Low	Within northbound and southbound views, construction works would be very noticeable from a localised part of the road south of Broadford, especially at the crossing point. This would include the establishment of new permanent access from the public road and forest felling works as well as the erection of new towers and removal of existing towers. However, this part of the route has locally reduced sensitivity due to the existing OHL and adjacent managed forestry areas. During operation, it is assumed that felled forestry would continue to be managed in relation to adjacent areas. The new OHL towers would be, slightly taller but would look very similar to those which would be replaced, Given the relatively small section of road affected, this is predicted to lead to a barely perceptible change in the view overall.	0.1km	Low - Medium	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)
R3-5	**Old Corry Minor Road** Residents and Recreational users on minor single-track road leading off the A87 past Broadford substation and a number of rural properties and ultimately to Old Corry Farm, where it terminates,	At the north end of the route, potential views towards Broadford are curtailed by foreground forestry plantations. Further south beyond the forestry, main easterly views are across the open low moorland of the lower Broadford River valley and westerly views are towards the Cuillins, notably Beinn-na-Caillich. The existing wood-pole OHL to the west follows the periphery of an area of forestry and then crosses the route south of the Broadford substation before running alongside. The substation is in itself an important feature on the route, albeit well-screened by conifers at present. A lattice tower OHL runs from the sub-station eastwards through the forestry. All these existing infrastructure features, close to the route, combine to reduce the sensitivity of the receptor.	Low	Within views, construction works would be very noticeable from a localised part of the road near Broadford sub-station. This would include the establishment of new permanent access from the public road and localised forest felling works as well as the erection of new towers to the south, and removal of the existing towers. However, this part of the route has reduced sensitivity due to the existing sub-station, OHL, and adjacent managed forestry areas. During operation, it is assumed that felled forestry would continue to be managed in relation to adjacent areas. The new OHL towers south of the substation would be slightly taller but would otherwise look very similar to those which would be replaced, leading to a barely perceptible change in the visual amenity for those using the route.	0.1km	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)
R3-6	**Broadford to Heasta Minor Road** Travellers including local residents and visitors on single-track road rising over hills between Broadford Bay and Loch Eishort.	Main views along this section of road are northbound, with elevated northerly views towards Broadford, with and across Broadford Bay, with the Cuillins dominating western views. Southbound, views are of predominantly of open moorland. The existing steel lattice tower OHL and wood-pole distribution OHL cross the route just less than a kilometre south of Broadford but the dipping topography south of Coire Buidhe hill screens views of the OHLs from the route just to the south of this point. The OHLs therefore represent a distracting element in the receptors' view along this section of road, reducing sensitivity.	Low	Within northbound and southbound views south of Broadford, construction works would be noticeable from a localised part of the route close to the crossing point and from the south and may also be glimpsed more distantly within the wider and more expansive south-easterly view from some elevated sections further south. However, during operation, the new towers although slightly taller, would look very similar to the those which would be replaced, with the change barely perceptible in the view.	10m	Medium	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)
R3-7	**Glen Arroch Minor Road** Travellers including local residents and visitors on single track road leading to Kyle Rhea, including those using the Kyle Rhea ferry crossing.	Forested hill slopes contain views to the east, but expansive views across open moorland towards Broadford Bay and the Cuillins are obtained to the north-west. Travelling south, views across open moorland to the west become more contained by the enclosure of Glen Arroch approaching the edge of the study area. Some riparian scrub woodland to the east of the road occasionally filters views. The existing steel lattice tower OHL crosses the route just over a kilometre south of Ashaig and is briefly distracting in the view. Two wood-pole distribution OHLs also cross the route in between. but as the road reaches Glen Arroch the topography screens views of the OHLs from the route from this point.	Low	Within northbound and southbound views construction of the Proposed Development, including a permanent access to the west of the road and felling works would be very noticeable from a localised section of the route adjacent to the existing OHL crossing point but this would affect only a very small part of the route. During operation, the new towers would be slightly taller than the existing towers, but this change would be likely to be barely perceptible. The new access would form only a very brief passing feature and it is assumed that the changes to the forest wayleave would be accommodated in ongoing restocking and forest management.	30m	Low – Medium	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)
R3-8	**Glenelg Ferry** Recreational users, residents and visitors using Glenelg-Kylerhea ferry crossing, operating during summer months.	Main views are in multiple directions across Kyle Rhea, although restricted in some directions by forested hill slopes. Scattered buildings at Kylerhea and the Glenelg Ferry terminal are visible on the nearby shores. The existing steel lattice OHL is visible in northerly views crossing Kyle Rhea.	Low	The Proposed Development would replace the existing steel lattice OHL near the Kyle Rhea crossing, visible to the north (although the tall crossing towers and adjacent anchor towers nearest the water crossing would remain). The Proposed Development would be partially screened by existing forestry on the western shore. During construction works may be perceptible but would be partially screened and in side-on views. During operation, the Proposed Development, although composed of slightly taller towers, would be unlikely to form a perceptible change to the view.	1.8km	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)
R3-9	**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. and mostly back-clothed or sky-lined in places but an unimportant feature in the wider view. The further out towards the point the receptor is located, the existing OHL becomes an even less important and more distant element of the wider panorama. On the core path from the pier to the hospital, slightly elevated views to the existing OHL are partially screened by foreground trees.	Low	Where visible, the Proposed Development would form a replacement to the existing steel lattice OHL seen within southerly views to the rear of Broadford. Whilst construction works may be perceptible, these would be relatively distant and within a less important part of the views. During operation, the Proposed Development, although composed of slightly taller towers, would be unlikely to form a perceptible change to the view.	0.8km	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)
R3-10	**Core Path SL03.06 (Broadford to Camas na Sgianadin)** 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.	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 road 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 rises in the background. In views southwards north of the substation (which is screened by forestry), in the foreground filtered views are obtained of several wood pole OHL in the mid-ground but occupying a generally a less important part of the view: all reducing sensitivity. in views southwards, to the south of the substation, the existing lattice-tower OHL as it leaves the sub-station is also screened by foreground forestry.	Low-Medium	Within the side (south facing) views from the footpath, the Proposed Development may be visible as tops of towers from the more easterly part of the route but would be largely hidden by forestry. During operation, it is predicted that the Proposed Development would not appear perceptibly different to the existing OHL to be removed.	0.2km	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)
R3-11	**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 Sl03.04, 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-Medium	Within, north, north-westerly, and easterly views from Core Path SL03.04, construction of the Proposed Development, would be noticeable during construction, from the northern end of the route, including felling to establish a new wayleave through the forest and potentially new permanent access tracks. However, this would affect a very localised part of the route and would be seen within a context of existing managed forestry and the existing OHL. Views from SL03.5 are unlikely due to forest cover and topography. In the longer term, it is assumed that the wayleave would be accommodated within on-going forest management and the steel lattice tower OHL would be likely to form a barely perceptible change compared to the existing OHL to be removed.	20m	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)
R3-12	**Paths on the Arnish Peninsula** Recreational users, residents and visitors using routes across a low-lying peninsula to the north of Breakish, including a shoreline path to Rubha Ardnish and the established Core Path SL03.09 (Waterloo to Lower Breakish)	Low-level, open and panoramic views predominantly to north, east and west across Broadford Bay featuring surrounding shoreline and offshore islands. The Cuillins, appear prominent in westerly views rising above Broadford. There is limited perceptibility of the existing steel lattice OHL in southerly, inland views, crossing the moorland slopes to the rear of the houses and croftland of Breakish.	Low	The Proposed Development would form a replacement to the existing steel lattice OHL seen within inland views to the rear of Breakish. Whilst construction works may be perceptible, these would be seen away from the main aspect of the view and would therefore form a minimal change to the visual amenity of receptors. During Operation, the Proposed Development, although composed of slightly taller towers, would be unlikely to form a perceptible change to the view.	1.3km	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)
R3-13	**Core Path SL18.02 (Cnoc a' Mhadaidh Rhuaidh**) Recreational users of a short forestry footpath circular route, around and up to Cnoc a' Mhadaidh rhuaidh, a low hill above Kyleakin. (Visualisation Location 3-2 provides a representative view of the Proposed Development from the higher parts of this route (see **Figures V4A-3.2a to d**)	Elevated panoramic views from the top of the hill with the focii being towards the Red Cuillins and Broadford Bay to the west, and overlooking Kyleakin, Loch Alsh and the Skye Bridge to the east and towards the Kylerhea Hills to the south and south-east. The fish feed plant at Kyleakin forms a distracting feature in the north-easterly view and surrounding areas of felled forestry are also somewhat distracting. From this height and within this broad view, there is limited visibility of the existing OHL which is hidden within Gleann na Bèiste to the south though seen passing through forestry to the south-east.	Low	Within the panoramic views, the Proposed Development would be seen from elevated parts of the route on the south side of the hill passing across the side of the Kylerhea Hills. Lower construction works and new permanent access tracks would be likely to be concealed by topography and foreground vegetation from most of the route although erection of new towers would form a more perceptible feature in the southerly views. During operation, the Proposed Development would form a more perceptible feature of the southerly views than the existing OHL to be removed due to its higher elevation and slightly taller towers, although would affect only a part of the route.	1.4km	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)
R3-14	**Core Paths within Kyleakin** Recreational users and residents using a group of low-level pedestrian routes within the immediate Kyleakin village area, including Core Path, SL18.01 (Community Hall to Village Centre) and routes to Caisteal Maol and An Cnap	From paths along the shoreline and pier and towards Caisteal Maol, views are predominantly focussed over the coastal landscape, with the Skye Bridge forming a notable focal point to the west. From the Core Path, views are focussed along the tidal riverside, enclosed by the wooded riverbanks and occasional properties, with a backdrop of the Kylerhea Hills. There is limited if any perceptibility of the existing OHL within these views due to its low situation along the shoreline.	Low	Crossing the slopes of the Kylerhea Hills there may be some very limited glimpsed visibility of the tops of towers and construction works in views from the Core Path or other areas which feature these areas as a backdrop, but this is likely to be mostly screened by the intervening wooded hills. However, this would have limited perceptibility and is unlikely to form a noticeable feature of the view.	1.9km	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)
R3-15	**Core Path SL 12.05; Glen Bernera to Ardintoul to Ferry Circular Route** Recreational travellers / tourists on main route from Glen Bernera to Ardintoul Point to the Glenelg-Kylerhea ferry crossing. Tourists and visitors of the route pass within forested areas and along Kyle Rhea.	Main views are in a northerly, westerly, and southerly orientation across Kyle Rhea, filtered by forestry in the foreground along the route. From the northern segment of the route (between the OHL crossing and Ardintoul Point), there are some open northerly views to Loch Alsh filtered by trees alongside the path. From the southern segment of this route (between the OHL crossing and Glenelg Ferry Shore Station), some views west across Kyle Rhea are restricted by forestry in the immediate foreground. The existing steel lattice OHL is visible from more open sections of the route partially screened by forestry. The existing OHL crosses this route where existing steel lattice towers are a prominent feature in the view.	Low-Medium	Within northerly and westerly views, the Proposed Development would be perceptible across Kyle Rhea, on the hillside. During construction, construction activity would be perceptible in some filtered views from more open sections of the route, such as from the northern segment of the route (between the OHL crossing and Ardintoul Point). In the long term, during operation, it is unlikely that there would be any perceptible difference between the Proposed Development and the existing OHL it would replace.	0.7km	Low-Medium	Low	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)
R3-16	**Ascent / Descent of Kylerhea Hills** Walkers using noted but non-waymarked route to ascend Beinn na Caillich, Sgùrr na Còinnich , Ben Aslak hills from the otter haven car park above Kylerhea, via Beinn Bhuidhe	High-level panoramic views, over Loch Alsh and Kyle Rhea become more expansive with increased height, with distant views of the Skye Bridge. The existing steel lattice tower OHL can be seen rounding the coast in the north-easterly view to a limited extent in the mid-ground and low in the view, from Beinn na Caillich and Beinn Bhuidhe summits and is an unexceptional feature within the expansive view.	Low-Medium	Within the panoramic views from Beinn na Caillich and parts of Beinn Buidhe the Proposed Development may be seen within the midground of the view, slightly closer than the existing OHL. A new permanent track would also be present in this part of the view but would be of limited perceptibility and not out of context within this view. Overall, only a small part of the view would be affected from only limited sections of the route and, whilst construction works may appear slightly distracting in the short term, the operational development would be unlikely to appear perceptibly different to the existing OHL which would be replaced.	2.2km	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)
R3-17	**Kylerhea Otter Hide Footpath** Walkers and visitors using woodland track through forestry above Kyle Rhea narrows, leading to a wildlife hide.	Predominantly easterly elevated or slightly elevated views through trees across the straits at Kyle Rhea towards the mainland. The tall steel lattice towers which form the sea crossing of the existing OHL are very noticeable from sections of the route where open views are obtained to the north and north-east, especially at the northern end of the route.	Low-Medium	Within north or north-easterly views, the existing steel lattice towers at the crossing point would be retained, although construction activities would include the re-conductoring of these towers. Construction of towers to the north of the crossing may be perceptible in the northerly view, although would typically be concealed by trees from most of the route. In the longer term, the proposed towers would be unlikely to be perceptibly different to the existing towers they would replace. There would be light use of this route by construction and operational traffic which may lead to a slightly greater visual distraction for path users, although this would be limited and intermittent, particularly during operation when infrequent use would be likely to be indiscernibly different to existing levels.	1.1km	Low	Negligible	Minor Adverse (not significant)	Negligible

Table 3.3: Outdoor Viewing Location 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)
O3-1	**A87 Roadside Vantage Points;** Travellers and recreational visitors at a group of roadside parking and viewing areas including: -Lay-By on edge of Kyle of Lochalsh; -Lochalsh View Point; and -Donald Murchieson Memorial (see Visualisation Location 3-3 (**Figures V4A-3.3a to d**)).	Main views are south-facing, slightly elevated, open, and panoramic, across Loch Alsh towards the steep moorland and scrub covered hills opposite. The Skye Bridge is a feature of views to the west. The existing steel lattice OHL is perceptible across the slopes above Kyleakin, back-clothed by the hills. A fish-farm is also a noticeable feature against the far shore.	Medium	Within the main views, the Proposed Development would involve the removal of the existing steel lattice OHL and its substitution with a slightly taller but similar OHL, set at slightly higher elevation on the hillside. A permanent new track would also cross the hill slope along the route of the OHL. The more elevated nature of the new alignment would be more noticeable than the current steel lattice OHL. . Some cut and fill required for the permanent track construction would also be perceptible in the view and could constitute a distracting feature against the otherwise undeveloped slope. However, the new lattice-tower OHL, although slightly taller, and at a greater elevation than the existing route, would be further away and look very similar to the OHL which it would replace, with the change perceptible, but not detracting, in the view.	2.0km	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)
O3-2	**Balmacara Woodland Walks** Walkers and visitors using a series of waymarked woodland paths which form part of the Inventory of Gardens and Designed Landscape.	Primarily internal woodland views but with, some filtered views across Loch Alsh including from a noted western viewpoint. The existing steel lattice OHL is a distant feature following the shore on the opposite side of the loch.	Low	Within distant and filtered views to the south and south-east, the Proposed Development would be seen crossing the hill slopes, at higher elevation to the existing OHL to the south-west but dropping to a similar alignment as it rounds Rubha Buidhe Point. Construction works would form a distant but perceptible and locally distracting feature in the view. The more elevated nature of the new alignment would be slightly more noticeable in the view than the than the current OHL alignment along the shore but would form a similar feature and be occupy only a small part of a relatively wide view Permanent access tracks, with careful reinstatement, should be barely perceptible in the view.	2.2 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)
O3-3	**Otter Hide Car Park Viewpoint, Kylerhea** Visitors to car park and RSPB reserve including tourists and birdwatchers.	Main views are elevated north-eastwards across the straits of Kyle Rhea, towards the mainland. Moorland-clad steep-sided hills with forestry blocks frame the view, especially on the west side. The existing steel lattice tower is very noticeable in the view, as the two large towers either side of the straits carry the OHL across the water and therefore reduces sensitivity to some degree.	Medium	Within the northerly views, the existing steel lattice OHL at the crossing point would be retained, although construction activities would include the re-conductoring of these towers. Construction of towers to the north of the crossing may be perceptible in the northerly view, and locally distracting, although affecting only a small part of a very wide view. In the longer term, the proposed towers would be unlikely to be perceptibly different to the existing towers they would replace. Light use of the access track passing through the car park is not likely to visually affect the viewer to any greater degree than existing vehicle movements.	2.0km	Low	Negligible	Minor Adverse (not significant)	Negligible