

TECHNICAL APPENDIX 8.2: LANDSCAPE AND VISUAL SCOPING APPRAISAL

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1. Technical Appendix 8.2: Landscape and Visual Scoping Appraisal

1.1 Introduction

1.1.1 This technical appendix presents the findings of a high-level appraisal of landscape areas and visual receptors and sets out the rationale behind, and identification of, the scope for the detailed landscape and visual impact assessment (LVIA) and cumulative landscape and visual impact assessment (CLVIA). The aim of this appraisal is to focus the LVIA / CLVIA on those receptors and areas where there is the potential for significant effects to occur.

1.2 Study Area

1.2.1 In line with current guidance (SNH¹, now NatureScot, 2017: p 12)², the Study Area for the LVIA has been set at 45km radius from the outermost Proposed Development turbines (referred to hereafter as the 'wider study area'). This is considered to be the maximum distance within which any significant landscape or visual effect may be experienced. However, following initial review and site appraisal, it was identified that the majority of significant effects would be most likely to occur within an area of approximately 25km. A smaller study area of 25km (referred to hereafter as the 'detailed study area') has therefore been defined for a more targeted and fine-grained detailed assessment.

1.2.2 The study areas have been applied as follows:

Landscape Assessment

- All designated and protected landscapes within the wider study area have been given consideration within the assessment. However, following an initial appraisal, where effects are identified as unlikely, these areas have been scoped out of more detailed assessment (see Table 1.3.1 below).
- Landscape character has been given consideration within the detailed study area. A high level appraisal of Landscape Character Types within the detailed study area is provided in Table 1.3.2 below.

Visual Assessment

- Within the wider study area, a series of 26 viewpoints (VPs) have been selected in consultation with NatureScot and The Highland Council (THC). These VPs form the basis of the visual assessment. The final list of VPs was confirmed with NatureScot and THC and was the outcome of a larger number of considered VPs, as discussed in Table 1.4.1, below.
- In addition to the VP based assessment, a more targeted assessment of potential visual receptors within the detailed study area has taken place. The scope of this assessment is discussed in Section 1.4 of this Appendix.

¹ Scottish Natural Heritage (SNH) formally changed their name to NatureScot on 24 August 2020. Many of their documents referred to in this EIA report were published prior to this date. As such reference is still made to SNH where appropriate

² Scottish Natural Heritage. (2017). *Visual Representation of Wind Farms* (Version 2.2).

Cumulative Assessment

- 1.2.3 All landscape areas and VPs, routes and settled areas included in the main LVIA were considered for inclusion in the CLVIA. However, because the focus of the CLVIA is on potential significant effects, areas or receptors which were identified as experiencing less than a minor landscape or visual effect in the LVIA were scoped out of the CLVIA as it is considered that these individual effects could not contribute to a significant cumulative effect. The scope of the CLVIA is detailed in Table 1.3.3 and Table 1.4.3.

1.3 Scope of Landscape Assessment

- 1.3.1 Table 1.3.1 and Table 1.3.2 list the landscape areas within the wider and detailed study area and provide an explanation of those which have been selected for inclusion within the detailed assessment.

Designated and Protected Landscapes

- 1.3.2 All designated and protected landscapes within the wider study area (see Figures 8.2.1 and 8.2.2) are considered in Table 1.3.1 and reasoning provided for their inclusion or exclusion.

Table 1.3.1: Designated and Protected Landscapes within the Wider Study Area

Designated / Protected Landscape	Approximate Distance to Proposed Development (nearest turbine)	Potential for Significant Effects	Inclusion in Detailed Assessment
National Parks (NPs)			
The Cairngorms National Park (CNP)	25.7km	Small areas of theoretical visibility but significant effects unlikely due to distance and context.	No
National Scenic Area (NSA)			
Kintail NSA	34.5km	Small areas of theoretical visibility but significant effects unlikely due to distance and context.	No
Glen Affric NSA	11.6km	Theoretical visibility and some potential for effects.	Yes
Glen Strathfarrar NSA	11.4km	Small areas of theoretical visibility and some potential for effects.	No
Wild Land Area (WLA)			
WLA 14: Rannoch – Nevis – Mamores – Alder	35.6km	Some areas of theoretical visibility but significant landscape effects unlikely due to distance. Scoped out to focus on WLAs 24 and 19, as per consultation (see Chapter 8, paragraph 8.4.2)	No
WLA 18: Kinlochhourn – Konydart - Morar	30.9km	Some areas of theoretical visibility but significant landscape effects unlikely due to distance.	No

Designated / Protected Landscape	Approximate Distance to Proposed Development (nearest turbine)	Potential for Significant Effects	Inclusion in Detailed Assessment
		Scoped out to focus on WLAs 24 and 19, as per consultation (see Chapter 8, paragraph 8.4.2,)	
WLA 19: Braeroy – Glenshirra – Creag Meagaidh	17.2km	Some areas of theoretical visibility and potential for effects. Assessment of effects on Wild Land included, as per consultation (see Chapter 8, paragraph 8.4.2,)	Yes
WLA 20: Monadhliath	18.1km	Some areas of theoretical visibility but significant landscape effects unlikely due to distance. Scoped out to focus on WLAs 24 and 19, as per consultation (see Chapter 8, paragraph 8.4.2,)	No
WLA 24: Central Highlands	10.6km	Some areas of theoretical visibility and potential for effects. Assessment of effects on Wild Land included, as per consultation (see Chapter 8, paragraph 8.4.2,)	Yes
WLA 29: Rhiddoroch – Beinn Dearg – Ben Wyvis	39.5km	Some areas of theoretical visibility but significant landscape effects unlikely due to distance. Scoped out to focus on WLAs 24 and 19, as per consultation (see Chapter 8, paragraph 8.4.2,)	No
Sites included on the Inventory of Gardens and Designed Landscapes (GDLs)			
Achnacarry GDL	38.3km	No theoretical visibility.	No
Aldourie Castle GDL	24.6km	No theoretical visibility.	No
Beaufort Castle GDL	22.5km	No theoretical visibility.	No
Brahan GDL	33.8km	No theoretical visibility.	No
Castle Leod GDL	37.8km	No theoretical visibility.	No
Culloden House GDL	39.2km	Some theoretical visibility but significant landscape effects unlikely due to distance, screening and context.	No
Dochfour GDL	25.6km	No theoretical visibility.	No
Fairburn GDL	30.5km	No theoretical visibility.	No
Leys Castle GDL	32.5km	Theoretical visibility but significant landscape effects unlikely due to distance and screening.	No

Designated / Protected Landscape	Approximate Distance to Proposed Development (nearest turbine)	Potential for Significant Effects	Inclusion in Detailed Assessment
Rosehaugh GDL	43.0km	Theoretical visibility but significant landscape effects unlikely due to distance and screening	No
Tomnahurich Cemetery GDL	33.3km	No theoretical visibility.	No
The Spa Gardens, Strathpeffer GDL	36.9km	No theoretical visibility.	No
Special Landscape Area (SLA)			
Ben Alder, Laggan and Glen Banchor SLA	29.4km	A few very small areas of theoretical visibility but significant landscape effects unlikely due to distance.	No
Ben Wyvis SLA	39.8km	Areas of theoretical visibility but significant landscape effects unlikely due to distance.	No
Loch Lochy and Loch Oich SLA	17.5km	Areas of theoretical visibility but significant landscape effects unlikely due to distance.	No
Loch Ness and Duntelchaig SLA	1.9km	Some areas of theoretical visibility and potential for landscape effects.	Yes
Moidart, Morar and Glen Shiel SLA	21.8km	Some areas of theoretical visibility but significant landscape effects unlikely due to distance.	No
Strathconon, Monar and Mullardoch SLA	10.7km	Some areas of theoretical visibility and potential for landscape effects.	Yes

Landscape Character

- 1.3.3 NatureScot in conjunction with partner Councils, has undertaken detailed review and classification of various landscape areas and types of Scotland. This study (SNH, now NatureScot³, 2019) has recently been updated to identify Landscape Character Types (LCTs) on a consistent basis across Scotland.
- 1.3.4 LCTs in the wider study area are illustrated on Figures 8.4.1 and 8.4.2. Following a preliminary review of potential for significant effects in this area, the assessment has been scoped to focus on the detailed study area (see Figure 8.4.3) and nine individual LCTs within the detailed study area are identified for inclusion in the detailed assessment.
- 1.3.5 All LCTs within the detailed study area are considered in Table 1.3.2 and reasoning provided for their inclusion or exclusion.

³ SNH (2019) *Scottish Landscape Character Types Map and Description*. Available at: <https://www.nature.scot/professional-advice/landscape/landscape-character-assessment/scottish-landscape-character-types-map-and-descriptions>

Table 1.3.2: Landscape Character Types (LCTs) within the Detailed Study Area

LCT	Approximate Distance to Proposed Development (nearest turbine)	Appraisal	Inclusion in Detailed Assessment
LCT 220: Rugged Massif - Inverness	3.1km	Theoretical visibility within all areas of this LCT and some potential for significant landscape effects.	Yes
LCT 221: Rolling Uplands - Inverness	10.7km	Areas of theoretical visibility and potential for significant landscape effects.	Yes
LCT 222: Rocky Moorland Plateau - Inverness	Within	The Proposed Development is located within this LCT. Theoretical visibility within both areas of this LCT and some potential for significant landscape effects.	Yes
LCT 224: Farmed and Wooded Foothills	7km	Areas of theoretical visibility and potential for significant landscape effects.	Yes
LCT 225: Broad Steep-Sided Glen	1.8km	Some areas of theoretical visibility and potential for significant landscape effects.	Yes
LCT 226: Wooded Glen - Inverness	1.7km	Theoretical visibility within all areas of this LCT and potential for significant landscape effects, although likely to be screened in some parts of this LCT	Yes
LCT 227: Farmed Strath - Inverness	7.4km	Theoretical visibility within all areas of this LCT and some potential for significant landscape effects..	Yes
LCT 229: Enclosed Farmland	18.7km	Small areas of theoretical visibility on the edge of this LCT but given distance and limited ZTV cover and landscape context, limited potential for significant landscape effects.	No
LCT 230: Interlocking Sweeping Peaks - Inverness	17.5km	Some areas of theoretical visibility and potential for significant landscape effects.	Yes
LCT 235: Broad Forested Strath	19.8km	A few small areas of theoretical visibility, but limited potential for significant effects due to distance and small number of visible turbines	No
LCT 236: Smooth Moorland Ridges	17.9km	Areas of theoretical visibility and potential for significant landscape effects.	Yes

LCT	Approximate Distance to Proposed Development (nearest turbine)	Appraisal	Inclusion in Detailed Assessment
LCT 237: Rocky Moorland - Lochaber	16.3km	Minimal theoretical visibility within detailed study area and limited potential for significant effects due to distance and magnitude of change.	No

- 1.3.6 LCTs defined by the Cairngorms National Park Authority are not considered within the assessment, due to the lack of theoretical visibility in the Cairngorms National Park.

Cumulative Landscape Assessment

- 1.3.7 The cumulative landscape assessment has considered all designated or protected landscapes and LCTs identified for inclusion within the landscape assessment. However, those areas identified as having less than a minor effect in the landscape assessment (for the Proposed Development alone) were not included as it is considered that these landscape effects could not contribute to a significant cumulative effect. The cumulative landscape assessment therefore includes the areas listed in Table 1.3.3.

Table 1.3.3: Designated / Protected Landscapes and LCTs included in the Cumulative Landscape Assessment

Landscape Area	Name
Designated / Protected Landscapes (within the wider study area)	
Wild Land Area	<ul style="list-style-type: none"> WLA 19: Braeroy – Glenshirra-Creag Meagaidh WLA 24: Central Highlands
Special Landscape Area	<ul style="list-style-type: none"> Loch Ness and Duntelchaig SLA
LCTs (within the detailed study area)	
LCTs	<ul style="list-style-type: none"> LCT 221: Rolling Uplands – Inverness LCT 222: Rocky Moorland Plateau – Inverness LCT 225: Broad Steep-Sided Glen LCT 227: Farmed Strath – Inverness LCT 236: Smooth Moorland Ridges

1.4 Scope of Visual Assessment

- 1.4.1 Potential VPs and visual receptor locations which have been selected for inclusion in the detailed assessment are described in this section along with the rationale for their inclusion or otherwise.

Viewpoint Selection

- 1.4.2 VPs considered for inclusion in the assessment are outlined in Table 1.4.1. This includes those which were chosen for inclusion within the assessment, and those which were considered and not included. This includes VPs recommended by consultees in Scoping

and Post Scoping consultation. The majority of VPs considered for inclusion in the assessment were those used in the 2012 Bhlaraidh Wind Farm application LVIA.

- 1.4.3 The final list of VPs has been agreed during consultation with NatureScot and THC (see Figures 8.5.1 and 8.5.2). Grid coordinates for VPs included in the detailed assessment are contained within Appendix 8.1 and shown on visualisations presented in Figures 8.9.2 to 8.34.4 (Volume 3a) and 8.35.1 to 8.60.1 (Volume 3b).

Table 1.4.1: Appraisal of Viewpoints Considered for the LVIA

Viewpoint	Consultation History	Appraisal	Inclusion in Detailed Assessment
VP 1 Track to Loch Liath	Originally included in Bhlaraidh 2012 LVIA as VP 1. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of open, very close-proximity view, from track on the site.	Yes
VP 2 Old Bridge, Invermoriston	Near to VP originally included in Bhlaraidh 2012 LVIA as VP 2. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Representative of close-proximity views from Invermoriston, taken from Old Bridge.	Yes
VP 3 Meall Fuar-mhonaidh	Originally included in Bhlaraidh 2012 LVIA as VP 3. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated views from popular local hill summit on the north-western side of Loch Ness, within Loch Ness and Duntelchaig SLA.	Yes
A833 above Milton 249836, 832259	Requested in Pre-Application Advice Pack from location on A833 above Milton. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020) but then excluded after suitable location not found during site work. Alternative VP4 location proposed, see below.	Excluded due to very limited visibility (in particularly from roadside tree screening) and lack of safe stopping location for photography on public road. No suitable alternative location found on A833, but alternative location found nearby (VP4).	No
VP 4 Achtuie Road near Creag Nay	Proposed in further consultation (Jan 2021) following site work to identify location of A833 above Milton, see above.	Illustrative of new visibility, representative of elevated views from public road and several elevated properties above Drumnadrochit	Yes
VP 5 Suidhe Viewpoint, B862	Originally included in Bhlaraidh 2012 LVIA as VP 5. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated view from roadside Viewpoint marked on OS maps, on General Wade's military road, within Loch Ness and Duntelchaig SLA.	Yes

Viewpoint	Consultation History	Appraisal	Inclusion in Detailed Assessment
VP 6 Summit by Suidhe Viewpoint, B862	Requested by THC in their Scoping Response. Proposed in further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated view from popular summit near Suidhe Viewpoint carpark.	Yes
VP 7 B862 south of Foyers	Originally included in Bhlaraidh 2012 LVIA as VP 6. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of views from the B862 road opposite the site.	Yes
VP 8 Lochside picnic layby on B852	Near to VP originally included in Bhlaraidh 2012 LVIA as VP 7. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of worst-case low-level views from shores of Loch Ness, on B-road, within Loch Ness and Duntelchaig SLA.	Yes
Path north of Loch Affric 214824, 822851	Requested in Pre-Application Advice Pack to illustrate views from route along north side of Loch Affric within NSA. Proposed in further consultation (Jul 2019, Oct 2019) but then excluded after removal of theoretical visibility associated with layout design process. Alternative location proposed in VP 19.	Excluded due to lack of theoretical visibility here and along core path by Loch Affric.	No
VP 9 Carn na Saobhaidhe	Originally included in Bhlaraidh 2012 LVIA as VP 9. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated views from popular Corbett summit on southern side of Loch Ness.	Yes
VP 10 Great Glen Way near Carn a' Bhodaich	Originally included in Bhlaraidh 2012 LVIA as VP 10. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated views from the Great Glen Way.	Yes
VP11 Meall Mor, Glen Affric	Originally included in Bhlaraidh 2012 LVIA as VP 11. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated views from local high point within Central Highlands WLA, on northern boundary of the Glen Affric NSA and southern boundary of the Monar and Mullardoch SLA.	Yes

Viewpoint	Consultation History	Appraisal	Inclusion in Detailed Assessment
VP 12 Creag Dhubh	Originally included in Bhlaraidh 2012 LVIA as VP 12. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated view from hilltop within WLA, with views north across Glen Affric NSA.	Yes
Carn Ghluasaid 214586, 812511	Near to VP originally included in Bhlaraidh 2012 LVIA as VP 13. Proposed in Scoping Report but relocated to VP 13 following Scoping comments from NatureScot, see below.	Illustrative of elevated view from popular Munro summit within Moidart, Morar and Glenshiel SLA and Central Highlands WLA. Replaced by VP 13, see below.	No
VP 13 Sgùrr nan Conbhairean	Proposed in further consultation (Oct 2019, Jun 2020, Jan 2021) after request made by NatureScot in Scoping response to use this location rather than Carn Ghluasaid, see above.	Illustrative of elevated view from popular Munro summit within Moidart, Morar and Glenshiel SLA and Central Highlands WLA; and on the edge of the Glen Affric NSA.	Yes
VP 14 Meall Dubh	Originally included in Bhlaraidh 2012 LVIA as VP 14. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated view from Corbett path, by Millenium Wind Farm.	Yes
VP 15 Poll-gormack Hill	Originally included in Bhlaraidh 2012 LVIA as VP 15. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated mid-range views from summit within Braeroy-Glenshirra-Creag Meagadh WLA, with views across the Corrieyarrick Pass.	Yes
VP 16 Geal Charn	Originally included in Bhlaraidh 2012 LVIA as VP 16. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated views from Munro summit, on western boundary of CNP and near the boundary of the Monadhliath WLA.	Yes
VP 17 B862 south of Dores	Originally included in Bhlaraidh 2012 LVIA as VP 17. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of elevated view across Loch Ness from minor B-road, within Loch Ness and Duntelchaig SLA.	Yes

Viewpoint	Consultation History	Appraisal	Inclusion in Detailed Assessment
VP 18 Track near Dun Fhamhair fort	Originally included in Bhlaraidh 2012 LVIA as VP 18. Proposed in Scoping Report and further consultation (Oct 2019, Jun 2020, Jan 2021).	Illustrative of longer range views from walking route near Beauly.	Yes
VP 19 Path north of Loch Affric	Proposed in further consultation (Jun 2020, Jan 2021) after micro-siting viewpoint proposed at Scoping (called Path north of Loch Affric, see above), which was requested in the Pre-Application Advice Pack.	Illustrative of worst-case low-level views from mountain track to the north of Loch Affric, near junction with core path, situated within Glen Affric NSA and Central Highlands WLA. No views from circular Core Path around Loch Affric, but very small area of theoretical visibility on this nearby route.	Yes
VP 20 Path north of Affric Lodge	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by NatureScot in their Scoping response.	Illustrative of elevated point on path north of Affric Lodge, on slopes of Am Meallan hill, within the Central Highlands WLA and Glen Affric NSA.	Yes
VP 21 Toll Creagach	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by NatureScot in their Scoping response.	Illustrative of elevated views from a Munro on the edge of the Glen Affric NSA and Strathconon, Monar and Mullardoch SLA, within the Central Highlands WLA.	Yes
VP 22 Sgurr na Ruaidhe	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by NatureScot in their Scoping response.	Illustrative of elevated views from a Munro within the Glen Strathfarrar group of hills and views over the Glen Strathfarrar NSA. It is also located within the Strathconon, Monar and Mullardoch SLA and Central Highlands WLA.	Yes
VP 23 An Cabar (Ben Wyvis)	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by THC in their Scoping response.	Illustrative of distant elevated views from hill top located in Rhiddoroch-Beinn Dearg-Ben Wyvis WLA and Ben Wyvis SLA	Yes
VP 24 NCN1 Between Dingwall and Evanton	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by THC in their Scoping response.	Illustrative of distant views from national cycle route in coastal location.	Yes

Viewpoint	Consultation History	Appraisal	Inclusion in Detailed Assessment
VP 25 Minor road near Tore	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by THC in their Scoping response.	Illustrative of distant views from rural settled area.	Yes
VP 26 A87 Bun Loyne	Proposed in further consultation (Oct 2019, Jun 202, Jan 2021) after requested by THC in their Scoping response.	Illustrative of elevated views from layby by A road near Bun Loyne, Glen Moriston	Yes

Residential Locations and Settlements

1.4.4 The assessment of residential locations has been limited to the detailed study area as the potential for significant effects is considered very unlikely beyond this distance. A high level review of any residential areas beyond this distance identified by the ZTV concluded that potential for significant effects would be very unlikely. For example, these have been scoped out of the detailed assessment and include:

- Settlements of Beauuly, Kirkhill, Inchmore, Muir of Ord, Avoch, North Kessock, Newtonmore, Kingusie, Dalwhinnie, Spean Bridge, Roybridge where there would be no view of the Proposed Development; and
- Settlements and properties in the vicinity of Dingwall, Maryburgh, Culbokie, Conon Bridge, Tore, Munloch, Inverness where there are varying degrees of visibility of the Proposed Development, seen in the distance, in the context of existing turbines and settlement and other vertical features such as overhead lines, whereby visual effects are unlikely to be significant.

1.4.5 There would be no view from all other settlement areas beyond the detailed study area.

1.4.6 The detailed study area is characterised by small settlements and scattered individual rural properties. Of the small settlements, there would be no view of the Proposed Development from Kiltarlity, Laggan, Invergarry, Fort Augustus or Foyers. From other scattered properties, there may be limited visibility of the Proposed Development, but due to context and distance, visual significant effects would be unlikely. These areas are therefore scoped out of the detailed assessment.

1.4.7 Residential locations and settlement areas scoped into the detailed assessment (see Figure 8.6.3) therefore include:

- Settlement of Invermoriston (R1) and scattered rural settlement along Glen Moriston (R2, R3);
- Scattered rural settlement to the north of Drumnadrochit (R4);
- Scattered rural settlement to the south-east of Kiltarlity, around Cragganvally (R5);
- Settlement of Dores (R6) and nearby properties south of Dores (R7); and
- Scattered rural settlement to the east of Loch Ness (R8-15), including along Stratherrick.

- 1.4.8 For many of these groupings, such as Invermoriston (R1) and Dores (R6), significant visual effects are considered unlikely due to limited visibility, but these are included in the detailed assessment due to sensitivity of receptors.

Routes

- 1.4.9 The visual effects on travellers using routes have been considered within the wider study area. Routes considered and those included in detailed assessment are described in Table 1.4.2 including the rationale for their inclusion or exclusion, (see Figures 8.6.1 and 8.6.2).

Table 1.4.2: Appraisal of Routes Considered for the LVIA

Route Type	Appraisal	Included in Detailed Assessment ⁴
A-Roads	<p><i>A-roads within the wider study area include the A9, A82, A87, A86, A831, A832, A833, A834 A835, A862, A887, A889 and A890.</i></p> <p>Of these routes, the A86, A831, A834, A889, A890 show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment.</p> <p>Potential visibility is indicated on the A9, A82, A87, A832, A833, A835, A862 and A887. Of these, the potential for significant effect is considered unlikely for the following routes or route sections which have therefore been scoped out of the detailed assessment:</p> <ul style="list-style-type: none"> • A9 (from near Dalwhinnie to Inverness): limited and distant views from south-east of Inverness and north of Tore, with considerable screening; • A832 (from Avoch to Moy Bridge on the A835, via Tore and Muir of Ord; and from Gorstan to Loch a'Chroisg): limited and distant views from stretches between Muir of Ord to Avoch; • A835 (from Tore to Garbat Forest, via Maryburgh): limited and distant views between Tore and Maryburgh; and • A862 (from north of Dingwall to Inverness, via Beauly): limited and distant views from around Conon Bridge and Dingwall, see VP 24. 	<ul style="list-style-type: none"> • A82 (Inverness to Spean Bridge/Roybridge): whilst significant effects are unlikely due to limited visibility, this route is assessed in more detail due to sensitivity of receptors; • A833 (near Balchraggan to Drumnadrochit): whilst significant effects are unlikely due to limited visibility, this route is assessed in more detail due to sensitivity of receptors; • A887 (Invermoriston to Bun Loyne); • A87 (Invergarry to Loch Duich).

⁴ Some routes extend beyond the wider study area. The start and end points noted in this table relate to locations within the wider study area only.

Route Type	Appraisal	Included in Detailed Assessment ⁴
B-Roads	<p><i>B-roads within the wider study area include the B851, B852, B861, B862, B970, B8004, B9006, B9039, B9152, B9161, B9163, B9169.</i></p> <p>Of these routes, the B970, B8004, B9039, B9152 and B9163 show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment.</p> <p>Potential visibility is indicated on the B851, B852, B861, B862, B9006, B9161, and B9169. Of these routes, the potential for significant effect is considered unlikely for the following routes or route sections due to distance, context and limited views. These have therefore been scoped out of the detailed assessment:</p> <ul style="list-style-type: none"> • B851 (Culloden to B862 junction): limited extents of ZTV cover, where the Proposed Turbines would be screened; • B852 (south from Dores along shores of Loch Ness): very limited visibility due to screening from trees, and few areas with glimpsed views (e.g. VP 8). • B861 (Inverness to Inverarnie): relatively distant views of the Proposed Development with the Operational Development, in the context of several other turbines on the skyline, occupying a small part of the overall view; • B9006 (near Culloden): limited and distant views; • B9161 (through Munloch): limited and distant views; and • B9169 (Muir of Ord to Shoreton): limited and distant views. 	<ul style="list-style-type: none"> • B862 (Fort Augustus to Inverness).
Minor Roads	<p><i>Minor roads are present throughout the wider study area providing access to properties and along glens.</i></p> <p>A number of routes would show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment. This includes the U1640 (Bunloit Road, Lewiston, Drumadrochit) minor road, which is also a section of the Great Glen Way.</p>	<ul style="list-style-type: none"> • C1060 (Dunain-Blackfold-Abriachan Road): not assessed individually, see assessment for relevant part of the Great Glen Way and VP 10. • C1072 (Abriachan – Foxhole Road): not assessed individually, see

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<p>Minor routes with potential visibility were considered for inclusion in the detailed assessment but have not been assessed individually in the detailed assessment since it is considered that the locations of viewpoints, and assessment of other routes and residential receptors provides a representative understanding of potential for significant effects throughout the study area. Some of these routes are noted in the adjacent column.</p>	<p>assessment for residential grouping R5, and nearby VP 10.</p> <p>Where minor roads provide access to properties only, these have been considered in the context of associated residential receptors.</p>
Railway Lines	<p><i>Several railway lines are present within the wider study area, including sections of the Kyle of Lochalsh Line, Highland Main Line, Far North Line, Aberdeen-Inverness Line and West Highland Line.</i></p> <p>Of these, the Kyle of Lochalsh Line, Aberdeen-Inverness Line and West Highland Line show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment.</p> <p>Potential visibility is indicated on the Highland Main Line (near Smithton and Culloden Forest and Craggiemore) and the Far North Line (north of Muir of Ord). Significant effects are not considered likely for receptors on these railway sections given distance and context. They are therefore scoped out of the detailed assessment.</p>	None.
Core Paths	<p><i>Several Core Paths⁵ were identified in the wider study area.</i></p> <p>Of these, the majority show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment. These include Core Paths in/around Spean Bridge and Roybridge; in the Cairngorms National Park in/around Dalwhinnie, Newtonmore and Kingussie; west of Dingwall, Conon Bridge and Muir of Ord; around Kiltarlity; within most of Inverness and North Kessock; in Glen Strathfarrar, Glen Urquhart and around Loch Affric; in/around Foyers, Fort Augustus and Invergarry.</p>	<ul style="list-style-type: none"> • IN05.11 (Dog Falls to Comar); • IN12.04 (Kindrummond to Dirr Wood); • IN12.05 (Drumashie Moor); • IN12.06 (Drumashie to Cuillard); • IN13.02 (Cnoc a Bhuachaille); • IN16.16 (Fort Augustus to Glen Moriston by old drove road),

⁵ https://www.highland.gov.uk/info/1225/countryside_farming_and_wildlife/161/outdoor_access/4 . These Core Paths are noted on the Inverness and Nairn Core Paths Plan (with prefix IN), and Ross and Cromarty Core Paths Plan (with prefix RC).

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<p>Potential visibility is indicated on 79 Core Paths. Of these, the potential for significant effect is considered unlikely for the following routes or route sections due to distance or location within forestry/woodland; very limited extent or degree of visibility; views experienced through other existing turbines; or location within residential areas which have been otherwise considered within the assessment of residential receptors. These have therefore been scoped out of the detailed assessment⁶:</p> <ul style="list-style-type: none"> • IN05.01 (Dog Falls / Coire Loch circuit); • IN05.02 (Corrimony to Tomich by River Enrick); • IN05.03 (Eve's Road); • IN05.06 (Loch Affric circuit); • IN05.07 (Allt Garbh to Tomich by Cogie); • IN05.08 (Beinn na Sparra circuit); • IN05.09 (Carn Fiarclach circuit); • IN08.07 (Culloden Road to Caulfield Road); • IN08.09 (Tower Brae to Tower Brae North); • IN08.11 (Caulfield Road North – Cradlehall Shops by Cradlehall Wood); • IN08.12 (Culloden Wood (pathsinverness)); • IN08.13 (Culloden Wood spinal track); • IN08.14 (Balloch Community Wood circuit); • IN08.18 (Culloden Wood to Blackpark); • IN08.19 (Barn Church Road to Culloden Wood by Moray Avenue); • IN08.20 (Balloch to Tornagrain by High Wood); • IN08.22 (High Wood Circuits); • IN08.25 (B9006 to Culloden Battlefield); 	<p>assessed with SHT 260a and 260b;</p> <ul style="list-style-type: none"> • IN17.01 (Fair Haired Lad's Pass); • IN18.01 and 18.02 (Dalcataig circuit and Invermoriston Falls circuit), assessed as part of Invermoriston settlement (R1); • IN22.02 (Abriachan to Drumnadrochit by Great Glen Way), assessed as part of Great Glen Way; • IN22.03 (Clansman Hotel to Abriachan); • IN25.01 (Dell Lodge – Foyers), assessed as part of residential grouping R13; and • IN25.02 (Garthbeg to Errogie, south side of Loch Mhor).

⁶ These paths are illustrated on Figures 8.6.1 to 8.6.3, but are not labelled by name for legibility of the figure. Routes can be searched in the Interactive Map: <https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f>

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<ul style="list-style-type: none"> • IN08.26 (Feabuie Road to High Wood by Wester Feabuie); • IN08.27 (Feabuie Road to Newlands of Culloden); • IN08.28 (Culloden Road to Feabuie Road and Newlands of Culloden); • IN08.31 (Caulfield Road North to Caulfield Road by wood); • IN08.32 (A96 to High Wood by Balmachree); • IN08.33 (Cherry Park to Culloden Wood by Balloch Wood (a)); • IN08.34 (Cherry Park to Culloden Wood by Balloch Wood (b)); • IN09.01 (Sunnyside to Culloden Battlefield and Balloch); • IN09.02 (Culloden Battlefield paths); • IN11.01 (Daviot Wood to Faillie by General Wade's Military Road); • IN11.02 (Daviot Woods circuits); • IN12.01 (An Torr Circuits); • IN12.02 (Kindrummond to Cullaird); • IN12.03 (Antfield to Drumashie Plantation); • IN15.01 (Littlemill Esker Trail); • IN17.11 (Carnoch to Errogie); • IN19.39 (General Wade's Military Road to Daviot Wood); • IN19.40 (Castleton to Daviot Wood by Bogbain Moor); • IN19.41 (Caledonian Canal to West Lodge by Torvean Quarry); • IN19.70 (Bogbain Wood to Milton of Leys); • IN20.04 (Belladrum Kennels to Belladrum by Phoineas Hill); • IN23.02 (Newtonhill to Blackfold); • RC07.02 (Rosehaugh Estate paths); • RC09.01 (Riverside); • RC09.02 (Burnside Lane to Station Rd); • RC09.03 (Riverside- Old Fish Factory track); • RC09.04 (Schoolhouse Belt); • RC09.05 (Nursery Path); • RC12.01 (Culbokie Wood); • RC12.02 (Glascairn wood); • RC12.03 (Bogbuie wood); 	

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<ul style="list-style-type: none"> • RC13.02 (Tulloch Lane); • RC13.03 (Craig Wood); • RC13.04 (Canal south bank); • RC13.07 (Canal North bank); • RC13.08 (Dingwall- Maryburgh cycleway); • RC24.01 (Monadh Mor); • RC26.01 (Burnfarm- Rosehaugh); • RC26.02 (Wester Strath link); • RC32.02 (Old rail line/Spittal Wood); • RC32.04 (Spittal Wood paths); • RC32.07 (Ord Hill); • RC32.08 (Gilchrist to Tarradale); • RC33.01 (Old Railway line east); • RC33.02 (Littleburn to Allanbank track); • RC33.03 (Littleburn Wood); • RC33.06 (Mount Eagle/Military Road); and • RC36.01 (Drumderfit Hill). 	
Scottish Hill Tracks (Scotways)	<p><i>Several Scottish Hill Tracks (SHTs) or Track alternatives fall within or partly within the wider study area. Some of these routes also combine Heritage Paths and other Hill Tracks.</i></p> <p>Of these, the majority (around 60 sections) show no theoretical visibility of the Proposed Development and are therefore scoped out of the assessment.</p> <p>Potential visibility is indicated on 13 SHT sections. Of these, the potential for significant effect is considered unlikely for the following routes or route sections due to distance or location within forestry/woodland; limited views experienced through other existing turbines; or location within residential areas which have been otherwise considered within the assessment of residential receptors. These have therefore been scoped out of the detailed assessment:</p> <ul style="list-style-type: none"> • SHT 233 (Kingussie to Tomatin by the River Findhorn); • SHT 239 (Loch Garry to Laggan Locks); • SHT 264 (Corrimony (Glen Urquhart) to Tomich (Strathglass)); • SHT 262 (Ceannacroc Bridge (Glen Moriston) to Tomich); 	<ul style="list-style-type: none"> • SHT 231 and 235 (Tomatin to Whitebridge and Laggan to Whitebridge); • SHT 236a (Laggan to Whitebridge); • SHT 260a and 260b (Fort Augustus to Achlain or Torgyle Bridge (Glen Moriston)), assessed with Core Path IN16.16; and • SHT 268 (Glen Affric to Loch Mullardoch Dam by the Allt Toll Easa).

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<ul style="list-style-type: none"> • SHT 265a and 265b (Tomich to Glen Affric); and • SHT 279 (Muir of Ord to Struy (Strathglass)). <p>Other popular mountain routes are not assessed individually, since viewpoints have been chosen to represent and illustrate a range of views from hilltops in the wider study area.</p>	
Long distance trails and routes	<p><i>Several long distance recreational routes are present within the wider study area. Many of these follow the routes of other roads and paths.</i></p> <p>Of these routes, the Cape Wrath Trail (variation through the Great Glen) shows no theoretical visibility of the Proposed Development and is therefore scoped out of the assessment.</p> <p>Potential visibility is indicated on ten other long distance routes. Of these, the potential for significant effect is considered unlikely for the following routes or route sections. These have therefore been scoped out of the detailed assessment:</p> <ul style="list-style-type: none"> • National Cycle Route 1 (branching between Dingwall, Tore, Munloch and Inverness, on several roads and overlapping some core paths): due to distance and context; and • National Cycle Route 7 (Dalwhinnie to near Culloden): due to very limited visibility, distance and context. • Affric-Kintail Way (from Drumnadrochit, along Glen Urquhart to Cannich, then along Glen Affric to 	<ul style="list-style-type: none"> • The Great Glen Way, upper and lower routes ⁷; • National Cycle Route 78 ⁸, from Inverness through the Great Glen (not assessed individually; relevant parts are assessed as part of B862. Other sections are scoped out of the detailed assessment.) • South Loch Ness Trail, from Fort Augustus to Inverness (not assessed individually, given overlap with several other routes⁹ included in the detailed assessment. Also see VPs 6 and 8 which are situated on this route.)

⁷ This follows sections of several Core Paths IN13.06, IN19.17, IN16.03, IN16.07, IN16.15, IN19.15, IN19.17, IN19.50, IN22.01, IN22.02, LO02.01, LO11.06, LO11.07, minor roads C1060 and U1640, the A82 road, National Cycle Route 78, SHT 238a and 239 and the B8005 road. Sections of this route (e.g. between Fort Augustus and Drumnadrochit) do not follow other roads/paths, so this route is assessed in its own right. There is some duplication of effects.

⁸ This follows sections of the B862, B852, SHT 259, Core Paths IN16.09, IN16.13, IN16.15, IN11.06, LO11.07, LO02.01, the Great Glen Way, the B8005 road and a few minor roads. Within the wider study area, this follows other routes, so is not assessed separately.

⁹ This route overlaps with several routes included in the detailed assessment, including sections of the B862 road, Core Paths IN17.01, IN12.05, IN25.01, and IN25.02, SHTs 231 and 235. It also overlaps other Core Paths and routes scoped out of the assessment and Trail of the Seven Lochs. This route comprises part of the Loch Ness 360° Trail.

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<p>Morvich /Shiel Bridge): due to lack of visibility, apart from a very short section near Dog Falls, which is also Core Path IN05.11 which is assessed in Appendix 8.6 and given a negligible effect.</p> <ul style="list-style-type: none"> • North Coast 500 (within the wider study area, from Inverness to Beaully to Dingwall and north, and along Lochluichart, travelling west): very limited distant visibility near Dingwall. • Monadhliath Trail (from B862, along Stronelaig Wind Farm access track): due to low sensitivity associated with notable wind development and hydro infrastructure in close proximity, and context of other wind developments in nearby context, as well as relatively limited ZTV cover. 	<ul style="list-style-type: none"> • Trail of the Seven Lochs (not assessed individually, given overlap with other routes¹⁰ included in the detailed assessment. Also see VPs 17, near this route.) • The Loch Ness 360° Trail (not assessed individually, given that it comprises the Great Glen Way and South Loch Ness Trail into one circuit).
Water-based Routes	<p>Within Loch Ness, potential visibility is indicated for a very short stretch of the Jacobite Cruises route (Inverness to Urquhart Castle). This would be limited visibility, over 17km from the Proposed Development, where significant effects are not considered likely, given an appraisal of effects on VP 8 and from locations on the loch (see also Cultural Heritage Viewpoint 2). Further assessment of this route is therefore scoped out of the detailed assessment.</p> <p>The Great Glen Canoe Trail runs from Corpach (Fort William) to Clachnaharry (Inverness), via the Caledonian Canal and Lochs Lochy, Oich, Ness and Dochfour, with options on the Rivers Oich, Ness and Lochy. The Great Glen Canoe Trail¹¹ recommend travelling from west to east, due to the prevailing south-westerly winds.</p> <p>For the majority of the route, the ZTV illustrates that there would be no visibility of the Proposed Development.</p> <p>For two sections on Loch Ness, near Invermoriston and near Drumnadrochit (mentioned above in relation to the Jacobite Cruises), the ZTV shows that there may be some visibility of the Proposed Development.</p>	None.

¹⁰ This route overlaps with several routes included in the detailed assessment, including sections of the B862 and Core Paths IN12.04, IN17.01 and IN25.02. It also overlaps part of the South Loch Ness Trail. It also overlaps other routes scoped out of the assessment, such as minor roads near Loch Duntelchaig.

¹¹ <http://greatglencanoetrail.info/the-trail.html>

Route Type	Appraisal	Included in Detailed Assessment ⁴
	<p>This would be limited to these localised areas and significant effects are not considered likely, given the context of the Operational Development and limited nature of potential effects, as described above. In addition, the recommended direction of travel (west to east) would reduce potential effects, since the if visible, the Proposed Development would be in rear or side views. Further assessment of this route is therefore scoped out of the detailed assessment.</p> <p>Receptors on other routes on waterways / open water in the wider study area (for example along the Caledonian Canal, on Rivers Oich, Ness, Lochy, Moriston and Lochs Ness, Oich, Lochy) would also not be likely to experience significant effects (whereby there is no ZTV coverage, or riverside trees would screen views) and are scoped out of the detailed assessment.</p>	

Cumulative Visual Assessment

- 1.4.10 The cumulative visual assessment has considered all VPs, residential locations / settlements and routes identified for inclusion within the main LVIA assessment. However, where visual effects (for the Proposed Development alone) have been identified as being less than minor during operation, these receptor locations have been scoped out of the cumulative assessment as it is considered that these visual effects could not contribute to a significant cumulative effect. The cumulative visual assessment therefore includes the receptor locations listed in Table 1.3.3.

Table 1.4.3: VPs, Residential locations/Settlements and Routes Included in the Cumulative Visual Assessment

Receptor Location	Name
Viewpoints	<ul style="list-style-type: none"> • VP 1: Track to Loch Liath • VP 2: Old Bridge, Invermoriston • VP 3: Meall Fuar-mhonaidh • VP 5: Suidhe Viewpoint, B862 • VP 6: Summit at Suidhe Viewpoint, B862 • VP 7: B862 south of Foyers • VP 10: Great Glen Way near Carn a' Bhodaich • VP 15: Poll-gormack Hill • VP 17: B862, south of Dores • VP 26: A87 Bun Loyne

Receptor Location	Name
Residential Locations and Settlements	<ul style="list-style-type: none"> • R5 (Properties around Cragganvallie) • R7 (Properties south of Dores) • R9 (Easter and Wester Aberchalder and Migovie) • R12 (Garthbeg, Corriegarth Lodge and nearby properties) • R13 (A range of properties on or in the vicinity of the B862 minor public road in the area near Whitebridge) • R14 (Knockie Estate Cottages and properties in the vicinity including Knockie Lodge Hotel)
Routes	<ul style="list-style-type: none"> • A87 • B862 • Core Path IN12.04 (Kindrummond to Dirr Wood) • Core Path IN13.02 (Cnoc a Bhuachaille) • Core Path IN22.03 (Clansman Hotel to Abriachan) • Core Path IN25.02 (Garthbeg to Errogie, south side of Loch Mhor) • Great Glen Way