

APPENDIX V6-3.1: LANDSCAPE CHARACTER ASSESSMENT (ALTERNATIVE ALIGNMENT)

1. LANDSCAPE CHARACTER ASSESSMENT (ALTERNATIVE ALIGNMENT) 3

1. LANDSCAPE CHARACTER ASSESSMENT (ALTERNATIVE ALIGNMENT)

Table 1: LCZ 3B-1 – Broadford Outskirts

Baseline Description	
Description	<p>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.</p> <p>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.</p> <p>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.</p>
Included Landscape Character Types	Designated / Protected Landscapes within / adjacent to LCZ
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • The Cuillin Hills National Scenic Area
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • 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.
Landscape Value	<p>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.</p>

Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Sloping moorland forming the backdrop to the settled landscape, rising up to a low, rounded ridgeback and occasional rounded hills or crags 	<ul style="list-style-type: none"> Construction works or new steel lattice towers could interrupt the simple moorland backdrop or form new focus.
<ul style="list-style-type: none"> Existing steel lattice tower OHL crossing the moorland slopes; 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> High, steep-sided mountains of the Red Cuillins within the westerly context which form a striking visual focus; and 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> Swathes of existing forestry plantation across the lower slopes to the east and west of the LCZ. 	<ul style="list-style-type: none"> 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	<p>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.</p> <p>Landscape sensitivity to development of the type proposed is Medium.</p>
Nature and Magnitude of Change	<p>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.</p> <p>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.</p> <p>Magnitude of change to the LCZ generally would be Low during construction and Negligible during operation.</p>

Significance of Effect	<p>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 predicted 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.</p> <p>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.</p> <p>The overall effect would therefore be Minor Adverse (not significant) during construction and Negligible (not significant) during operation.</p>
-------------------------------	---

Table 2: LCZ 3B-2 – Glen Arroch

Baseline Description	
Description	<p>This LCZ covers the Proposed Development from the linear settlements east of Broadford to the head of Glen Arroch. It is characterised by a large scale, simple structure of moorland and coniferous forest plantation. Glen Arroch cuts through the centre of the LCZ following a roughly south-east to north-west trajectory between moorland and forest areas. The lower section of the glen is formed by a shallowly defined incised cut within the moorland, more noticeably spatially contained to its north-east by the forest plantation. The dark green, upright form of the forest, contrasts with the openness and brown hues of the moorland on the opposite side of the glen, stretching to the west, with far-reaching views obtained across Broadford Bay and towards the Cuillin mountains. Moving further from the coast the glen becomes gradually more enclosed by rounded hills with more isolated and remote qualities. The Allt Mòr burn, becoming the Abhainn Lusa in its lower reaches, follows a winding course through the base of the glen, looping around small glacial depositional knolls with occasional clumps of native and riparian woodland or pine trees and scrub. A narrow single-track road follows the eastern side of the burn, connecting Kylerhea and the Glenelg ferry with the A87. The existing steel lattice OHL and a few distribution wood pole OHLs form locally distracting features, crossing through or following the length of the glen.</p>
Included Landscape Character Types	Designated / Protected Landscapes within / adjacent to LCZ
<ul style="list-style-type: none"> • LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh • LCT 358- Low Smooth Moorland • LCT 359- Upland Sloping Moorland • LCT 365- Rugged Massif- Skye & Lochalsh 	<ul style="list-style-type: none"> • None

Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Large scale, simple structure of moorland and coniferous forest plantation; • Glen Arroch, an open, shallow and incised glen, becoming gradually more enclosed by rounded hills as it moves inland; • Forest areas spatially contain the lower glen on its north-eastern side and the upper glen on its south; • The Allt Mòr burn, becoming the Abhainn Lusa in its lower reaches, follows a winding course through the base of the glen, looping around small glacial depositional knolls; • From the lower glen, far-reaching westerly views obtained across Broadford Bay and towards the Cuillin mountains; • Isolated and remote qualities to the upper glen; • Clumps of native and riparian woodland or pine trees and scrub, more prevalent within the upper glen; • Narrow single-track road follows the glen, along the eastern side of the burn; and • The existing steel lattice OHL, crosses the lower glen and cuts through forestry to the east, and a few distribution wood pole OHLs cross through or follow the length of the glen, forming locally distracting features.
Landscape Value	<p>The LCZ is undesignated in landscape terms, though likely to be locally valued in parts for its remote qualities and as part of the journey leading to Kyle Rhea and the Glen Elg Ferry. It is nevertheless of simple structure and relatively common and unremarkable characteristics, particularly in the local context.</p> <p>Landscape Value is Low-Medium.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> • The large scale simple structure of moorland and forest; 	<ul style="list-style-type: none"> • Construction activities or permanent steel lattice towers and tracks could form localised features and be distracting within the large scale patterns;
<ul style="list-style-type: none"> • Glen Arroch, shallow and incised at its lower end and enclosed by rounded hills towards its upper end; 	<ul style="list-style-type: none"> • Steel lattice towers could affect the scale of enclosing slopes or become dominating in the landscape;
<ul style="list-style-type: none"> • Far reaching westerly views from the lower glen, across Broadford Bay and towards the Cuillin mountains; 	<ul style="list-style-type: none"> • Construction activities or permanent steel lattice towers could temporarily interrupt or distract within open views;
<ul style="list-style-type: none"> • Isolated and remote qualities to the upper glen; and 	<ul style="list-style-type: none"> • Influence of construction activities, permanent access tracks and towers could increase sense of built development and accessibility, reducing remote qualities; and
<ul style="list-style-type: none"> • Forestry area and clumps of native and riparian woodland or pine trees and scrub, more prevalent within the upper glen. 	<ul style="list-style-type: none"> • Potential loss of forest and woodland to accommodate a wayleave for the Proposed Development.
Landscape Sensitivity	<p>This is a landscape with some locally valued aspects. It's large scale and simple character is considered to be relatively tolerant of change of the type proposed although locally experienced remote qualities and open views are more susceptible to change.</p> <p>Landscape sensitivity to development of the type proposed is Low – Medium.</p>
Nature and Magnitude of Change	<p>The Proposed Development would involve replacement of the existing steel lattice tower OHL which crosses the lower part of the glen and forestry areas with a new steel lattice tower OHL, similar in appearance although of slightly taller towers, crossing the Glen in a similar location but following an alignment up the glen towards the Bealach Udal. Within the lower glen, the OHL would be contained within the forest area, with minor felling to accommodate a new wayleave. Construction activities and permanent towers associated with this part of the Proposed Development would therefore have limited intervisibility across the LCZ, other than where entering and exiting the forest area. Moving into the more contained upper glen, the Proposed Development would cross to the south-western side of the road where it would be more noticeable,</p>

	<p>traversing the enclosing hill-slope. A permanent new access track would also follow the alignment through this section of the route.</p> <p>Whilst the existing steel lattice OHL would be removed from the northern part of this LCZ, it currently has little influence on the local landscape, other than where crossing the glen, due to its location within forest plantation. The Proposed Development would therefore result in limited longer term perceptible change within this part of the LCZ. However, a noticeable direct and indirect change is predicted to landscape characteristics within the upper glen due to the likely prominence of the Proposed Development through this more remote area.</p> <p>Magnitude of change to the LCZ would therefore be Medium – High during construction and Medium during operation.</p>
<p>Significance of Effect</p>	<p>Within the lower part of the glen, construction activities would be prominent at crossing points of the glen, but within forest areas would not be dissimilar to existing forest activities which already take place and would lead to limited indirect change due to the enclosing qualities of the forest. In the longer term, the Proposed Development at the lower crossing point and extending across the open landscape to the west would appear little different to the existing OHL to be removed. As such, there would be minimal increased effect on the extensive westerly views obtained from the LCZ and little change in the perceived scale within this area, although towers would be briefly prominent in views down the glen from the new upper crossing point close to where the lower and upper glen transition.</p> <p>Construction activities within the upper glen would be noticeable throughout, although the increased presence of scrub woodland in this area would help to reduce wider intervisibility in some parts. Activities within this part of the glen would reduce the sense of remoteness, due to increased movement and presence of people on the more remote and less accessible side of the glen and the creation of a new permanent access track which may remove focus from the existing narrow road. During operation, although the level of activity would reduce, the new towers and the access track would continue to form new, distracting features within this area and affect the perceived remote qualities due to a greater sense of built development and accessibility. The steel lattice towers would be likely to become a noticeable character defining feature through this part of the LCZ and therefore would reduce its particular sense of place.</p> <p>The overall effect on the LCZ is therefore considered to be Moderate Adverse (significant) during both construction and operation.</p>

Table 3: LCZ 3B-3 – Bealach Udal and Kylerhea Glen

Baseline Description	
Description	<p>This LCZ covers the Proposed Development from the head of Glen Arroch, through the the Kylerhea Glen to the shore of Kyle Rhea sea narrows and comprises a deep, bowl-shaped valley which drops dramatically between high, steep sided, craggy hills, from the Bealach Udal pass to a flat coastal crofting landscape at its mouth. A narrow, single track road winds down through the glen, cut into its steep, northern side slope, supported by drystone walls.</p> <p>Landcover of the upper glen is predominantly heather moorland with occasional rough grass, scrubby trees and areas of bracken near the road. Rocky areas of crag occupy the steeper side slopes and there are areas of bare rock in exposed locations at the Bealach Udal. A block of coniferous forest mid-way down the glen forms a dark green contrast to the softer moorland colours and roughly marks the division between the upper and lower glen. The lower glen is characterised by the crofting township of Kylerhea with scattered cottages and houses set within areas of improved grassland and small pockets of scrub woodland around the mouth of the Kylerhea River which forms a delta of stony beach.</p> <p>Striking framed views from the Bealach Udal and upper glen down to Kyle Rhea, and expansive open vistas across the narrow sea strait to the mainland coast and mountains from the lower glen, strongly influence the local character of this LCZ to the east. In all other directions there is strong enclosure by the sky-lined, steep-sided, rugged moorland hills.</p>
Included Landscape Character Types	Designated / Protected Landscapes within / adjacent to LCZ
<ul style="list-style-type: none"> • LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh • LCT 363- Rugged Coastal Hills- Skye & Lochalsh • LCT 365- Rugged Massif- Skye & Lochalsh 	<ul style="list-style-type: none"> • None
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Deep, bowl-shaped valley which drops dramatically between high, steep sided, craggy hills down to shore of Kyle Rhea; • Flat coastal crofting landscape at the mouth of the valley characterised by scattered cottages and houses set within areas of improved grassland and small pockets of scrub woodland; • Narrow, winding, single track road, cut into the steep, northern valley-side, supported by drystone walls; • Heather moorland characterising the upper glen, with occasional rough grass, scrubby trees and areas of bracken near the road; • Steep areas of crag, particularly on the northern valley-side, and areas of bare rock in exposed locations at the top of the Bealach Udal; • A block of coniferous forest mid-way down the glen, roughly marks the division between the upper and lower glen; • Kyle Rhea river, drops down through a cleft in the glen, surrounded by native woodland, levelling out in the lower glen and forming a stony delta area as it meets the sea; • Striking framed views from the Bealach Udal and upper glen down to Kyle Rhea and expansive open vistas across the narrow sea straits to the coast and mountains of the mainland; • Strong sense of enclosure to the upper glen and the westerly context to the Kylerhea settlement, formed by the steep-sided rugged moorland hills; • A telecoms mast at Bealach Udal and distribution wood pole OHL through the glen form locally detracting features; and • Glenelg, ferry crossing and Telford-designed slipway, at the location of the historic cattle crossing.
Landscape Value	The LCZ is undesignated in landscape terms. However, the glen with its dramatic steep sides and framed views of the mainland across Glenelg Bay, especially from Bealach

	<p>Udal is valued both locally and by tourists and visitors as the lesser-known but historic approach (and departure) point to Skye from (and to) Glenelg.</p> <p>Landscape Value is Medium – High.</p>
Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Deep, bowl shaped valley with heather moorland, rough grassland and crag characterising the upper glen; 	<ul style="list-style-type: none"> Construction works and permanent steel lattice towers and access track may disrupt the simple landform and landcover of the upper glen; and Presence of construction activities or permanent steel lattice towers may blur the distinction between the undeveloped upper glen and settled lower glen.
<ul style="list-style-type: none"> Flat coastal crofting landscape of the lower glen; 	<ul style="list-style-type: none"> Appearance of construction works within the setting may distract from the small scale settled character of the lower glen; Permanent steel lattice towers may form prominent new features, out of scale with the existing intimate patterns of the landscape; and Presence of construction activities or permanent steel lattice towers may blur the distinction between the undeveloped upper glen and settled lower glen.
<ul style="list-style-type: none"> Narrow, winding, single track road, cut into the steep, northern valley-side, supported by drystone walls gives a sense of remoteness and limited accessibility; 	<ul style="list-style-type: none"> Creation of new permanent access tracks may form greater sense of accessibility and distract focus from the intricate and historic winding road.
<ul style="list-style-type: none"> Striking framed views from the Bealach Udal and upper glen; and 	<ul style="list-style-type: none"> Construction activities or permanent steel lattice towers may form distracting features within valued views.
<ul style="list-style-type: none"> Sense of enclosure of the upper glen as a setting to the Kylerhea settlement and lower glen. 	<ul style="list-style-type: none"> The presence of the steel lattice towers crossing the glen may disrupt the relationship between the upper and lower glen.
Landscape Sensitivity	<p>This is a valued landscape of striking local characteristics. Both upland and settled characters are considered to be very susceptible to change of the type proposed, although some existing detracting features are present in a very localised setting.</p> <p>Landscape sensitivity to development of the type proposed is Medium – High.</p>
Nature and Magnitude of Change	<p>The Proposed Development would involve the construction of a steel lattice tower OHL through the valley, from the Bealach Udal, crossing to the south side of the Kylerhea River to avoid the forest plantation, and thereafter crossing the valley through the lower section, where it would traverse the steep slope just above the road. A permanent new access track would loop across the steep hillside from the Bealach Udal, and would follow the alignment through the valley, crossing the river in two locations. During construction, this would comprise a very noticeable change throughout the upper glen and a perceptible or noticeable change within the context of the settled lower glen areas, forming movements and activities away from the existing narrow road corridor. Steel lattice towers would continue to form a noticeable new characteristic of the landscape during operation, with the permanent track likely to draw greater focus to the towers, through the upper glen by forming a continuous line through the landscape, although within the lower glen, this would be less perceptible due to the lack of direct effect and semi-wooded character. However, the towers traversing the steep northern hill slope around the lower glen would have a more direct influence overlooking this area. The section of alignment to the south of the Kylerhea River would form a particularly noticeable change as there is currently no existing development to this side of the river.</p> <p>Magnitude of change to the LCZ would be Medium – High during construction and Medium during operation.</p>

<p>Significance of Effect</p>	<p>Construction works would form a noticeable and distracting feature throughout the upper glen leading to an extensive level of movement and activity within undeveloped areas away from the public road and existing settlement and managed landscapes. The introduction of a new track, looping across the steep slopes of the Bealach Udal and down through the very simple structured glen, and use of this by traffic and plant with focussed areas of activity around individual tower locations would draw focus away from the public road and interrupt valued views from the upper glen and bealach, as well as forming distraction within the setting of the steep hill slopes for the lower, settled glen area.</p> <p>During operation, the permanent steel lattice towers would form a new characteristic of this landscape, leading to a greater sense of development within the upper glen, particularly to the south of the river, and likely to be particularly prominent at the Bealach Udal where towers may distract from the drama and scale of the steep pass and interrupt elevated easterly views (see Visualisation Location 3-4 (Figures V4A-3.4a to d) which provides a representative view from this location). The continuous linear feature of the permanent access track would potentially draw more focus to the tower alignment where the transparent structure of more distant towers might be expected to recede more into the background. This track, particularly down the steep slopes of the Bealach Udal, would be likely to increase the sense of accessibility through the landscape, drawing away from the impressive qualities of the precipitous narrow public road with its drystone supporting walls and affecting a sense of historic remoteness.</p> <p>Within the lower glen, the towers would have less direct effect, and woodland within this area would help to soften their appearance from many areas. The towers would be seen within the setting to the rear in combination with the existing forest plantation which already provides some division between upper and lower glen landscapes (Visualisation Location 3-6 (Figures V4A-3.6a to d) illustrates the appearance of towers to the rear of properties). However, the addition of the steel lattice OHL would further enhance this distinction with a strong, line of vertical man-made structures, although the association with the dramatic backdrop would be likely to remain present, and there would be no change to the valued coastal aspects of this area.</p> <p>The overall effect would therefore be Moderate – Major Adverse (significant) during construction and Moderate Adverse (significant) during operation.</p>
--------------------------------------	--

Table 4: LCZ 3B-4 – Kyle Rhea Coast

Baseline Description	
Description	<p>This LCZ covers the steep forested coastal hill slopes to the east and west of the Kyle Rhea narrows, and the Section of the Proposed Development which traverses this coast, between Kylerhea village and the existing sea crossing point of the OHL, where the Isle is at its closest to the mainland. It is characterised by a narrow sea strait defined by steep, continuous hill slopes leading down from the high rounded summits of the Kyle Rhea Hills on the eastern side and lower hills to the west, both partially clothed by coniferous forest plantation across their lower slopes, interspersed with areas of bracken and scrub. Upper slopes are characterised by smooth rough grassland and heather, with occasional areas of crag and bare rock. A rugged shoreline of rocky outcrops and small stony bays is backed by natural growth of native woodland and scrub.</p> <p>Accessibility to this landscape is limited to tracks traversing the forest area with the coast itself being relatively isolated and remote, colonised by marine wildlife. This is exploited through the location of a car park, and hides within the forest areas on the western shore, popular with visitors.</p> <p>The sea narrows is very influential on this LCZ, allowing open extensive views where breaks in tree cover allow, but also creating an unusual combination of coastal influences, with enclosure by the hills on either side of the strait. This area forms an historic crossing point between Skye and the mainland and a small ferry still pilots back and forth at the southern extent of the narrows.</p> <p>Two existing very tall steel lattice towers form a prominent feature in this landscape, carrying the existing OHL across the sea narrows.</p>
Included Landscape Character Types	Designated / Protected Landscapes within / adjacent to LCZ
<ul style="list-style-type: none"> • LCT 357 – Farmed and Settled Lowlands – Skye & Lochalsh • LCT 363- Rugged Coastal Hills- Skye & Lochalsh • LCT 365- Rugged Massif- Skye & Lochalsh 	<ul style="list-style-type: none"> • None
Key Local Landscape Characteristics	<ul style="list-style-type: none"> • Kyle Rhea, a narrow sea strait between Skye and mainland defined by steep, continuous hills slopes to east and west; • Lower slopes clothed by coniferous forest plantation, interspersed with areas of bracken and scrub; • Steep slopes and rounded summits of the Kyle Rhea hills form a backdrop to the west of Kyle Rhea; • Upper slopes of the hills are characterised by smooth rough grassland and heather, with occasional areas of crag and bare rock; • Isolated and remote, rugged shoreline of rocky outcrops and small stony bays, colonised by marine wildlife; • Naturally generated native woodland and scrub along the shoreline; • Tracks provide access through forest areas along the lower slopes; • Car park and wildlife hides within the forest area to the west of Kyle Rhea; • Historic crossing point between Skye and the mainland reflected by small ferry crossing at the southern extent; • Tall steel lattice towers carry the existing OHL across the sea narrows, and form prominent focal points in the landscape whilst other existing steel lattice towers round the western coastline to the north; • The narrowness of the sea strait leads to unusual coastal influences and expansive sea views, combined with a sense of enclosure.
Landscape Value	<p>The LCZ is undesignated in landscape terms but is valued for its historic significance, coastal influence and views, and its remote coastlines, with opportunities for the appreciation of marine wildlife.</p> <p>Landscape Value is Medium – High.</p>

Assessment of Effects	
Possible Landscape Receptors	Potential Effects
<ul style="list-style-type: none"> Coniferous forest plantation clothing lower slopes; 	<ul style="list-style-type: none"> Felling of trees to create new wayleave could lead to fragmentation of forest and distracting areas of clearfell;
<ul style="list-style-type: none"> Isolated and remote, rugged shoreline; 	<ul style="list-style-type: none"> Construction works at crossing towers close to the shore could disrupt sense of remoteness; Improvements to access tracks may improve accessibility and reduce remoteness;
<ul style="list-style-type: none"> Tall steel lattice towers at the sea crossing which form prominent focal points in the landscape and other existing towers extending to the north; and 	<ul style="list-style-type: none"> The new steel lattice towers associated with the Proposed Development may draw additional focus to the existing tall towers or draw focus away from these; New steel lattice towers may draw the influence of towers over a greater area; Removal of existing steel lattice towers along the coastline to the north may reduce locally distracting features; and
<ul style="list-style-type: none"> Expansive coastal views. 	<ul style="list-style-type: none"> Construction activities or permanent features may disrupt in key views.
Landscape Sensitivity	<p>This is a relatively valued landscape and susceptible to changes of the type proposed. However the forest and wooded character and presence of existing similar features within some parts of the landscape are considered to lead to some tolerance of the type of change proposed.</p> <p>Landscape sensitivity to development of the type proposed is Medium.</p>
Nature and Magnitude of Change	<p>The Proposed Development would involve the construction of a new steel lattice OHL along the lower western forested slopes to the existing crossing point, and the removal of the existing steel lattice OHL to the north of this. Felling would be required in order to form a new wayleave through forest, along with minor upgrading of the existing track through this area, and construction of new temporary access tracks to access individual tower positions. Although these construction works may appear similar to forest management works that might be expected through these areas, the establishment of the new wayleave and works to construct the towers would form a noticeable change across the steep slopes through the southern part of the LCZ which would be intervisible with west facing slopes on the easterly side of the strait. Whilst it is assumed that further forest management and restructuring would take account of the new wayleave, the new steel lattice OHL through the southern section of the LCZ would continue to form a noticeable new feature. However, this would be reflective of existing features within the LCZ, and would therefore not form a new characteristic. The removal of towers from the coast to the north of the existing crossing point, would also lead to perceptible change in this area, leading to less influence of infrastructural features.</p> <p>Magnitude of change to the LCZ would be Medium during construction and Low – Medium during operation.</p>

<p>Significance of Effect</p>	<p>Construction works would be locally intensive within this LCZ and, although not dissimilar in appearance to some forest works that might be expected to take place, the steepness of the slope is likely to lead to these works appearing prominent and distracting within the context from some eastern shore areas. However, given the forested and wooded qualities of the wider LCZ, this is considered unlikely to alter the overriding landscape character across the LCZ.</p> <p>During operation, after 10 years, it is assumed that forest restructuring and similar natural growth of woodland and scrub would help assimilate the new wayleave into this LCZ and reduce the effects of the forest area being dissected. Although towers would be locally prominent, these would appear similar to existing features which are already present in the landscape, albeit within a different area, and therefore, although they would form a new feature within a localised part of the landscape, this is unlikely to result in change to the intrinsic landscape qualities which are present (see Visualisation Location 3-5 (Figures V4A-3.5a to d) and 3-7 (Figures V4A-3.7a to d)). The effects of the new towers would be offset by the removal of the existing towers to the north of the crossing point, which would help to enhance the remote qualities of this part of the LCZ, which is already more remote from existing public areas.</p> <p>The Proposed Development may form a slightly more distracting feature in some views, compared to existing towers and may be more perceptible from the eastern side of the sea narrows, where the new wayleave would form a visual cut across the slope. However, by and large, it would not interrupt the coastal views or remote coast of the western shoreline, being set-back against the hill.</p> <p>Bearing in mind the predicted positive and negative effects on different parts of the LCZ, the overall effect on the LCZ is considered to be Moderate Adverse (significant) during construction and Minor – Moderate Adverse (not significant) during operation.</p>
--------------------------------------	--