

EARBA STORAGE

A GILKES ENERGY COMPANY

Earba Pumped Storage Hydro Scheme EIA Report

Appendix 7.2: Visual Assessment Tables February 2024



Quality Information

Prepared by

ASH design+assessment

Checked by

Chris Pasteur

Approved by

Gavin McGill

Revision History

Revision

01

Revision Date

February 2024

Details

Issue to ECU

Authorised

Gavin McGill

© 2024 Gilkes Energy Ltd. All Rights Reserved

Contents

Contents	1
Appendix 7.2: Visual Assessment Tables	1
1.1 Introduction	1
1.2 Building-based Receptor Locations	1
1.3 Route-based Receptor Locations	4

Appendix 7.2: Visual Assessment Tables

1.1 Introduction

- 1.1.1 This Appendix provides detailed assessment of changes to the view from Built receptor locations and Routes including roads, core paths, identified trails and cycle routes identified as having the potential to gain views of the Proposed Development. Outdoor Viewing Locations also form part of the assessment. Detailed information on the rationale for those locations included in the visual assessment is included in **Chapter 7: Landscape and Visual**.
- 1.1.2 Visualisations from 11 Visualisation Locations (VLs) support this assessment and have been agreed with THC and NatureScot. These are presented in **Volumes 3a** and **3b** of the EIA Report.
- 1.1.3 Two stages are considered for operational effects: at year 1 of operation, and after 15 years once restored vegetation and mitigation planting has established. This takes into account mitigation which forms part of the design.
- 1.1.4 **Table 1** and **Table 2** of detailed assessment are supported by **Figure 7.4 – Potential Visual Receptors** and **Figure 7.5 – Visual Receptors included within the assessment with ZTV**.

1.2 Building-based Receptor Locations

Table 1: Building-based Receptor Location Assessment

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
B1 Luiblea and Tòrgulbin Residents or visitors at group of three properties situated south of the A86 and River Spean, west of Loch Laggan, on either side of Abhainn Ghuilbinn.	For Luiblea, main views are south-south-east, partially contained by nearby planting, with more open upper-level views across field, and watercourse towards hill slopes. For Tòrgulbin, main views appear to be north and north-east, but all views are largely screened / filtered by nearby trees. Side-on views to the east are screened/ filtered from Tòrgulbin, and more open from Luiblea. From all properties, rear views are contained by trees.	Medium – High	During construction, a construction compound, borrow pit and construction of new tracks would be partially visible nearby in side-on and oblique main views to the east from Luiblea, and in some filtered views from Tòrgulbin, although most construction would be screened by trees. An earth bund would be formed during construction and thereafter would largely screen the borrow pit and compound. Construction of a new track to the south-east would also be visible on elevated ground from Luiblea, in oblique main views. During operation, the new access track may be visible to the south-east on elevated ground from Luiblea in partially screened oblique main views but this would be relatively unexceptional in the view and planting along the access track would reduce its visibility over time.	0.1km	Medium	Low	Negligible	Minor – Moderate Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
B2 Moy Lodge Residents or visitors at properties on southern side of A86, at western end of Loch Laggan.	Main views are north-east and south-east onto Loch Laggan. Trees near loch screen more distant views to the south.	Medium	Views of the Proposed Development would be screened by trees and landform.	0.4km	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
B3 Moy Residents or visitors at group of properties on southern side of A86.	Main views are south-east and south-west across fields, towards reservoir.	Medium	During construction, views of construction compound in distance, partially screened by the proposed earth bund. In operation, all parts of the Proposed Development would be screened by trees and landform.	1.3km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
B4 Kinloch Laggan Residents and visitors at dispersed settlement and associated exterior amenity areas at north-eastern end of Loch Laggan including properties of Tullochroam, Aberarder Lodge, Kinloch Lodge and others, as well as St Kenneth's Cross, Loch Laggan beach and Corporal J Hendry GC Memorial.	Variety of views, some overlooking the beach and along Loch Laggan, some overlooking the A86. For properties to south of A86 and River Pattack, views are largely contained by trees.	Medium-High	From the majority of properties, construction would be entirely screened by trees on the skyline, and foreground vegetation. From a few more elevated locations, upper stories, or more open locations (such as the Corporal J Hendry Memorial or parts of the beach), there may be some glimpses of cranes / or other construction associated with the proposed Shios Dam in the distance, just above distant trees on the skyline. Construction of surge shafts may be perceptible, but very distant. During operation, the Proposed Development would be screened by distant trees on the skyline and foreground vegetation, as well as landform.	3.4km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

1.3 Route-based Receptor Locations

Table 2: Route-based Receptor Locations Assessment

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R1 A86 Travellers on A-road though Glen Spean, along northern shores of Loch Laggan.	Varied views, including some more enclosed views contained by trees for section along Loch Laggan. Some more open/filtered views are obtained towards the loch where gaps in tree cover allow towards forested slopes across and hills in background. Views west are largely contained by landform and trees.	Low	Construction works are anticipated to be largely imperceptible, although some work near the A86 may be briefly glimpsed in passing, through trees from a very short section of the route, where a new access and bridge would be constructed. During operation, the Proposed Development would be screened by trees and landform. The new access and bridge would be perceptible from a very short section of road unlikely to affect the overall visual experience for travellers.	0km	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R2 Glen Shirra Tracks Recreational users of tracks through Glen Shirra between A86 at Kinloch Laggan and Glensherro Lodge.	Views vary along lengths of track. In area near Loch Laggan, views are largely enclosed by trees, and become more open with higher elevation, where there are open views across Loch Laggan and towards hills. Steel lattice towers are visible nearby, alongside and crossing the tracks.	Medium	During construction, from elevated sections of track, possible distant glimpses of cranes / or other construction associated with the proposed Shios Dam, just above distant trees on the skyline, but largely screened. Construction of surge shafts may be perceptible, but very distant. During operation, from elevated sections of track, the proposed Shios Dam may be perceptible on the distant skyline, in a dip in the landform, but largely screened by distant trees, and occupying a small part of the overall view. The ZTV shows some visibility of the proposed powerhouse, but the Shios Dam would be likely to screen it.	4.7km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R3 Mountain Route to Càrn Liath, Stob Poite Coire Ardair and Creag Meagaidh Hillwalkers using ascent/descent route of three Munros from A86 (Càrn Liath summit being VL 1, see Figures V3a-1a-f and V3b-1a-k). Part of the route from the A86 to Lochan a' Choire, along Allt Coire Ardair, is Core Path BS08.01. This is referred to as the Creag Meagaidh circuit on walkhighlands website.	Varied views, including elevated views from ascent/descent of three Munros, looking across mountainous landscape with forested glens. Loch Laggan is visible to the south-east, and Stronelaig Wind Farm to the north. Lochan na h'Earba is visible in glimpsed views, partially hidden by the landforms of Binnein Shuas and Binnein Shios. From lower level sections of the route, there is a mixture of more open views across grassland, moorland and enclosed views through patches of woodland or where passing through corries.	Medium-High	During construction, activity would be perceptible in the distance, from various short sections of the route. During operation, from the majority of the route, the Proposed Development would not be visible. From a short section of route between Na Cnapanan, Càrn Liath summit (see VL 1, Figures V3a-1a-f and V3b-1a-k) and Meall an t-Snaim, the proposed Shios Dam and parts of the lower reservoir and powerhouse would be partially visible to the south-east, but these features would be small, and distant. Mitigation planting on the eastern shore of Lochan na h'Earba, around the powerhouse would help soften its appearance in the longer term. From a short section of route around Creag Meagaidh summit, the proposed Leamhain Dam may be visible to the south-east, but barely perceptible at this distance.	2.0km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R4 Mountain Route to Beinn a' Chaorainn and Beinn Teallach Hillwalkers using recreational ascent/descent route of two Munros and A86 (Beinn a' Chaorainn summit being VL 2, see Figures V3a-2a-f and V3b-2a-k).	Varied views, including elevated views, looking across mountainous landscape with glens and waterbodies visible at lower elevation. Loch Laggan visible to the east, and areas of forestry to the south.	High	During construction, activity would be perceptible in the distance, from short eastern sections of the route. During operation, from the majority of the route, the Proposed Development would not be visible. However, from short sections of route around Beinn a' Chaorainn summit (see VL 2, Figures V3a-2a-f and V3b-2a-k), the proposed Leamhain and Shuas dams would be partially visible to the south-east, with new tracks, but distant and a small part of the view. By year 15 of operation, the vegetated front face of the Shuas Dam and mitigation planting near the base of the dam would further reduce its perceptibility.	6.0km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible
R5 Mountain Route to Beinn na Lap Recreational users of route south from A86 through forestry and through Strath Ossian, passing west of Loch Ghuilbinn and Loch na Lap to Munro summit Beinn na Lap.	A variety of open and enclosed views, with the northern part of the route passing through forestry/woodland, opening up towards the south, where there are relatively open views across valley towards surrounding hills.	High	Construction around the site entrance would be visible from a short section of the northern-most part of this route, , partially screened by an earth bund and often filtered by trees. From a short section of route, near Allt Gualann Dhearcaig, construction works at the lower reservoir area, and access tracks may also be perceptible in the distance but would have limited perceptibility during operation, particularly when considering the proposed vegetated front face to the Shuas Dam and with the growth of proposed planting over time.	0.1km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

R6 Mountain Route to Beinn a' Chlachair, Geal Charn and Creag Pitridh Hill walkers using circular recreational route connecting ascent/descent of three Munros from the A86 (Creag Pitridh summit being VL 4, see Figures V3a-4a-g and V3a-4a-n; and Beinn a' Chlachair summit being VL 5, see Figures V3a-4a-f and V3b-5a-k).	A variety of views, with the western section of the route featuring low-level views towards Loch Laggan and Lochan na h-Earba and surrounding hills. From more elevated sections extensive views are obtained of moorland hills and distant mountains. From the summits of Creag Pitridh and Beinn a' Chlachair. There are expansive views across Lochan na h-Earba and Loch Laggan to the north – north-west and views of the forested valley floor traversed by the River Spean to the west – south-west. From Geal Charn, there are expansive views featuring Loch Laggan to the north-west. From the section which passes by Loch a' Bhealaich Leamhain the loch is briefly visible. From here there are also views east towards Loch Pattack and forestry on the valley floor.	High	Construction would be very noticeable from most of this route, with short sections also used for construction access. Part of the route south of Shuas Dam would also be rerouted. During operation, dams, new tracks, reservoirs and drawdown, would be visible from different parts of the route to varying degrees. Some of the proposed tracks may also be adopted by walkers as a more favourable route, such as the track to the surge shaft. The Shios Dam and northern part of the lower reservoir would be seen from Creag Pitridh summit (VL 4, see V3a-4a-g and V3a-4a-n). The Shuas Dam and southern lower reservoir would be seen from northern parts of Beinn a' Chlachair summit (VL5, see Figures V3a-4a-f and V3b-5a-k). The Leamhain Dam and upper reservoir would be only briefly seen on the descent from Beinn a' Chlachair towards Bealach Leamhain. From sections of the route near Shuas Dam, existing views along Lochan na h-Earba would be partially hidden by the Dam, which may also screen the powerhouse. Overall, views of the Proposed Development during operation would be intermittent and changing with little perceptibility from many elevated sections where more distant views more noticeably draw the eye. Mitigation measures including careful reinstatement, particularly around access tracks, a vegetated front face to the Shuas Dam, and surrounding planting would help to reduce visual effects. Therefore, whilst some of views may be changed it is not considered that the longer term effect to the visual amenity of this route would be significantly adverse as expansive elevated	0km	High	Low – Medium	Low	Moderate – Major Adverse (significant)	Minor - Moderate Adverse (not significant)	Minor Adverse (not significant)
---	--	-------------	---	------------	-------------	---------------------	------------	--	---	--

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
			upland and mountain views would still be experienced. Proposed planting for BNG purposes would also be seen across Binnein Shuas and Binnein Shios from the more northerly summits, which would change the appearance of these hills in the longer term. However, this is unlikely to appear as a negative feature within the view.							

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R7 East Highland Way Recreational users of route passing Loch Laggan, connecting Fort William to Aviemore. An unofficial long distance route ¹ documented in Langan (2012) and on walkhighlands.com.	A variety of enclosed and more open views between Fersit and Loch Laggan, with sections through forestry and woodland. The route then follows the eastern shore of Loch Laggan, with open views across the loch, and views in other directions restricted by trees and landform. The route then turns east through woodland, with views of Lochan na h'Earba to the south, featuring a small dam structure at the northern end of the loch, from a short section of the route, before the route continues north-east through forestry, with mainly enclosed views until the route joins the A86.	Medium	From two very short sections of this route, construction activity would be noticeable in passing, including a construction compound, borrow pit and new tracks south of Loch Laggan, where part of this route would be used for construction access. From a short section north of Lochan na h - Earba, construction activity at the Shios Dam maybe visible, although existing trees would be likely to filter views. However, it is proposed that this section of this route would be diverted away from the construction works, and therefore potential views would be limited (see Appendix 15.5). During operation, a new track would be perceptible from a short section south of Loch Laggan. From other parts of the route, The Proposed Development (including diverted route) would be screened by trees. From the majority of this route, there would be no views of the Proposed Development.	0km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

¹ An unofficial long distance route devised by Kevin Langan (Langan,2012. *The East Highland Way*. Luath Press) <https://www.walkhighlands.co.uk/east-highland-way.shtml>)

R8 Lochan na h-Earba track Recreational users of estate track along the eastern shore of Lochan na h-Earba, and looping around the northern loch. VL 6 (see Figures V3a-6-a-f and V3b-6a-k) and VL 7 (see Figure V3a-7a-f and V3b-7a-k) are situated on this route.	Channelled, long-distance views along scenic, distinctive U-shaped glen. Views extend across lochs, as well as up valley slopes to surrounding mountain summits. Rock face of Binnean Shuas is a particular focal point in views. At the northern end of the track, views feature scattered trees on valley slopes, including small clumps down to the loch edge. Built features associated with a hydro scheme are also visible including intake and weir at the northern end of the lochs and weir and river channelling works between the two lochs.	High	There would be views of construction activity in close proximity from this track, including at borrow pits, compounds, the Shios and Shuas Dams, new tracks (including track on western side of loch), powerhouse, adit, promontories and drawdown. Recreational users would be directed along the new track on the opposite side of the loch, but works would still be prominent along the full length. During operation, this route would be inundated, but would be rerouted higher up on the slope. There would continue to be views of the dams at either end of the reservoir and the fluctuating extent of drawdown may appear distracting. The new estate track on the west side of the loch may also be perceptible. The powerhouse and surrounding landform would also form a notable new feature in passing. Although the landform would largely conceal the powerhouse, it may interrupt some views along the valley (see VL 7, Figure V3a-7a-f and V3b-7a-k). Over time, planting would filter and soften views of the drawdown and powerhouse area. The promontories would go some way to re-establishing the separation of the two lochs and with planting, would give similar visual combinations of open water and trees contained by the craggy valley sides when looking along the valley. Proposed planting for BNG purposes would change the visual experience of this route over time, potentially leading to greater enclosure. However, whilst different, this would not necessarily be a negative change and would not increase the level of effect.	0km	High	Medium	Low – Medium	Major Adverse (significant)	Moderate Adverse (significant)	Minor – Moderate Adverse (not significant)
--	--	-------------	--	------------	-------------	---------------	---------------------	---	--	---

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R9 Loch Leamhain to Loch Pattack path Recreational routes between Lochs Leamhain and Pattack, connecting other recreational routes (R6 and R14). VL 8 (see Figures V3b-8a-f and V34-8a-k), is situated on the western end of this route.	Elevated long-distance but focussed views to the south across Loch a' Bhealach Leamhain, Loch Pattack and wider landscape, including rugged mountains and in the distance, areas of coniferous forestry. Travelling north, views are more contained, especially around Loch a' Bhealach Leamhain.	High	During construction, there would be views of extensive construction activity within the upper reservoir area and at the Leamhain Dam at close proximity from the sections of route around Loch a' Bhealach Leamhain. Views of construction works for the Leamhain Dam would also be prominent when ascending the route from Loch Pattack. Parts of this route would also be widened and used for construction traffic . During operation, there would continue to be views of the Leamhain Dam, upper reservoir and associated drawdown, new tracks (which would be reduced in width after construction period), and access to the gate gallery. Parts of the route would be inundated but would be re-constructed at a higher level. From the lower part of the route towards Loch Pattack, the dam would be prominent, but would screen other features around the reservoir from view. (see VL 8 gives a representative view from this route, see Figures V3b-8a-f and V34-8a-k).	0km	High	Medium-High	Medium-High	Major Adverse (significant)	Moderate Adverse (significant)	Moderate Adverse (significant)

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R10 Mountain Route to Geal-charn and A' Mharconaich Hill walkers following recreational route to two Munro summits (Geal-charn summit being VL 11, see Figures V3a-11a-f and V3b-11a-k ; and A'Mharconaich summit), heading off from the A9 at Balsporran Bed and Breakfast.	Varied views, with lower level views across moorland towards heather-clad hills from first section of the route. Panoramic views towards distant hills from the summit of Geal-charn featuring Loch Ericht in views west, and Loch Pattack further in the distance. The A9, Dalwhinnie and overhead transmission lines are noticeable within views to the north and west from parts of the route. Forestry is visible on lower ground.	Medium – High	Potential views of the Leamhain Dam would be limited to the section of the ridge between the summits of Geal-charn (VL 11, see Figures V3a-11a-f and V3b-11a-k) and A' Mharconaich, and the summits themselves. Construction works, and the permanent dam structure and tracks would feature in a corrie above Loch Pattack in views west. However these would be seen at a distance of over 8km, and occupying a small part of the overall wide and panoramic view.	8.6 km	Low	Low	Low	Minor Adverse (not significant)	Minor Adverse (not significant)	Minor Adverse (not significant)

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R11 Mountain Route to Beinn Udlamain, Sgairneach Mhòr and the Sow of Atholl or Meall an Dobharchain Walkers using recreational route connecting two Munro summits (Beinn Udlamain and Sgairneach Mhòr) and Corbett summit (The Sow of Atholl or Meall an Dobharchain), starting from the A9 near Drumochter.	Varied views, with some views enclosed by surrounding landform. The first section of this route through Coire Dhomhain passes by the Sow of Atholl Corbett. Panoramic views are obtained from the summits of Beinn Udlamain and Sgairneach Mhor over moorland hills and intervening glens towards distant mountains, with views from Beinn Udlamain featuring Loch Ericht and Ben Alder beyond Loch Ericht in views south-west.	Medium – High	Potential views would be limited to the appearance of construction works and the permanent Leamhain Dam in the north-westerly view from the summit area of Beinn Udlamain at a distance of almost 9 km. views in a small part of the overall expansive view. This would from a perceptible change to a relatively small part of a wide expansive view from only a short part of the route, albeit one where these views are likely to be valued.	8.8km	Low	Negligible	Negligible	Minor Adverse (not significant)	Minor Adverse (not significant)	Minor Adverse (not significant)
R12 Mountain Route to Chno Dearg and Stob Coire Sgriodain Recreational route connecting two Munro summits (Chno Dearg and Stob Coire Sgriodain) and Fersit.	Varied views. From the summit of Chno Dearg, there are panoramic views across mountainous landscape, with views towards the forested floor of Glen Spean to the north-north-west, and open views towards Loch Laggan and Lochan na h-Earba, separated by the landforms of Binnein Shuas and Shios, to the north-east.	Medium-High	Construction works at the Shuas Dam, lower reservoir and powerhouse would be perceptible at distance from a few short elevated sections of this route, including, within the study area, from the summit and north-eastern facing slopes of Chno Dearg. During operation, these features would be likely to be barely perceptible when considering the vegetated front face of the Shuas dam and, over time, the growth of mitigation planting. The Proposed Development would not be visible from the vast majority of the route.	9.9km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R13 Fersit to Loch Ossian Recreational route from Fersit to Loch Ossian (outside the study area), passing through Strath Ossian. Part of Scottish Hill Track 155 (<i>Corrour Station (Loch Ossian) to Fersit</i>).	A variety of open and enclosed, mainly low-level views are obtained from this route. The northern part of this route passes along the edge of forestry, which encloses views to the north. It then passes north and east of Meall Chaorach before heading south through Strath Ossian, where views along the strath are channelled by surrounding hills.	Medium	Construction works around Shuas Dam and surrounding tracks would be potentially seen in easterly views from approximately 2.5 km of the route along the lower slopes of Meall Chaorach). These views would be low level and relatively distant. During operation, these features would be likely to be barely perceptible when considering the vegetated front face of the Shuas dam and, over time, the growth of mitigation planting. The Proposed Development would not be visible from the majority of the route.	7.4km	Low	Negligible	Negligible	Minor Adverse (not significant)	Negligible	Negligible

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R14 Mountain Route to Carn Dearg, Geal-Charn, Aonach Beag and Beinn Eibhinn Hillwalkers on recreational route connecting Dalwhinnie and four Munro summits (Carn Dearg summit which is VL3, see Figures V3a-3a-f an V3b-3a-k), Geal-Chàrn, Aonach Beag and Beinn Eibhinn). Encompasses part of Scottish Hill Track 155 – (<i>Corrour Station to Dalwhinnie or Kinloch Laggan</i>) and a small section of Scottish Hill Track 155b (<i>Loch Rannoch to Kinloch Laggan</i>).	From Dalwhinnie to Ben Alder lodge, this route follows the shore of Loch Ericht, with easterly views across the loch sometimes contained or filtered by forestry or loch shore woodland. From the lodge, towards Loch Pattack (see VL 10, Figures V3a-10a-g and V3b-10a-n), westerly views open up across open moorland and the loch towards surrounding hills. Rising up Carn Dearg (VL 3, see Figures V3a-3a-f an V3b-3a-k) and along the following ridge, views become panoramic across surrounding glens and mountain summits, with Loch Pattack notable to the north-east, Loch Ericht to the east and Loch a' Bhealaich Leamhain to the north.	Medium – High	From the Pattack valley and shore of Loch Pattack, the Leamhain Dam and associated tracks would be visible in a corrie to the west (see VL 10, see Figures V3a-10a-g and V3b-10a-n). Leamhain Dam and inundation area would also be visible to varying degrees from elevated parts of the route, along the ridgeline between the summits of Carn Dearg (VL 3, see Figures V3a-3a-f an V3b-3a-k), Aonach Beag and Beinn Eibhinn. Construction in these areas would be very noticeable and distracting where visible. In the longer term, the dam, reservoir and tracks would be noticeable within the landscape and would form a new focus within views, but these would affecting only a limited part of the route and a contained area within usually panoramic views. Overall, extensive, valued views of surrounding mountains would continue to be obtained from this route in the longer term and the majority of the route would not be affected.	1.9km	Medium	Low – Medium	Low – Medium	<u>Localised</u> Moderate Adverse (significant) (around Loch Pattack, and on the ascent and summit areas of Geal Chàrn)	<u>Localised</u> Moderate Adverse (significant) (around Loch Pattack, and on the ascent and summit areas of Geal Chàrn)	<u>Localised</u> Moderate Adverse (significant) (around Loch Pattack, and on the ascent and summit areas of Geal Chàrn)

Reference / Name / Location / Type / Context	Nature of Existing View	Sensitivity	Nature of Change	Distance (Approx. Closest)	Magnitude			Effect		
					Construction	Operation (Yr 1)	Operation (Yr 15)	Construction	Operation (Yr 1)	Operation (Yr 15)
R15 Kinloch Laggan to Corrour via Loch Pattack User of a group of recreational routes which all feature sections that pass the vicinity of Loch Pattack, including Scottish Hill Track (SHT) 155 and 155b.	SHT 155 follows the same route as R14 from Dalwhinnie along the shore of Loch Ericht, with views across the loch to the east. After passing Meall Beag, the route turns south, following the Allt a' Chaoil-reidhe watercourse past Culra lodge and continuing in a south-westerly direction, with views across relatively open moorland towards contained by surrounding large hills. SHT 155b starts at Kinloch Laggan, through the Pattack valley with a mix of views enclosed by woodland, and more open views along the valley floor and across Loch Pattack towards surrounding hills and thereafter combining with SHT 155 beyond Culra Lodge.	Medium – High	Construction works and the permanent Leamhain Dam would be seen from a section of these two routes within the Pattack valley where it passes Loch Pattack (see VL 10, Figures V3a-10a-g and V3b-10a-n). From SHT 155, which passes the loch further to the east, these views would be similar but slightly more distant. The Dam would feature within a corrie to the west and would create a new noticeable feature from this section of the route, with construction works likely to draw slightly more attention. Whilst this would be a noticeable feature within the view, it would affect a restively short section of the route of 3 – 3.5 km with no views of the Proposed Development from the vast majority of the route.	2.4km	Low – Medium	Low	Low	<u>Localised</u> Moderate Adverse (significant) (for the section around Loch Pattack)	Minor – Moderate Adverse (not significant)	Minor – Moderate Adverse (not significant)

R16 Ascent / Descent of Binnein Shuas Recreational route to summit of Binnean Shuas (VL 9, see Figures V3a-9a-f and V3b-9a-k). Turning off from the track from Moy Bridge (assessed as R6), there are two options for accessing the summit. The steeper route comprises a technical rock climb of the Ardverikie Wall crag (by experienced climbers only) with a descent down the westerly slopes of Binnein Shuas, Ascent could also be made up the westerly slopes without climbing the crag. Assessment of this route excludes the section of track to Moy Bridge, see R6.	Views from the ascent and descent from the summit feature views towards Lochan na h-Earba and its southern shore, and across moorland and forestry to the south. From the climbing crags there are extensive views south-east over Lochan na h-Earba, looking over towards Creag Pitridh on the other side of the loch, although receptors would largely be focussed on climbing, with views towards the climbing wall. From the summit of Binnein Shuas (VL 9, see Figures V3a-9a-f and V3b-9a-k), there are views north-west towards Loch Laggan. Views north-east feature both lochs Laggan and Earba and the ridgeline which separates them, including the summit of Binnein Shios. To the south-south-west there are views across the valley floor featuring moorland and forestry, looking towards distant mountains.	Medium – High	Construction around the lower reservoir would be very noticeable from most of this route, including the Shuas and Shios Dams, tracks, powerhouse, promontories construction compounds and borrow pits. Works at the surge shafts would also be noticeable from more elevated parts of the route. The construction compound and borrow pits near Moy Bridge would also be visible on lower ground, from the section of route on the westerly slopes of Binnean Shuas. During operation, there would be noticeable views overlooking the powerhouse area and Shuas Dam, and across the wider reservoir (see VL 9, see Figures V3a-9a-f and V3b-9a-k). Some features at the surge shaft would also be likely to be perceptible from high ground. However, these features would be likely to be less distracting without the activities of construction works. Over time, landscape mitigation tree planting would soften the appearance of some of these features, particularly the powerhouse area from the lower sections of the route although drawdown may become slightly more noticeable. However, from the summit area the wider vista of surrounding mountains would be likely to remain the greater focus of the view. Additional planting for BNG purposes may restrict views from this route over time with access becoming more enclosed. However, views from the climbing crags and summit would be less likely to change because the rocky terrain in these areas would be unlikely to be suitable for tree growth.	Okm	High	Medium	Low – Medium	Moderate – Major Adverse (significant)	Moderate Adverse (significant)	Minor - Moderate Adverse (not significant)
--	--	----------------------	---	------------	-------------	---------------	---------------------	--	--	---

