

## **APPENDIX V6-3.2: VISUAL RECEPTOR ASSESSMENT (ALTERNATIVE ALIGNMENT)**

<b>VISUAL RECEPTOR ASSESSMENT (ALTERNATIVE ALIGNMENT)</b>	<b>1</b>
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## VISUAL RECEPTOR ASSESSMENT (ALTERNATIVE ALIGNMENT)

**Table 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)
B3B-1	<p><b>Old Corry</b>            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.</p>	<p>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.</p>	Low	<p>Within side views, taller construction works such as cranes, and the tops of the new OHL towers south and east of Broadford substation may be perceptible. Towers would be slightly taller but would otherwise look very similar to the existing towers which would be replaced and the change would be barely perceptible.</p>	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)
B3B-2	<b>Broadford, Harrapool and Skulamus</b> 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 new steel lattice-tower OHL would look very similar to the OHL to be removed. 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)
B3B-3	<p><b>Waterloo</b></p> <p>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.</p>	<p>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.</p>	Low	<p>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.</p>	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)
B3B-4	<b>Breakish, Lower Breakish, Ashaig</b> 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)
B3B-5	<p><b>Kylerhea</b></p> <p>Residents and visitors in and around small crofting settlement which consists of 1/ 1.5 storey detached houses and cottages, at the mouth of Kylerhea Glen.</p> <p>(Visualisation 3-6 provides a representative view of part of the Proposed Development from this community (see <b>Figures V4A-3.6a to d</b>)).</p>	<p>Low level or slightly elevated views with varying view orientations but focus being easterly down the glen and across Kyle Rhea towards Glenelg. An existing wood-pole distribution OHL runs up the Glen to the rear of the properties and there is an area of coniferous forestry above the settlement on the edge of the glen below the road. Foreground woodland filters views from some properties.</p>	Medium-High	<p>Within westerly views up Glen Arroch and northerly views rounding the lower slopes above the road, and therefore typically featuring in rear and occasionally side / oblique views, the Proposed Development would be seen at relatively close proximity, backclothed by the surrounding hills. Construction works and towers, would be very noticeable within the view, but usually within a less important aspect of the view from properties and occasionally filtered by woodland surrounding the properties. Permanent access tracks to towers may also be perceptible in some views.</p>	0.1km	Medium-High	Medium	<b>Moderate Adverse</b> (significant)	<b>Moderate Adverse</b> (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)
B3B-6	<b>House at Kylerhea Ferry Slipway</b> Residents or visitors at 1.5 storey cottage near ferry slipway.	Main views are low-level, south-east across Kyle Rhea with the Glenelg Ferry slipway and crossing in the immediate foreground. The tall towers of the existing OHL crossing are a noticeable feature in side/ oblique views to the north, reducing sensitivity in this direction.	Low-Medium	In rear and side/oblique views construction activities, including forestry felling and erection of steel lattice towers would be perceptible to the north and west but somewhat obscured by steep landform to the rear of the property. The existing tall towers would remain in side / oblique views although some reconductoring works may be perceptible. During operation, the steel lattice towers would be relatively close but would be partly screened and lying in the less important rear/side/uphill views. It is assumed that forest and woodland would be restructured to accommodate the new OHL.	0.2km	Low-Medium	Low-Medium	Minor – Moderate 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)
B3B-7	<p><b>Properties at Glenelg Ferry Slipway</b></p> <p>Residents and visitors to 2 storey house, café and shop at Glenelg Ferry Shore Station and, lighthouse, carpark and ferry pier slipway in Glenelg.</p> <p>(Visualisation Location 3-7 provides a representative illustration of the Proposed Development from this location (see <b>Figures V4A-3.7a to d</b>))</p>	<p>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.</p>	Low	<p>Within the main, westerly view across Kyle Rhea, construction of the Proposed Development would be noticeable including felling works and the construction of towers. Within more oblique views to the north, the tall towers at the OHL crossing of Kyle Rhea would remain with some reconductoring potentially perceptible. Other towers towards the south-west would be perceptible on hill slopes above Kyle Rhea.</p> <p>During operation, the new steel lattice towers would form a noticeable feature within the view in the middle distance, but would be unlikely to distract from the wider expanse of the view.</p>	0.9km	Medium	Low – Medium	Minor – Moderate Adverse (not significant)	Minor – Moderate Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
B3B-8	<b>Benera</b> Residents and visitors to a group of 1-2 storey properties situated at the mouth of Glen Benera.	Predominant south-westerly orientation (or north-westerly) of open main views over Glenelg Bay, with a backdrop of hillslopes beyond Kylerhea in the distance. Some properties in this receptor group have rear views of forestry and the existing steel lattice OHL which passes north of Benera (between approximately 300-1000m away).	Low-Medium	Views towards the Proposed Development would be generally to the side and within the context of Kylerhea across Glenelg Bay. Construction activity may be somewhat perceptible on hill slopes north of Kylerhea but it would be at a great distance and partially screened by existing buildings. Views of the Proposed Development towards the north-west and south-west would be partially or fully screened by landform.	2.1 km	Negligible	Negligible	Negligible	Negligible

**Table 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)
R3B-1	<b>A87</b> 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 steel 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)
R3B-2	<p><b>A851</b> 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 <b>Figures V4A-3.1a to d</b>))</p>	<p>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.</p>	Low	<p>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.</p>	40m	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)
R3B-3	<b>B8083</b> Travellers including commuters and tourists on north / south single-track road through Strath Suardal to the south of Broadford.	<p>The main northbound views along this section of road are, 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.</p> <p>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.</p>	Low	<p>Within northbound and southbound views, construction works would be very noticeable from a localised part of the road south of Broadford, 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.</p> <p>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 would lead to a barely perceptible change in the view overall.</p>	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)
R3B-4	<b>Old Corry Minor Road</b> 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 substation 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)
R3B-5	<b>Broadford to Heasta Minor Road</b> Travellers including local residents and visitors on single-track road rising over hills between Broadford Bay and Loch Eishort.	<p>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.</p> <p>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.</p>	Low	<p>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.</p>	10m	Medium	Negligible	Minor – Moderate Adverse (not significant)	Negligible

R3B-G	<p><b>Glen Arroch / Kyle Rhea Minor Road</b></p> <p>Residents, visitors and recreational users, including those using the Glenelg Ferry during the summer.</p> <p>Visualisation Location 3-4 provides a representative view from this route, at Bealach Udal (see <b>Figures V4-3.4a to d</b>).</p>	<p>Between Broadford and Bealach Udal, Forested hill slopes contain views to the north-east, but more 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 Bealach Udal and some riparian scrub woodland to the west of the road occasionally filters views.</p> <p>Between Bealach Udal and Kyclerhea, views are elevated down Kyle Rhea Glen, across Kyle Rhea narrows towards Glenelg and the mainland hills and mountains beyond. When travelling west, up the road, views are more contained by the steep, enclosing valley sides.</p> <p>This route is crossed by the existing steel lattice OHL near Broadford and there are several wood pole distribution lines visible along its length. A telecoms mast at Bealach Udal also forms a distracting feature from a short part of the route.</p>	Medium	<p>The Proposed Development would replace the existing steel lattice OHL, at a similar crossing point and be set within forest on the northern side of the road for around 2 km where it would be barely perceptible. It would then cross the road, becoming more prominent through Glen Arroch, with a permanent access track likely to draw additional focus, although from this section of the route, it would be occasionally filtered by trees and scrub.</p> <p>Within elevated views from the route east of the Bealach Udal, the Proposed Development, would continue to form a prominent feature within views down the simple, bowl-shaped valley, likely to be distracting within close and longer distance views towards the coast and mainland mountains. A permanent access track following the alignment would also be visible within elevated views and would potentially draw greater focus to the OHL by forming a continuous line through the landscape, visually connecting the more transparent tower structures.</p>	30m	High	Medium-High	<p><b>Moderate – Major Adverse</b> (significant)</p>	<p><b>Moderate Adverse</b> (significant)</p>
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Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R3B-7	<b>Glenelg Ferry</b> Recreational users, residents and visitors using Glenelg-Kylerhea ferry crossing, operating during summer months. (Visualisation Location 3-7 ( <b>Figures V4A-3.7a to d</b> ) provides a representative view from the Glenelg slipway).	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 be a noticeable feature on forested hill slopes towards the west, north-west and south-west at a nearby distance. However it would not be seen in main open views across Kyle Rhea. It 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). During construction, felling works would be noticeable in these directions. In the long term, surrounding trees would partially screen the Proposed Development.	0.3km	Medium	Low-Medium	Minor – Moderate 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)
R3B-8	<b>Corry Core Paths</b> 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)	<p>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.</p> <p>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.</p>	Low	<p>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.</p>	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)
R3B-9	<p><b>Core Path SL03.06 (Broadford to Camas na Sgianadin)</b></p> <p>Recreational users of a low-level footpath running northwest from the outskirts of Broadford alongside the A87 through forestry past the cemetery, to a cove overlooking Scalpay.</p>	<p>Northbound views from the footpath near the cemetery are of the cove of Camas na Sgianadin overlooking Scalpay to the north, across a narrow stretch of sea. Southbound views are more enclosed, with semi-continuous roadside scrub between the path and the 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.</p>	Low – Medium	<p>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.</p>	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)
R3B-10	<p><b>Core Paths to the South-west of Broadford</b></p> <p>Recreational users of two Core Paths in Strath Suardal:</p> <p>Core Path SL03.05 (Broadford to Coire-chat-acan); and</p> <p>Core Path SL03.04 (Broadford to Suardal (also Scottish Hill Track 294 Broadford to Kilbride by Boreraig and Suisnish))</p>	<p>Views from these routes are typically along Strath Suardal, from SI03.04, mostly to the north overlooking Broadford within a forest setting, and the surrounding coastal area. From SL03.05, the view is more southerly, down the strath, featuring moorland, grazing and forest areas. From both routes, the striking peak of Beinn na Caillich forms a focus within the westerly view.</p>	Low – Medium	<p>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.</p>	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)
R3B-11	<b>Paths on the Arnish Peninsula</b> 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.	1.2km	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)
R3B-12	<p><b>Core Path SL 12.05 (Glen Bernera to Ardintoul to Ferry Circular Route)</b></p> <p>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.</p>	<p>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.</p>	Low – Medium	<p>Within westerly and south-westerly views, the Proposed Development would be perceptible across Kyle Rhea, on the hillside.</p> <p>During construction, construction activity including felling of forestry 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 existing OHL crossing and Ardintoul Point) and near the Glenelg ferry terminal building. In the long term, the Proposed Development would be visible on the opposing hill slope through filtered views.</p>	0.9km	Medium	Low-Medium	Minor – Moderate 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)
R3B-13	<b>Scottish Hill Track 289 (Kinloch to Kylerhea)</b> Walkers or other recreational users of loch-side walk through crofting settlement south towards Kinloch. Low-level views across Kyle Rhea and Sound of Sleat.	Low-level to slightly elevated views with a main focus eastwards across Glenelg Bay to Glenelg and Sound of Sleat to Ellanreach. Limited and very distant views of the OHL crossing at Kyle Rhea are screened from much of the route by mid-ground topographic screening. Secondary views up Kylerhea Glen from the north end of the route.	Low – Medium	The Proposed Development, including construction activities and permanent steel lattice towers, would be seen from around 2 km at northern end of this route crossing the base of Beinn Buidhe to the north, with further towers potentially seen in the westerly view up the glen, from around 1 km at the northern end of the route. However, there would be very limited, or no views of the Proposed Development from this route south of Kylerhea within the study area on account of foreground topographic screening and the valued coastal views would not be affected.	0.3km	Medium	Low	Minor – Moderate Adverse (not significant)	Minor Adverse (not significant)

Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R3B-14	<b>Ben Aslak Hill Walk</b> Walkers on unmarked route ascending Ben Aslak, from Bealach Udal via Beinn Bheag or Kylereah Glen.	High-level panoramic views from the hill summits, over Kyle Rhea and Glenelg Bay, towards the Knoydart mountains to the east; towards the Kylerhea Hills to the north and Broadford bay, with the more distant Red Buillins to the north-west. From lower parts of the route, views are framed across, up and down Kylerhea Glen with the hills to the north forming a dominant focus.	Medium	The Proposed Development would be seen prominently from the western and eastern ends of this route near Bealach Udal and Kylerhea and would be crossed by the Proposed Development near Bealach Udal. However, these sections comprise very short parts of this route. From ridges and summits, there would be intermittent visibility of some works or towers, within the glen below, but this would be likely to be largely screened by the topography of the rounded ridges. There would be little effect on the wide and expansive elevated views of surrounding hills.	0.8km	Medium	Low	<b>Moderate Adverse</b> (significant)	Minor Adverse (not significant)

R3B-15	<p><b>Ascent / Descent of Kylerhea Hills</b> Walkers using noted but non-waymarked route to ascend Beinn na Caillich and Sgùrr na Còinnich from the otter haven car park above Kylerhea, via Beinn Bhuidhe and / or from Bealach Udal.</p>	<p>High-level panoramic views from the hill summits, over Loch Alsh and Kyle Rhea, to the north and east; distant views of the Skye Bridge to the northwest; and Ben Aslak to the south, with the Kylerhea Glen set below. The existing lattice-tower OHL however can only be seen to a limited extent in the mid-ground and low in the view, from Beinn na Caillich and Beinn Bhuidhe summits only. However, Kylerhea Glen would constitute a more important element in the view in which two detracting features are present (telecoms mast and existing OHL distribution line).</p>	Medium	<p>Ascending Beinn Buidhe and Sgùrr na Còinnich, the Proposed Development would cross the route close to the Otter Haven car park and would be seen in the north-westerly context crossing the forested slopes, with construction works including felling being noticeable within this part of the view. From the higher ridges and summits, the Proposed Development, including construction works would be intermittently visible within Kyle Rhea, but frequently hidden by the rounded topography of the route. It would be steeply below and therefore the surrounding panoramic views would not be interrupted. Construction works and permanent towers and tracks would be more visible through Glen Arroch and Kyle Rhea Glen on the descent from Sgùrr na Còinnich to Bealach Udal with a permanent access track following the alignment potentially drawing more focus towards the transparent towers. However, from the upper parts of this route would still form a relatively limited distraction within the very wide panoramic views available.</p>	40m	Medium	Medium	<b>Moderate Adverse</b> (significant)	Minor Adverse (not significant)
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Reference	Location / Type / Context	Nature of Main View	Sensitivity	Angle and Nature of Change	Approximate Closest Distance	Magnitude		Effect	
						Construction	Operation (after 10 years)	Construction	Operation (after 10 years)
R3B-16	<p><b>Kylerhea Otter Hide Footpath</b></p> <p>Walkers and visitors using woodland track through forestry above Kyle Rhea narrows, leading to a wildlife hide.</p> <p>Visualisation Location 3-5 illustrates a representative view of the Proposed Development in relation to this route (see <b>Figures V4A-3.5a to d</b>).</p>	<p>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.</p>	Medium – High	<p>The Proposed Development during construction would involve minor upgrading of the this route to facilitate transportation and erection of the new towers. Felling works on the upper, westerly side of the route would be very noticeable along at least half of the route and construction of towers and temporary and permanent access tracks would be revealed through the felled wayleave at close proximity. However, the valued coastal views would not be affected. In the longer term, it is assumed that forest restocking or woodland edge regeneration would occur alongside this track which would soften the appearance of the permanent towers. However, although not interfering in the main views over Kyle Rhea, being inland of the track, the new lattice-tower OHL would, in side and oblique views, constitute a perceptible feature in close proximity to the route.</p>	40m	High	Low - Medium	<p><b>Moderate – Major Adverse</b> (significant)</p>	<p>Minor – Moderate Adverse (not significant)</p>

**Table 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)
O3B-1	<b>Bealach Udal</b> Visitors and to a roadside vantage point at the pass above Kylerhea Glen. Visualisation Location 3-4 provides a representative view from this location (see <b>Figures V4A-3.4a to d</b> ).	Dramatic, elevated views eastwards down the Glen below Bealach Udal across Kyle Rhea towards Glenelg and the mainland hills and mountains beyond that. There is a telecoms mast at the pass which features in the rear views and an existing wood-pole distribution OHL forms a small detracting feature through the glen.	Medium – High	Beyond the pass and eastwards, in the views down the Glen, construction of the Proposed Development would be very noticeable, on the downhill (south) side of the road, framed through the main views. At the top of the Glen, the OHL would be relatively close, and the top of the first tower would just be sky-lined and impinge slightly upon the elevated views. However, then the land drops steeply and the towers below this are of a lower elevation than the road, but still noticeable in the view. A permanent access track following the alignment would also be visible within elevated views, and would potentially draw greater focus to the OHL by forming a continuous line through the landscape, visually connecting the more transparent tower structures.	0.2km	Medium – High	Medium	<b>Moderate – Major Adverse</b> (significant)	<b>Moderate Adverse</b> (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)
O3B-2	<p><b>Otter Hide, Car Park and Picnic Area</b></p> <p>Visitors to RSPB car park and information area with wildlife hide and picnic tables.</p> <p>Visualisation Location 3-5 provides a representative view from this location (see <b>Figures V4A-3.5a to d</b>).</p>	<p>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 OHL forms a feature of the northerly view, as the two large towers either side of the straits carry the OHL across the water.</p>	Medium – High	<p>The Proposed Development would be situated at close proximity to this location with towers positioned on the hill slope above to the north-west and south-west and permanent new access tracks also to be established from the car park to these towers. Felling to create a wayleave and construction of towers through this would also be very noticeable within the northerly view, and reconductoring works at the existing tall crossing towers, which would be retained, would also be likely to be perceptible. Removal of existing towers within this context would likely be barely perceptible. Over the longer term, it is anticipated that some native woodland or scrub would establish along the edge of the new wayleave which would slightly filter the longer term views of towers and tracks, although towers would be likely to remain prominent. The main valued views over the water would not be affected during construction or operation.</p>	40m	High	High	<p><b>Moderate – Major Adverse</b> (significant)</p>	<p>Minor – Moderate Adverse (not significant)</p>

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)
O3B-3	<b>Otter Haven Lower Hide</b> Receptors are primarily visitors in and around an otter hide and viewpoint.	Main views are slightly elevated, south-east facing across Kyle Rhea, featuring the minor lighthouse in the foreground. The existing OHL crossing just over a kilometre away is a very prominent feature in side/ oblique views reducing sensitivity in this direction. Rear views are constrained/ filtered by trees and vegetation.	Medium	In northerly side/ oblique views, the existing steel lattice towers at the crossing point would be retained although reconductoring would take place. Within rear views, less important from the hide where the prominent focus is overlooking the sea, the Proposed Development would involve felling to create a new wayleave and construction of towers. However, this work would be largely screened by forest which would be retained. During operation, the new steel lattice towers would be in close proximity, but views would be part-filtered and screened as well as being within the less important rear/side/uphill views.	0.2km	Low – Medium	Low – Medium	Minor Adverse (not significant)	Negligible