Spiorad na Mara Offshore Wind Farm

Offshore Project

Environmental Impact Assessment Report

Chapter 18: Seascape, Landscape and Visual Impact Assessment, Volume 2a

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18 SEASCAPE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

18.1 INTRODUCTION

18.1.1.1 This chapter of the Environmental Impact Assessment Report (EIAR) presents the results of the assessment of the likely significant effects of the proposed Spiorad na Mara Offshore Wind Farm (hereafter referred to as the Project), relevant to the Offshore Project with respect to Seascape, Landscape and Visual receptors, including assessment of effects on Special Landscape Qualities (SLQs) of National Scenic Areas (NSAs), assessment of effects of aviation and navigation lighting and cumulative effects assessment. The Offshore Project includes the wind turbine generators (WTGs), associated foundations, the Array Cables and an Offshore Substation Platform (OSP) (if required). The seascape, landscape and visual impact assessment (SLVIA) considers the potential impact of the Offshore Project seaward of Mean High Water Springs (MHWS).

18.1.1.2 This chapter should be read in conjunction with the Project Description provided in **Chapter 3: Project Description, Volume 1a** and the relevant parts of the following chapters:

- **Chapter 15: Offshore Archaeology and Cultural Heritage Volume 2a** (consulted due to the potential overlap of people's reasons for visiting archaeological and cultural heritage landmarks and effects of the Offshore Project on these receptors);
- **Chapter 16: Shipping and Navigation, Volume 2a** (consulted to extract relevant information regarding navigational lighting for the night time assessment);
- **Chapter 17: Military and Civil Aviation, Volume 2a** (consulted to extract relevant information regarding aviation lighting for the night time assessment).

18.1.1.3 This technical chapter describes the following:

- Legislation, planning policy and other documentation that has informed the assessment (Section 18.2, and supported by **Chapter 2: Policy and Legislative Context, Volume 1a**);
- Outcome of consultation and engagement that has been undertaken to date, including how matters relating to the SLVIA and associated assessments has been summarised in (Section 18.3, with detail provided in **Appendix 5.4: Stakeholder Consultation and Engagement, Volume 1c**;
- Scope of the assessment for the SLVIA (Section 18.4);
- The methods of assessment used for baseline data gathering and summary of methodology for impact assessment (Section 18.5, with detail provided in **Appendix 18.1: SLVIA Methodology, Volume 2c**);
- Overall baseline conditions (Section 18.6);
- The relevant maximum design scenario and basis for the SLVIA (Section18.7);
- Assessment of likely significant effects on views/visual receptors (Section 18.8)
- Assessment of likely significant effects on coastal character (Section 18.9);

- Assessment of likely significant effects on landscape character (Section 18.10);
- Assessment of Effects on Special Landscape Qualities (AESLQ) of Designated Landscapes (Section 18.11);
- Assessment of Effects of Aviation and Marine Navigation Lighting (Section 18.12);
- Assessment of SLVIA Combined Effects (Section 18.13);
- Consideration of Onshore transmission works Project (Section 18.14);
- Assessment of Effects on Visual Receptors/Views (Section 18.14.2);
- Assessment of SLVIA Cumulative Effects (Section 18.15);
- Assessment of Transboundary Effects (Section 18.16);
- A summary of residual effects for seascape, landscape and visual receptors (Section 18.17);
- A glossary of key terms and acronyms used in this chapter are provided in Section 18.18;
- Information sources and documentation referred to in this chapter (Section 18.19).

18.1.1.4 The chapter is supported by the following appendices and figures:

- **Appendix 18.1, Volume 2c**;
- **Appendix 18.2: Assessment of Effects on Viewpoints, Volume 2c**;
- **Appendix 18.3: Assessment of Effects on Coastal Character, Volume 2c**;
- **Appendix 18.4: Assessment of Effects on Special Landscape Qualities, Volume 2c**;
- **Appendix 18.5: Visibility of Aviation Warning Lights, Volume 2c**;
- **Appendix 18.6: SLVIA Figures and Photomontage Visualisations, Volume 2c.**

18.2 SUMMARY OF POLICY AND LEGISLATIVE CONTEXT

18.2.1.1 This section outlines the legislation, policy and guidance that is relevant to the assessment of likely significant effects on seascape, landscape and visual receptors associated with the construction, operation, maintenance, and decommissioning phases of the Offshore Project. In addition, other national, regional, and local policies are considered within this assessment where they are judged to be relevant. Further information on policies relevant to the Environmental Impact Assessment (EIA) is provided in **Chapter 2, Volume 1a**.

18.2.1.2 A summary of the policy provisions relevant to seascape, landscape and visual receptors is provided in **Table 18-1**. Beyond the applicable offshore policy, this table also refers to onshore legislation and policy as the relevant policy/legislation in respect of onshore terrestrial receptors that are affected by the Offshore Project.

Table 18-1 Relevant Legislation and Policy in relation to SLVIA

Title	Relevant Policy Provision for SLVIA
National Legislation/Policy	
Town and Country Planning (Scotland) Act 1997	Section 236A (2) "*Where any area is for the time being designated as a National Scenic Area, special attention is to be paid to... safeguarding or enhancing its character or appearance in the exercise, with respect to any land in that area, of any powers under this Act*".
National Planning Framework 4 (NPF4)	NPF4 was adopted on 13 February 2023. NPF4 sets out the spatial principles, regional priorities, national developments, and national planning policy. The following policies are relevant to seascape, landscape and visual impacts.
NPF4 Policy 4 Natural Places	NPF4 Policy 4 Natural Places intends to: *"protect, restore and enhance natural assets making best use of nature-based solutions", with the following policy provisions:* *"a) Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.* *[…]* *c) Development proposals that will affect a National Park,* National Scenic Area*, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:* *i. The* objectives of designation *and the* overall integrity of the areas will not be compromised*; or* *ii. Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.* *d) Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:* *i. Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or* *ii. Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance".*
NPF4 Policy 11	NPF4 Policy 11 intends to *"encourage, promote and facilitate all forms of renewable energy development onshore and offshore".* It states: *"d) Development proposals that impact on international or national designations will be assessed in relation to Policy 4.* *e) In addition, project design and mitigation will demonstrate how the following impacts are addressed:* *i. impacts on communities and individual dwellings, including, residential amenity, visual impact…* *ii. significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy. Where impacts are* localised *and/or* appropriate design mitigation has been applied*, they will generally be considered to be acceptable;*

Title	Relevant Policy Provision for SLVIA
	iii. public access, including impact on long distance walking and cycling routes and scenic routes; *…and xiii. cumulative impacts*". *In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets".*
Scotland's National Marine Plan: A Single Framework for Managing Our Seas (2015)	Scotland's National Marine Plan sets out strategic policies for the sustainable development of Scotland's marine resources out to 200 nm. The following policies are relevant to seascape, landscape and visual impacts.
General Policy 7 (GEN7) Landscape/Seascape	GEN7 Landscape/Seascape: *"Marine planners and decision makers should ensure that development and the use of the marine environment take seascape, landscape and visual impacts into account".* 4.27 "*The Scottish Government is committed to implementing the principles of the European Landscape Convention, which include seascape and applies an 'all landscapes approach' that addresses developed, altered and cultural landscapes as well as more natural scenic areas. This does not preclude development or change but recommends that it is carried out appropriately for the area's landscape character and visual amenity".* 4.28 *"Development and use that affect National Scenic Areas, National Parks and World Heritage Sites should only be permitted where:* • *It will not adversely affect the integrity of the area or its special qualities for which it has been designated; or* • *Any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance".* 4.29 *"In making these judgments, planners and decision makers should have regard to the qualities of the location in question, including any designation. More generally, the siting and design of a development should take account of the local landscape/seascape character and quality. Potential effects on landscapes and seascapes, including cumulative effects should be considered and developers should seek to minimise adverse impacts through careful planning and design, considering the services which the natural environment is providing and maximising the potential for enhancement".* 4.31 *"Existing NatureScot (SNH) guidance on the principles of good siting and design and examples of emerging good practice should be followed. SNH Landscape Character Assessments and forthcoming SNH guidance on undertaking Coastal Character Assessment also provide useful tools in considering impacts on landscape*".

Title	Relevant Policy Provision for SLVIA
Sectoral Marine Plan for Offshore Wind Energy (2020)	The Offshore Project is located within area N4 and is described in Section 4.3.4, which identifies that "*The impacts to the tourism sector associated with potential visual, landscape and seascape issues, which similarly is the most significant risk identified within the SEA. N4 is located in very inshore waters, and therefore seascape, landscape and visual impacts will occur. NatureScot advise that a detailed design-led approach involving the local stakeholders should be utilised if a project is identified here. Consideration of these impacts would require early consultation with local communities and stakeholders. Potential mitigation measures may be limited, however, consideration could be given to wind farm design and turbine selection, (i.e. the selection of smaller turbines to reduce visual impact)".*
Marine Planning Policy Statement (MPS) (2011)	The MPS provides the UK's framework for preparing marine plans. The following issues for consideration are relevant to seascape, landscape and visual impacts.
MPS (2011) Section 2.6.5 Seascape	2.6.5.1 *"The effects of activities and developments in the marine and coastal area on the landscape, including seascape, will vary on a case-by-case basis according to the type of activity, its location and its setting. There is no legal definition for seascape in the UK but the European Landscape Convention (ELC) defines landscape as "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors". In the context of this document, references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other".*
MPS (2011) Chapter 2.6.5 Seascape	2.6.5.3 *"In considering the impact of an activity or development on seascape, the marine plan authority should take into account existing character and quality, how highly it is valued and its capacity to accommodate change specific to any development. Landscape Character assessment methodology may be an aid to this process."*
MPS (2011) Chapter 2.6.5 Seascape	2.6.5.4 *"For any development proposed within or relatively close to nationally designated areas the marine plan authority should have regards to the specific statutory purposes of the designated areas. The design of a development should be taken into account as an aid to mitigation."*
Draft Updated Sectoral Plan for Offshore Wind Energy (2025)	The potential for significant effects on landscapes and seascapes for developments located within 30 km of inhabited shorelines is recognised in the assessment summary and Annex C summary of the Strategic Environmental Assessment (SEA). Effects on landscape and coastal character and also on visual receptors, were recognised as a key environmental effect of offshore wind farm development. In respect of site N4 (Spiorad na Mara) impacts on the South Lewis, Harris, and North Uist NSA were identified as a key risk and light effects on the population of the west coast of the Isle of Lewis were identified as potentially significant.

Title	Relevant Policy Provision for SLVIA
Local Planning Policy	
Outer Hebrides Local Development plan (LDP) 2018	Sets out policy relating to planning and development matters in the Outer Herbrides/*Na h-Eileanan Siar*. The following policies are relevant to seascape, landscape and visual impacts.
Policy EI 8: Energy and Heat Resources	*"Proposals for all other renewable energy projects and oil and gas operations (including land based infrastructure associated with offshore projects) will be required to demonstrate all the following:* *a) appropriate location, siting and design including the technical rationale for the choice of site;* *b) no significant adverse impact (including cumulative) on: landscape, townscape and visual aspects; natural, built and cultural heritage resources; the water environment; peatlands; aviation, defence and telecommunications transmitting and receiving systems, e.g., broadband; public health and safety, and amenity (including noise); neighbouring land uses, transport management and core paths;* *c) appropriate decommissioning and site reinstatement arrangements;* *d) phasing arrangements, where appropriate;* *e) the contribution towards meeting national energy supply targets and local economic impact."*
Policy NBH1: Landscape	*"Development proposals should relate to the specific landscape and visual characteristics of the local area, ensuring that the overall integrity of landscape character is maintained.* *The Western Isles Landscape Character Assessment (WI-LCA) will be taken into account in determining applications and developers should refer to Appendix 1 of this Plan for a summary of this guidance.* *Development proposals should not have an unacceptable significant landscape or visual impact. If it is assessed that there will be a significant landscape or visual impact, the applicant will be required to provide mitigation measures demonstrating how a satisfactory landscape and visual fit can be achieved.* **National Scenic Areas** *"Development that affects a National Scenic Area (NSA) will only be permitted where:* *a) the objectives of designation and the overall integrity of the area will not be compromised; or* *b) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance".* **Wild Land** *"Development proposals should be able to demonstrate no unacceptable adverse impact on the character of areas of Wild Land, as identified on the 2014*

Title	Relevant Policy Provision for SLVIA
	SNH Maps, and that any significant effects on these qualities can be substantially overcome by siting, design or other mitigation".
Technical Guidance	
• Landscape Institute and the Institute of Environmental Management and Assessment (2013), Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3); • Landscape Institute (2019), Visual Representation of Development Proposals: Landscape Institute Technical Guidance Note 06/19; • Landscape Institute (2019), Technical Guidance Note 2/19 Residential Visual Amenity Assessment; • Landscape Institute (2021), Technical Guidance Note 02/21 Assessing landscape value outside national designations; • Landscape Institute (2024), Technical Guidance Note LITGN – 2024-01 (GLVIA3 Clarifications); • NatureScot and The Countryside Agency (TCA) (2002), Landscape Character Assessment Guidance for England and Scotland; • NatureScot (2012), Offshore Renewables – Guidance on Assessing the Impact on Coastal Landscape and Seascape. Guidance for Scoping an Environmental Statement; • NatureScot (2017), Visual Representation of Wind Farms Version 2.2; • NatureScot (2017), Siting and Designing of Wind Farms in the Landscape: Version 3a; • NatureScot (2017), Guidance Note. Coastal Character Assessment; • NatureScot (2018), Guidance Note – Coastal Character Assessment – Version 1a; • NatureScot (2020), Assessing the Impacts on Wild Land: Technical Guidance; • NatureScot (2021), Assessing the Cumulative Impact of Onshore Wind Energy Developments; • NatureScot (2024), NatureScot pre-application guidance for onshore wind farms; • NatureScot (2024), Guidance on Aviation Lighting Impact Assessment; • NatureScot (2025), Special Landscape Qualities – Guidance on Assessing Effects; • Scottish Government (2022), Guidance for applicants on using the design envelope for applications under section 36 of the Electricity Act 1989.	

18.3 SCOPING AND CONSULTATION

18.3.1 Overview

18.3.1.1 This section describes the stakeholder engagement undertaken for the Offshore Project in relation to seascape, landscape and visual matters. This consists of early engagement, the outcome of, and response to, the Scoping Opinion in relation to the SLVIA, informal consultation and consultation undertaken though the Preliminary Application Consultation (PAC) process (hereafter referred to as the 'formal consultation'). An overview of engagement undertaken for the Offshore Project as a whole can be found in **Chapter 5: Approach to EIA, Volume 1a** and **Appendix 5.4, Volume 1c**.

18.3.1.2 Consultation is a key feature of the EIA process and continues throughout the lifecycle of the Offshore Project, from the initial stages through to consent and post consent.

18.3.1.3 Consultation captures all consultation and engagement and has been ongoing with a number of prescribed and non-prescribed consultation bodies and local authorities in relation to SLVIA. All consultation to date has been undertaken in line with the process described in **Chapter 5, Volume 1a** and **Appendix 5.4, Volume 1c**. Feedback received during this process has been incorporated into the EIAR wherever possible as appropriate.

18.3.2 Early engagement

Sectoral Plan Consultation for Offshore Wind

18.3.2.1 Following the publication of Marine Scotland's Sectoral Marine Plan for Offshore Wind Energy in 2020, NatureScot provide a Landscape and Visual Impact Appraisal of each Draft Plan Options (DPO) area in its consultation response (NatureScot, 25 March 2020). The Offshore Project is located within DPO area N4, for which NatureScot advised a preferred design approach would be to *"avoid significant effects"*, however, it recognised that *"due to the small scale of the site and the spatial arrangement and proximity of the DPO site to the coastline, extensive widespread significant effects are likely"*.

18.3.2.2 NatureScot provided the following strategic design recommendations with respect to DPO area N4: *"We advise that any scale of turbine will introduce widespread significant day and night-time effects on sensitive coastal, landscape and visual receptors. In the event of this site being taken forward, NatureScot's recommendation (is as follows):*

- *a single developer should be responsible for the consideration of the detailed design with landscape architects of any wind energy proposal;*
- *early consideration of the coastal special qualities of the South Lewis, Harris and North Uist NSA in any design iteration;*
- *the whole DPO to be considered as part of an iterative design approach, but with the focus on developing only part of the DPO area;*
- *opportunity to engage in design-led approach with council, NatureScot, Marine Scotland and community;*
- *due consideration be given to turbine heights below the 200m height to mitigate significant effects."*

18.3.2.3 NatureScot noted (para 24) that *"This advice and recommendations do not, however, replace the requirement for more detailed design and assessment as part of a specific project within any one DPO"*. Further project design has been progressed in respect of the Offshore Project since this advice was published (as described in Section 18.7) and detailed assessment is provided in this SLVIA.

Scoping workshops

18.3.2.4 Early engagement was undertaken pre-scoping with a number of consultation bodies in relation to SLVIA. In accordance with MD-LOT guidance (Marine Scotland, 2024), the Applicant held formal scoping workshops in June 2023 and/or stakeholder engagement meetings to inform the Scoping Report. Further details of the consultation undertaken and the post-workshop feedback can be found in Section 5.3 and Table 5.3-1 of the Scoping Report.

Scoping Opinion

18.3.2.5 Spiorad na Mara Limited (hereafter referred to as 'the Applicant') submitted a Scoping Report (Spiorad na Mara Ltd, 2023) and request for a Scoping Opinion to the Marine Directorate Licensing Operations Team (MD-LOT) in September 2023. The Scoping Report sets out the proposed SLVIA assessment methodologies, the outline of the baseline data collected to date, the suggested study area, identification of receptors likely to have significant effects and those receptors which can be scoped out. A Scoping Opinion was received in May 2024 from MD-LOT. The comments received in the Scoping Opinion and how these have been addressed in this EIAR is provided in **Appendix 5.2: Response to Scoping Opinion, Volume 1c**.

18.3.2.6 A summary of the Scoping Opinion relevant to the SLVIA is shown in **Table 18-2**. Regard has also been given to other stakeholder comments that were received in relation to the Scoping Report.

Table 18-2 Summary of Scoping Opinion in relation to SLVIA

Consultee	Date / Document	Comment	Response/where this is addressed in the EIAR
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.1) *"The Scottish Ministers advise that the Developer consider the assessment and design guidance referred to in the NatureScot representation and undertake further consultation with NatureScot, Comhairle nan Eilean Siar and any other relevant stakeholders to finalise the design scenario within the EIA Report."* Note the assessment and design guidance referred to in the NatureScot Advice on the EIA Scoping Report (NatureScot, December 2023) is summarised as follows: *"We support the proposed design-led process and iterative design approach and agree that most mitigation of landscape and visual impacts is achieved through embedded mitigation in the siting and design of the layout within the OAA. We recommend a significant reduction in turbine size, numbers, footprint and layout as follows:* *• consider the whole OAA as part of an iterative design approach, but with the focus on developing only part of the OAA;* *• consider location/ layout of turbines and OSPs within this part of the OAA; and* *• consider smaller turbines.* *We advise the development of design principles and a design statement, which should refer to the NatureScot Landscape and Visual Impact Assessment and Design Guidance provided by us as part of the 2020 Sectoral Marine Plan for Offshore Wind.* Scoping Opinion 15.2.13.7 *"In section 6.13.4 of the Scoping Report, the Developer acknowledges that due to the location of the Offshore Project that a design led approach to mitigation is required. […] the design of the Offshore Project is key to reducing significant effects and as such the Scottish Ministers expect the EIA Report to provide narrative on how embedded mitigation through the design of the Offshore Project has been considered. The Developer is advised to fully address the recommendations provided by NatureScot in its representation and furthermore direct the Developer to the "Siting and Designing Wind Farms in the Landscape" guidance from NatureScot".*	An iterative design process has been followed with design parameters reduced in response to feedback in the Scoping Opinion, further consultations with relevant stakeholders and public consultations. Design mitigation has been embedded in the siting and design of the Offshore Project. This followed the design guidance recommended by NatureScot and has included a reduction in turbine size, numbers and footprint of the Turbine Area. Consultations were held with NatureScot, Comhairle nan Eilean Siar (CnES) and any other relevant stakeholders in May 2024 and February 2025. Design Guidance provided by NatureScot as part of the 2020 Sectoral Marine Plan for Offshore Wind is referred to in Section 18.3.2. The special qualities of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA have been considered in the project design and the Applicant has committed to only installing above water infrastructure within the 'Turbine Area' of the Array Area, which increases the separation distance between the WTGs to a minimum of 11 km from the closest point of the NSA (avoiding the closest southwestern part of the Array Area). Due consideration has also been given to the height of the WTGs and the maximum WTG height has been reduced from 380 m at Scoping to 338.4 m in height for the EIAR. The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7.2.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.1) *"The design scenario assessed in the SLVIA should reflect the final realistic worst-case scenario".* Note the assessment guidance referred to in the NatureScot Advice on the EIA Scoping Report (NatureScot, December 2023) is summarised as follows: *"We highlight that assessment of the final realistic worst-case design should be for a layout which reflects a viable/ buildable scenario. While we appreciate that some parameters that may affect the final design/ layout may be uncertain at the application stage, the SLVIA/ LVIA should assess a viable scenario that might be built".*	The Maximum Design Scenario (MDS) for the SLVIA as set out in Section 18.7.1 of this SLVIA chapter (reflects a realistic worst-case design scenario for a viable/buildable development scenario). The MDS for the SLVIA is set out in Section 18.7.1 of this SLVIA chapter (and shown in **Appendix 18.6, Volume 2c- Figure 18.2: SLVIA Project Design Envelope (Larger WTG Type).** The impact assessment undertaken in Section 18.8 to 18.16 of this SLVIA chapter and shown in supporting Visual Representations (**Appendix 18.6, Volume 2c- Figure 18.25** to **Figure 18.66**) are based on this realistic MDS.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.2) *"The Scottish Ministers advise using the NatureScot Coastal Character Assessment Guidance to inform the SLVIA and refer the Developer to the NatureScot representation in relation to coastal character assessment. The Scottish Ministers also highlight the NatureScot draft Guidance for*	The SLVIA uses the NatureScot Coastal Character Assessment Guidance (NatureScot, 2018) to inform the approach to the Coastal Character Assessment undertaken in Section 18.9. Guidance for assessing the effects on SLQs has since been published (NatureScot, 2025) and is used to inform the Assessment of Effects on Special Landscape Qualities (AESLQ) of the South Lewis,

Consultee	Date / Document	Comment	Response/where this is addressed in the EIAR
		Assessment of Effects on Special Landscape Qualities of National Scenic Areas ("NSA") (and National Parks) that is available to the Developer upon request".	Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA in Section 18.8 and **Appendix 18.4, Volume 2c**. Coastal Character Assessment undertaken in Section 18.6 and AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.3) *"With regard to the study area, the Scottish Ministers refer the Developer to the NatureScot representation in relation the South Lewis, Harris and North Uist NSA and advise consideration is given to is special landscape qualities".*	The study area for the SLVIA includes the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA. AESLQ of the NSA is undertaken in Section 18.8 of this SLVIA chapter and **Appendix 18.4, Volume 2c**.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.3) *"The Scottish Ministers advise that consideration is given to extending the study area to include St. Kilda and the Flannan Isles, this is a view supported by Barvas Estate Trust, Sandwick Community Council and Shawbost Community Council in its representations".*	The closest point of the St Kilda/*Hiort* NSA is approximately 105 km from the Turbine Area. Although there may be theoretical visibility from elevated areas of St Kilda/*Hiort*, at distances of >105 km the WTGs within the Turbine Area would not be distinguishable to the eye to any significant degree and that there would be no potential for significant effects on the special qualities of the St Kilda/*Hiort* NSA at such long range. As discussed, and agreed with NatureScot and CnES, a proportionate approach to determining the SLVIA study area is adopted to ensure assessment of the likely significant impacts, with impacts beyond 60 km study area scoped out of the SLVIA. A wireline has been included from the Flannan Isles/*Na h-Eileanan Flannach* (Viewpoint 22) to inform an assessment in the EIAR. The SLVIA study area is shown in the Zone of Theoretical Visibility (ZTV) in **Appendix 18.6, Volume 2c - Figure 18.7 Blade Tip Zone of Theoretical Visibility (larger WTG type).** A wireline has been included from the Flannan Isles/*Na h-Eileanan Flannach* (**Appendix 18.6, Volume 2c - Figure 18.46: Viewpoint 22**) to inform an assessment in the EIAR.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.4) *"Table 6.13-2 of the Scoping Report sets out the proposed viewpoints that the SLVIA will be focussed on, the Scottish Ministers are broadly content with this list however direct the Developer to the Comhairle nan Eilean Siar, NatureScot, Shawbost Community Council and South Bragar Grazings Committee representations and advise the recommended additional viewpoints are also included in the assessment. […] Furthermore, the Scottish Ministers advise that the final viewpoints, wireframes and photomontages should be agreed with Comhairle nan Eilean Siar and NatureScot."*	Viewpoints recommended by NatureScot, CnES, Shawbost Community Council and South Bragar Grazing Committee and other consultees were collated and the viewpoint list for the SLVIA was agreed with NatureScot and CnES during consultation meetings in May 2024 and February 2025. Viewpoints included in the SLVIA are set out in **Table 18-10** and shown in **Appendix 18.6, Volume 2c - Figure 18.7**. The viewpoint assessment is undertaken in Section 18.8 of this SLVIA chapter and **Appendix 18.2, Volume 2c**
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.4) *"In relation to night-time viewpoints, the Developer is advised they are selected in accordance with NatureScot's Visual Representations of Wind Farms guidance".*	Night-time viewpoints for the assessment of aviation and marine navigation lighting have been agreed in consultation with NatureScot and CnES, with reference to recently published NatureScot guidance on Aviation Lighting Impact Assessment (NatureScot, 2024). Night-time viewpoints included in the SLVIA are set out in **Table 18-10** and shown in **Appendix 18.6, Volume 2c - Figure 18.7**. The assessment of effects of aviation and marine navigation lighting is undertaken in Section 18.13 of this SLVIA chapter and **Appendix 18.2, Volume 2c.**
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.5) "The Scottish Ministers broadly agree with the impact pathways proposed to be scoped into and out of the EIA Report, however advise that "Impacts of the construction and decommissioning of the offshore elements of the Project on physical aspects of landscape	The Offshore Project will have no direct physical impacts on terrestrial landscape elements (since it is located offshore) and these are scoped out of the EIA. The likely significant effects of the Offshore Project on offshore visual receptors are scoped in and assessed in Section 18.8 of this SLVIA Chapter.

Consultee	Date / Document	Comment	Response/where this is addressed in the EIAR
		character" and "Impact of the operation and maintenance of the Project on the views experienced by offshore visual receptors" is scoped in to the EIA Report."	
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.5) *"Operation and maintenance phase seascape, landscape, and visual impacts of the offshore elements of the Project outside the 60km radius SLVIA Study Area should be scoped in".*	As described in the Scoping Report, and in line with guidance from NatureScot and the Landscape Institute in the GLVIA3, a proportionate approach to determining study area is adopted to ensure significant impacts of the Offshore Project are understood. At longer distances beyond 60 km, the curvature of the earth begins to limit the apparent height and visual influence of the WTGs such that only the upper parts are visible above the skyline. At these distances the lateral spread of the wind farm would also appear very small. Visibility frequency is also known to be very low at distances beyond 60 km due to weather conditions. As such, significant visual effects are unlikely to arise beyond 60 km, even if the WTGs are theoretically visible. Impacts outside the 60 km radius SLVIA Study Area are scoped out of the SLVIA. Additionally, the 60km study area was presented to CnES and NatureScot in consultation meetings in 2024 – 2025, where NatureScot were asked whether the assessment of the effects on coastal seascape character and landscape character should focus on a 60 km Study Area to which no opposition was received (see Appendix I of the Scoping Opinion). The SLVIA study area is shown in the ZTV in **Appendix 18.6, Volume 2c - Figure 18.2.**
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.6) *"The Developer sets out the approach to assessment in section 6.13.6 of the Scoping Report, the Scottish Ministers are broadly content with this approach".*	The SLVIA methodology that Scottish Ministers were content with at Scoping was taken forward and is set out in full in **Appendix 18.1, Volume 2c** and summarised in Section 18.5 of this chapter.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.6) *"The Scottish Ministers direct the Developer to the CnES representation in regards to aviation lighting and advise that this is fully considered in undertaking the assessment. NatureScot's "Pre-application Guidance for Onshore Wind Farms" also provides useful advice, particularly in relation to aviation lighting".* Note the CnES representation is as follows: *"The EIA should fully address turbine lighting and include night time photo montages from representative viewpoints and different ranges within the study area including the NSA and from villages close to the Array; and from key public roads. An offshore lighting strategy to determine navigation and aviation lighting, marking and audio signal requirements for the Wind Farm whilst minimising visibility from the shore, and also to provide information on the predicted visibility of lighting from varying distances and in varying atmospheric conditions. It should be noted that night sky observation is important to astronomical observers at the Callanish stones and at Gallan Head Uig. An annual Dark Skies Festival is organised by the Lewis Arts community, An Lanntair. [..] An assessment on Navigational and Aviation lighting for the Offshore Project will be required to be produced by an accredited aeronautical engineer in as part of the associated documents of the EIA".*	Lighting and marking requirements for the final array layout will be subject to agreement with the Northern Lighthouse Board (NLB), Maritime and Coastguard Agency (MCA) and Civil Aviation Authority (CAA) post-consent. An **Outline Lighting and Marking Plan, Volume 3** has been produced to support the application and this will be finalised post-consent and linked to the final approved design layout. The parameters on which the assessment of night-time lighting is based are described in Section 18.7.1 of this SLVIA chapter. Night-time viewpoints were considered in respect of the potential receptors and the ZTV. Consultation meetings were held with CnES and NatureScot in May 2024 and February 2025, which included discussion and agreement of viewpoint locations for the SLVIA. 7 viewpoints were agreed for night-time photomontages: Melbost Borve/*Mealabost Borgh* (Viewpoint 4), Barvas/*Barabhas* (Viewpoint 13), Shawbost/*Siabost* (Viewpoint 23), Bosta/*Bostadh* (Viewpoint 29), Gallan Head/*Àird Uig* (Viewpoint 30), Reef Beach (Viewpoint 32) and Callanish/*Calanais* Standing Stones (Viewpoint 37). An assessment on navigational and aviation lighting for the Offshore Project is undertaken in Section 18.13 of this chapter and in **Appendix 18.2, Volume 2c**. A technical paper on the visibility of aviation warning lights has also been prepared by Dr Stuart Lumsden and is presented in **Appendix 18.5, Volume 2c.** Section 18.6 Baseline Conditions and Section 18.13 for assessment on navigational and aviation lighting for the Offshore Project. **Appendix 18.5, Volume 2c** technical assessment of lighting intensity.

Consultee	Date / Document	Comment	Response/where this is addressed in the EIAR
			Appendix 18.6, Volume 2c - Figure 18.25 to **Figure 18.66** include night-time photomontages of the marine navigation and aviation lighting.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.7) *"The Scottish Ministers highlight the representations made by Barvas Estate Trust and Galson Estate Trust in relation to WTG height, positioning and development density and advise that this is given consideration in the EIA Report".*	An iterative design process has been followed with design parameters reduced in response to feedback in the Scoping Opinion, further consultations with relevant stakeholders and public consultations. Design mitigation has been embedded in the siting and design of the Turbine Area. This followed the design guidance recommended by NatureScot and has included a reduction in turbine size, numbers and footprint of the Array Area. Consultations were held with NatureScot, CnES and any other relevant stakeholders in May 2024 and February 2025. The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7.2.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.8) *"The Scottish Ministers agree with the proposal to scope in cumulative impact".*	Cumulative impacts of the Offshore Project are assessed in Section 18.15 of this SLVIA chapter.
MD-LOT	Licensing Operations Team Scoping Opinion, May 2024	Scoping Opinion (5.2.13.9) *"The Scottish Ministers agree with the proposal to scope out transboundary impacts".*	Transboundary impacts are scoped out of the SLVIA in agreement with MD-LOT and in accordance with the Scoping Opinion advice from NatureScot and CnES.

18.3.3 Post Scoping Consultation

18.3.3.1 Following the receipt of the Scoping Opinion, further consultation relating to seascape, landscape and visual has been held with a number of stakeholders. A summary of this consultation is detailed in **Table 18-3**.

Table 18-3 Summary of post scoping consultation

Consultee	Date/Summary of Consultation	Comment	Response/where this is addressed in the EIAR
NatureScot/CnES	30/05/2024 Consultation Meeting Viewpoints - the meeting objective was to agree the viewpoints for the SLVIA photography being undertaken in summer 2024. ZTVs were presented in the pre-reading material and wirelines were reviewed on screen. A 'viewpoint search' map was presented, compiling all viewpoints suggested by stakeholders, and a 'proposed viewpoints' map showing a rationalised list of viewpoints to take forward (as there was overlap in viewpoints suggested by stakeholders). The proposed viewpoint locations were reviewed on-screen, and comments were provided by NatureScot (and CnES) in relation to specific viewpoints. Certain viewpoints were micro-sited to alternative locations to best represent receptors. Several new viewpoints were added in response to stakeholder requests. Most of the viewpoint locations were agreed by all parties. Layout design – all parties took an action to consider appropriate landscape and visual design principles to inform the design of the Offshore Project and discuss at the next meeting.	Following the meeting, the Offshore Project developed WTG layouts ('fanned' and 'grid' layouts) which were considered against a number of draft landscape and visual design principles and the special qualities of the NSA.	The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7.
NatureScot/CnES	10/07/2024 Consultation Meeting The objective of the meeting was to present progress made since the Scoping Report with regards to WTG parameters and indicative layouts and explore design principles with input from NatureScot and CnES. The Project presented the key topics which have influenced the layout of the wind farm, e.g. site capacity, shipping and navigation, views and lighting, fisheries, geology, supply chain, seabed habitats, water depths, prevailing winds, community archaeology, operation and maintenance requirement etc, with the aim of the meeting to establish if any additional design considerations needed to be factored in. The Project outlined the WTGs and project parameters under consideration (heights and numbers) and that the likely worst-case for SLVIA needed to be assessed, which was considered to be the layout with WTGs at maximum blade tip height. The Project outlined the landscape and visual design principles that have been identified as key considerations when reviewing WTG layouts, including principles in relation to stacking, distance, lateral spread, complexity, simplicity, enclosure and scale. NatureScot advised that the Offshore Project should be design led rather than standard approach and raised the possibility of including WTGs with different capacity/size, e.g. larger WTGs at the 'back' of the wind farm and smaller WTGs in areas closer to shore. NatureScot advised that there are location specific special qualities that should be considered when selecting viewpoints in the NSA. NatureScot also noted they consider the western coastline of the Isle of Lewis/*Eilean Leòdhais* to be regionally distinct (as advised in its Scoping advice) and that descriptions of these areas should come out through the baseline coastal character assessment, including the important bays and pattern of settlement. NatureScot considered that design principles should not be limited to the NSA but should also consider the regionally distinct character of the Isle of Lewis/*Eilean Leòdhais* coastline. Feedback was sought on the layout concept to be presented at public consultations, which was either a 'fanned' layout (with WTGs rows in a fanned arrangement) or a 'grid' layout (with WTGs in rows arranged perpendicular to the coast). NatureScot advised that the worst-case impact should be assessed in the EIA.	Following the meeting, the Project provided NatureScot with a table setting out the viewpoints with rationale for their selection and accompanying wirelines, to allow NatureScot to provide further advice.	The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7. Viewpoints included in the SLVIA are set out in **Table 18-10** and include positions that represent location specific special qualities. Coastal Character Assessment undertaken in Section **Table 18-6** and AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**.

Consultee	Date/Summary of Consultation	Comment	Response/where this is addressed in the EIAR
NatureScot	18/07/2024 Consultation email correspondence NatureScot indicated they were clear on the rationale for viewpoint selection to date and there was no need for further discussion on the selection process. NatureScot suggested further consideration of the SLQs of the NSA, in particular to explore the locations/areas cited within the qualities e.g. Mangersta/*Mangurstadh* Head (as an example) to inform viewpoint selection from representative locations. NatureScot also advised that the list of SLQs include location specific qualities such as 'The wild mountainous character' (p4) and others. NatureScot suggested that the SLQs on which the assessment will focus were sent with a brief justification, and a list of any additional representative viewpoints.	Viewpoints selected for the SLVIA largely agreed with NatureScot, subject to further review of the location specific special qualities cited within the NSA special qualities to inform further viewpoint selection.	Viewpoints included in the SLVIA are set out in **Table 18-10** and assessed in Section 18.8 and **Appendix 18.2, Volume 2c**. AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c.**
NatureScot	22/07/2024 Consultation email correspondence NatureScot reiterated its advice (Draft Sectoral Plan 2019 and Scoping 2023) to consider smaller scale turbines (200 m or less) as part of a design led approach and to consider the whole DPO area as part of the iterative design process, with a focus on developing only part of the DPO area. NatureScot welcomed the design principles put forward by the Project (10/07/2024 consultation meeting) which align with NatureScot's reasoning, especially the design intention to limit the southern extent of the development. NatureScot provided a number of specific comments in relation to the design of the Offshore Project, which are summarised as follows: • Recommended more explicit recognition of, and design response to, the indented coastline, noting the increasingly varied and complex coast (southwards of Barvas/*Barabhas*) and the noticeably more indented and intricate coastline with islands and skerries southwards of Carloway/*Càrlabhagh* area; • To explore further reducing the southern extent of development with the aim of significantly reducing the horizontal extent of turbines as experienced from key views, in particular the NSA and the 'regionally distinctive' coast; • To give consideration to increasing the distance from the coast and the NSA, with the aim of retaining a clear visual separation between development and the land in views from the NSA/Wild Land Area (WLA); • To respond to the increasing complexity of the coast southwest of Barvas/*Barabhas* and increasingly so, southwest of Carloway/*Càrlabhagh*. Explore options including increasing distance of offshore development from the more intricate coastline/limiting the southern extent of development, turbine size and layout; • To explore the use of 2 turbine sizes (heights) within the array; with taller turbines further away, taking account of/weighing up any effects on perspective; • To minimise clutter of offshore infrastructure e.g. substation platforms; • To consider mitigation of the effects from aviation and marine lighting; • To explore colour as a means of mitigation. In terms of the WTG layouts proposed, NatureScot considered the 'fanned' layout generally has a more organic/less regimented character, which relates better than the grid layout to the character of the receiving landscape/seascape. NatureScot are not requesting a wild land assessment, as it does not raise issues of national interest (in relation to wild land), however, NatureScot advised that the wild land description/qualities provide useful context.	Following this consultation advice, the Project undertook further design reviews of the array layouts, turbine number/height and the most suitable parts of the Array Area for development, which were reviewed against the draft landscape and visual design principles. An iterative design process was followed with design parameters reduced in response to feedback. Design mitigation was embedded into the 'design freeze' for the EIA of the Offshore Project. This followed NatureScot guidance and included a reduction in turbine size, numbers and footprint of the Array Area. The Applicant has committed to only installing above water infrastructure within the 'Turbine Area' of the Array Area, which reduces the southern extent of development and increases the separation distance between the WTGs to a minimum of 11 km from the closest point of the NSA (avoiding the closest southwestern part of the Array Area). The maximum WTG height was also reduced from 380 m at Scoping to 338.4 m in height for the EIAR. A 'grid' layout (with WTGs in rows arranged perpendicular to the coast) was selected to be assessed in the EIAR as a realistic worst-case MDS for seascape and visual impacts.	The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7.2. Specific comments in relation to the design of the Project and the embedded mitigation are set out fully in Section 18.7.2.
NatureScot	04/12/2024 Consultation email correspondence The Project took an action from the previous consultation meeting to review the SLQs of the NSA and consider the need for any further viewpoints within the NSA, where specific locations are cited within the qualities. The Project produced a review of the special qualities describing the SLQs on which the assessment would be focused and the	The Project requested any further comments/advice from NatureScot on this matter.	Viewpoints included in the SLVIA are set out in **Table 18-10** and assessed in Section 18.8 and in **Appendix 18.2, Volume 2c**. AESLQ of the South Lewis,

Consultee	Date/Summary of Consultation	Comment	Response/where this is addressed in the EIAR
	viewpoints used to inform their assessment. In summary, the review found that most of the locations identified in the NSA descriptions were already represented by viewpoints in the list agreed with NatureScot/CnES. 2 additional viewpoint locations were identified for inclusion in the SLVIA to further inform assessment of certain special qualities: • Mangersta/*Mangurstadh* Head (100412, 933190) – "*A great diversity of seascapes' and 'the very edge of Europe"*; • Camas na Clibhe (108053, 935860) – "*Intervisibility between landscapes' and 'Extensive machair and dune systems with expansive beaches"*.		Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**.
NatureScot/CnES	06/02/2025 Consultation Meeting The meeting objective was to update consultees on progress with the project design; present the design freeze layout for assessment in the SLVIA; the viewpoints and NSA special qualities for assessment and the approach to aviation lighting assessment. The project design parameters were presented, which had been reduced in response to feedback in the Scoping Opinion, further consultations with relevant stakeholders and public consultations. Design mitigation has been embedded in the siting and design of the Offshore Project. This followed the design guidance recommended by NatureScot and has included a reduction in turbine size, numbers and footprint of the Array Area. The special qualities of the NSA and regionally distinctive parts of the west coast of the Isle of Lewis/*Eilean Leòdhais* were considered in the project design and the Applicant has committed to only installing above water infrastructure within the 'Turbine Area' of the Array Area, which increases the separation distance between the WTGs to a minimum of 11 km from the closest point of the NSA (avoiding the closest southwestern part of the Array Area), 21 km from the WLA and 6 km from the closest parts of the Isle of Lewis/*Eilean Leòdhais* coast. The maximum WTG height has been reduced from 380 m at Scoping to 338.4 m in height for the EIA Report. 2 design scenarios representing the design envelope were presented – a smaller WTG type layout with a larger number of smaller turbines (60 x 293.8 m) and a larger WTG type layout with a smaller number of larger turbines (44 x 338.4 m). The larger WTG type layout was confirmed for assessment as the realistic MDS for seascape and visual effects (for the reasons noted in Table 18-17). The EIA design freeze layout was presented, which consists of a grid layout with WTGs arranged perpendicular to the coast, noting that these are indicative and subjective to further design through the post-consent design specification and layout plan (DSLP). Progress against the design principles was presented, noting that the impact assessment must be based on a realistic worst-case scenario and that there are limitations in what could be achieved within the overall project design requirements. Nevertheless, the Project's design parameters were reduced after Scoping and after PC1 following feedback: • The maximum blade tip height of the WTGs was reduced from 380 m to 338.4 m for the EIA (by 41.6 m) and rotor diameter reduced to 280 m (by 50 m); • A reduction in footprint of the 'Turbine Area' through omission of southwest portion of the Array Area boundary closest to NSA, thereby increasing the distance from the NSA/WLA and reducing effects through a reduction in scale of turbines and lateral spread of development; • Reduced visibility from small-scale/complex landscapes and an increase in open sea separation from the NSA. It was highlighted that design principles were still under consideration, with the intention to apply design principles in a specific manner, post-consent, for receptors that require further mitigation.	Additional night-time viewpoints at Viewpoint 32 Reef Beach and Viewpoint 4 Melbost Borve/*Mealabost Borgh* were added to the SLVIA subsequent to this consultation meeting.	The parameters on which the assessment is based are described in Section 18.7.1 of this SLVIA chapter and the **Outline LMP, Volume 3** for the Offshore Project. Design mitigation embedded in the siting and design of the Offshore Project is described in Section 18.7.2. Viewpoints included in the SLVIA are set out in **Table 18-10** and assessed in Section 18.8 and **Appendix 18.2, Volume 2c**. AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**.

Consultee	Date/Summary of Consultation	Comment	Response/where this is addressed in the EIAR
	The scope of the AESLQ and viewpoints in the NSA was discussed, with NatureScot taking an action to provide feedback via email on viewpoints in the NSA and the special qualities scoped in for assessment, based on the review of NSA special qualities/viewpoints provided by the Project in December 2024, and the wireline visualisations/ZTVs of the design freeze layout provided by the Project prior to the consultation meeting. The approach to the assessment of aviation lighting impacts was presented and discussed, which would be based on the recent Guidance on Aviation Lighting Impact Assessment (NatureScot, 2024). Lighting and marking requirements for the final array layout will be subject to agreement with the NLB, MCA and CAA and LMP will be produced post-consent linked to the final approved design layout. NatureScot advised that the Offshore Project consider an additional night-time viewpoint at Viewpoint 32 Reef Beach and CnES advised similar consideration be given to an additional night-time viewpoint from the northwest Isle of Lewis/*Eilean Leòdhais* coast, suggesting Viewpoint 4 Melbost Borve/*Mealabost Borgh*.		
NatureScot	28/02/2025 Consultation email correspondence Having reviewed the information provided, NatureScot requested an additional NSA night-time visualisation from Viewpoint 32: Reef Beach, noting that this is a sensitive location, so it is important to ensure it is adequately covered in the assessment. Apart from this, NatureScot noted it had no further comments regarding viewpoints or the approach to the assessment of South Lewis, Harris and North Uist/ *Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA.	Agreement reached with NatureScot on the viewpoints for the SLVIA and the approach to the AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA.	Viewpoints included in the SLVIA are set out in **Table 18-10** and assessed in Section 18.8 and **Appendix 18.2, Volume 2c**. AESLQ of the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA is undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**.
CnES	26/03/2025 Consultation email correspondence Following a request from the Project with regards the scope of the cumulative assessment, CnES provided confirmation that planning permission has lapsed for Sandwick North St Community wind farm (17/00043/PPW) and that planning application has been withdrawn for Sandwick East Street (Druim Speireag) wind farm (19/00189/PPDM).	These projects were subsequently screened out of the cumulative effects assessment due to their applications being lapsed or withdrawn.	Projects included in the cumulative effects assessment are shown in **Appendix 18.6, Volume 2c** - **Figure 18.19: Cumulative Projects Location Plan** and listed in **Table 18-32** of this SLVIA chapter.

18.4 SCOPE OF THE ASSESSMENT

18.4.1 Overview

18.4.1.1 This section sets out the scope of the SLVIA. This scope has been developed as the Offshore Project design has evolved and responds to feedback received to date as set out in Section 18.3

18.4.2 Spatial scope and study area

18.4.2.1 The spatial scope of the SLVIA is defined as a 60 km radius area from the Array Area of the Offshore Project, as illustrated in **Appendix 18.6, Volume 2c** - **Figure 18.3 Site Location and SLVIA Study Area**. The SLVIA study area is defined to cover the Offshore Project Boundary (including Array Area and the Offshore Cable Area of Search (OCAS)) and to extend far enough to include all areas within which significant effects could occur, informed by the ZTV (**Appendix 18.6, Volume 2c** - **Figure 18.7** at A3 paper size, and **Appendix 18.6, Volume 2c** - **Figure 18.8: Blade Tip ZTV (larger WTG type – MDS)** at A1 paper size) and professional judgement. Significant effects are unlikely to arise beyond the 60 km and for this reason, the SLVIA study area has been set to 60 km for the purposes of the assessment, as agreed with relevant stakeholders.

18.4.2.2 In defining the SLVIA study area, the following guidance were considered:

- Institute of Environmental Management and Assessment (IEMA) (rebranded to The Institute of Sustainability and Environmental Professionals (ISEP) in July 2025) Guidance (IEMA, 2015 and 2017) recommends a proportionate Environmental Impact Statement (EIS) focused on the significant effects and a proportionate EIS topic chapter. An overly large SLVIA study area may be considered disproportionate if it makes the understanding the key impacts of the Offshore Project more difficult;
- GLVIA3 (Landscape Institute, 2013) (para 3.16), which recommends that "The level of detail provided should be that which is reasonably required to assess the likely significant effects". Para 5.2 and p70 also states that "The study area should include the site itself and the full extent of the wider landscape around it which the Offshore Project may influence in a significant manner;
- Other wind farm specific guidance, such as NatureScot's Visual Representation of Wind Farms Guidance (NatureScot, 2017) recommends that ZTV distances are used for defining study area based on WTG height. This guidance recommends a 45 km radius for WTGs greater than 150 m to blade tip (para 48, p12), however, it does not go beyond turbines above 150 m in height. The height of current offshore WTG models has now exceeded the heights covered in this guidance. The NatureScot guidance recognises that greater distances may need to be considered for larger WTGs used offshore, as is the case for the SLVIA study area for the Offshore Project.

18.4.2.3 In considering the SLVIA study area, the sensitivity of the receiving seascape, landscape and visual receptors has also been reviewed, taking account of the landscape designations shown in **Appendix 18.6, Volume 2c** - **Figure 18.5: Landscape Designations (Wider Extent)**, in particular the South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA and associated visual receptors.

18.4.2.4 The SLVIA study area has been reviewed and refined in response to design refinements of the Offshore Project, the identification of impact pathways and feedback from consultation and has been agreed with NatureScot and CnES through the Scoping Opinion as a 60 km radius study area from the Array Area.

18.4.2.5 The spatial scope of the SLVIA is therefore defined by the SLVIA study area covering a radius of 60 km from the Offshore Project, as illustrated in **Appendix 18.6, Volume 2c** - **Figure 18.3**. Potential impacts on seascape, landscape, and visual amenity from the Array Area outside of the SLVIA study area are scoped out of this assessment as they are considered unlikely to result in significant effects.

18.4.3 Temporal scope

18.4.3.1 The temporal scope of the assessment of the SLVIA is the entire lifetime of the Offshore Project, which therefore covers the construction, operation and maintenance (O&M), and decommissioning phases based the following assumptions:

- The construction phase is anticipated to commence in 2028/2029 and estimated to last for a period of approximately 5 years (completion in 2033/2034);
- The O&M phase is expected to last for a minimum of 35 years;
- It is anticipated that the decommissioning phase will consist of the reverse of the construction phase, including a similar duration.

18.4.3.2 The assessments undertaken in Section 18.8 - 18.12 of this chapter are based on the temporal scope set out above.

18.4.4 Potential receptors

18.4.4.1 This section details the approach to identifying receptors that could be significantly affected by the Offshore Project and that therefore need to be taken forward for further consideration in the assessment.

18.4.4.2 The spatial and temporal scope of the assessment enables the identification of receptors which may experience a change as a result of the Offshore Project. Receptors that could be significantly affected are identified based on their sensitivity and the spatial and temporal scope of the assessment (as set out in Sections 18.4.2 and 18.4.3). The seascape, landscape and visual receptors identified that may experience likely significant effects are outlined in **Table 18-4**. These receptors

have been agreed through the Scoping process and subsequent stakeholder consultations (**Table 18-3**), with feedback provided in the Scoping Opinion (MD-LOT, May 2024) incorporated into the receptors requiring assessment.

Table 18-4 Receptors requiring assessment for the SLVIA

Receptor Group	Receptors Included within Group
People experiencing views at representative viewpoints (**Appendix 18.6, Volume 2c** - **Figure 18.7**)	**Representative viewpoints** There are 42 representative viewpoints, shown in **Appendix 18.6, Volume 2c** - **Figure 18.7,** listed in **Table 18-10** with the receptors that they represent and are assessed in **Appendix 18.2, Volume 2c**. 5 viewpoints are also used to assess effects on views at night (Viewpoint 13 Barvas/*Barabhas*, Viewpoint 23 Shawbost/*Siabost*, Viewpoint 29 Bosta/*Bostadh*, Viewpoint 30 Gallan Head/*Àird Uig* and Viewpoint 37 Callanish/*Calanais*), being representative of the closest communities and areas with recognised dark sky qualities.
Visual receptors (**Appendix 18.6, Volume 2c** - **Figure 18.9: Blade Tip ZTV with Visual Receptors (larger WTG type))**	**Coastal settlements** Scoped in - Àird Uig/*Àird Ùig*, Arnol/*Àrnoil*, Barvas*/Barabhas* (including Upper and Lower Barvas*/Barabhas*), Borve/*Borgh* and Melbost Borve/*Mealabost Borgh*, Bragar/*Bhràdhagair*, Brue/*Brù*, Carishader/*Cairsiadar*, Carloway/*Càrlabhagh* and Borrowston/*Borghastan*, Cliff/*Cliobh*, Coig Peighinnean, Dalbeg, *Dalmore/Dail Mhor/Dail Mhor*, Ness (including Coig Peighinnean, Cross/*Cros*, Eoropie/*Eòrapaidh*, Lionel/*Lìonal* and Swainbost/*Suaineabost*), Habost/*Tàbost*, Kirkibost/*Chirceaboist*, Kneep/*Cnìp*/Valtos, Galston/*Gàbhsann* (north and south), Shader/*Siadar an Rubha,* Shawbost/*Siabost* (including North, South and New Shawbost), South Dell/*Dail-bho-Dheas* (including North Dell and Àird Dell) **Main transport routes** A858, A857, A866, B059, B8011 and several minor roads providing access to the communities list above. **Visitor attractions/facilities** Beaches – Barvas*/Barabhas* beach, Bosta/*Bostadh* beach, Camas na Clibhe beach, Dalbeg/*Dhail Beag* beach, *Dalmore/Dail Mhor* beach, Eoropie/*Eòrapaidh* Dunes, Reef beach Historic Environment visitor locations – Arnol/*Àrnoil* Blackhouse, Bosta/*Bostadh* Iron Age Village, Callanish/*Calanais* Standing Stones, Clach an Trushal standing stone, Doune Carloway Broch, Garenin/*Na Gearrannan* Blackhouse Village, Shawbost/*Siabost* Norse Mill and Kiln, Steinacleit (Scheduled Monument), The Shieling (Brue/*Brù*), Teampull Eoin, Teampull Pheadair. Nature Reserves - Loch na Muilne Royal Society for the Protection of Birds

Receptor Group	Receptors Included within Group
	(RSPB) reserve <u>Coastal caravan and camping sites</u> – Bothag Bhuirgh Camping Galson campsite, Eilean Fraoich Camp Site (Shawbost/*Siabost*), Hebridean huts, Kneep/*Cnìp* beach, Mardanan's campsite, Tràigh na Beirigh (Reef Beach), Uncle's Croft campsite. <u>Recreational routes</u> Cycling - National Cycle Route 780 (Hebridean Way) Walking - Timeless Way Core paths – CP1 Butt of Lewis West Coast Path, CP3 Na Gearrannan to Bragar Coastal Path, CP5 Great Bernera/*Beàrnaraigh Mòr* Circular Route Other paths - Barvas and Brue walking route, West Side Coastal Path <u>High points and coastal viewpoints</u> Beinn Bhragair/Beinn na Cloich, Butt of Lewis/*Rubha Robhanais* Lighthouse (viewpoint/visitor car park), Clisham (highest point of Harris), Forsnabhal, Gallan Head/*Àird Uig*, Mangurstadh/*Mangurstadh* Head, Mealaisbhal, Sgalanbhal <u>Water-based receptors</u> Ullapool/*Ulapul* – Stornoway/*Steòrnabhagh* ferry route Most of these visual receptors are represented by a viewpoint and are assessed in **Appendix 18.2, Volume 2c**, however where they are not represented by a viewpoint, they are assessed in Section 18.8.
Regional Coastal Character (Appendix 18.6, Volume 2c - **Figure 18.10: Blade Tip ZTV with Landscape and Coastal Character (larger WTG type)**)	**<u>Regional Coastal Character Areas (CCAs)</u>** A regional scale coastal character assessment has been undertaken following NatureScot's Coastal Character Assessment Guidance (NatureScot, 2018) covering the coast between Butt of Lewis/*Rubha Robhanais* and Mangurstadh/*Mangurstadh* Head (**Appendix 18.6, Volume 2c - Figure 18.4: Landscape and Coastal Character**). 17 Regional CCAs are identified, as listed below (north to south) and assessed in Section 18.9 and **Appendix 18.3, Volume 2c**: • CCA1: Butt of Lewis/*Rubha Robhanais*; • CCA2: Eoropie/*Eòrapaidh*; • CCA3: Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston*/Gàbhsann* Low Rocky Coast; • CCA4: Barvas/*Barabhas* Sands and Àird Bharabhais; • CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*; • CCA6: Loch Shiaboist; • CCA7: Dalbeg/*Dhail Beag* and *Dalmore/Dail Mhor* coast to Àird Laimisiadiar;

Receptor Group	Receptors Included within Group
	• CCA8: Loch Carloway; • CCA9: Easter Loch Rog An Ear; • CCA10: Inner Loch Rog An Ear and Loch Hulabhaig; • CCA11: Bernera Islands; • CCA12: Loch Roag Beag; • CCA13: Loch Roag/*Loch Ròg*; • CCA14: An Caolas including Reef Beach and Camas na Clibhe; • CCA15: Gallan Head/*Àird Uig*; • CCA16: Tràigh Uige and Camas Uig; • CCA17: Mangersta/*Mangurstadh* Head.
Landscape Character (**Appendix 18.6, Volume 2c - Figure 18.10**)	**Landscape Character Types (LCTs)** LCTs from the digital map based National Landscape Character Assessment (NatureScot, 2019) are listed below and assessed in Section 18.10: • Gently Sloping Crofting (LCT 317); • Linear Crofting (LCT 318); • Dispersed Crofting (LCT 319); • Machair (LCT 321); • Boggy Moorland - Outer Hebrides/*Na h-Eileanan Sia* (LCT 322); • Rocky Moorland - Outer Hebrides/*Na h-Eileanan Sia* (LCT 323); • Cnoc and Lochan (LCT 324); • Rock and Lochan (LCT 325); • Prominent Hills and Mountains (LCT 326); • Rounded Rocky Hills – Outer Hebrides/*Na h-Eileanan Sia* (LCT 327).
Landscape Planning Designations and defined areas (**Appendix 18.6, Volume 2c - Figure 18.10**)	**National Scenic Areas (NSAs)** South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath* NSA – AESLQ undertaken in Section 18.8 and **Appendix 18.4, Volume 2c**. **Wild Land Areas (WLAs)** Scoped out - Uig/*Ùige* Hills WLA. Wild Land Assessment not required for WLAs within the Study Area, as confirmed by NatureScot's advice on the EIA Scoping Report contained in the Scoping Opinion (MD-LOT, May 2024). However, where the WLA and NSA overlap, the AESLQ draws on underlying attributes and responses of the WLA, to form a single assessment.

18.4.5 Activities or impacts scoped into assessment

18.4.5.1 Potential impacts on seascape, landscape and visual receptors that have been scoped in for assessment are summarised in **Table 18-5**. Construction and decommissioning phases are

considered together as they have similar impacts (with decommissioning likely to be reverse of the construction effects).

18.4.5.2 The O&M impact "Impact of the O&M of the Offshore Project on views experienced by offshore visual receptors" was scoped out in the Scoping Report, however, following advice from NatureScot and MD-LOT this has been scoped in. All other items remain the same as in the Scoping Report.

18.4.5.3 Each of the impacts scoped in to the assessment in **Table 18-5** is subsequently assessed in Sections 18.8 - 18.12 of this chapter.

Table 18-5 Activities or impacts scoped into the assessment

Impact or Activity/Receptor	**Potential Effect**
Construction and Decommissioning	
Impact (daytime) of the construction and decommissioning of the Offshore Project on visual receptors/views.	Potential for short-term, temporary effects on views and visual amenity experienced by people from principle visual receptors and representative viewpoints, arising because of the construction and decommissioning activities and structures within the Offshore Project Boundary, which may be visible from the coast and may therefore affect views and visual amenity. Assessed in Section 18.8 and **Appendix 18.2, Volume 2c**.
Impact (daytime) of the construction and decommissioning of the Offshore Project on coastal character.	Potential for short-term, temporary effects on perceived seascape/coastal character, arising from visibility of construction and decommissioning activities and structures located within the Offshore Project Boundary, which may alter the coastal character. Assessed in Section 18.9 and **Appendix 18.3, Volume 2c**.
Impact (daytime) of the construction and decommissioning of the Offshore Project on perceived landscape character.	Potential for short-term, temporary effects on perceived landscape character, arising because of the construction and decommissioning activities and structures located within the Offshore Project Boundary, which may be visible from the coast and may therefore affect the perceived character of the landscape. Assessed in Section 18.10, **Appendix 18.4**, **Volume 2c**.
Impact (daytime) of the construction and decommissioning of the Offshore Project on perceived landscape character/special qualities of designated landscapes.	Potential for short-term, temporary effects on perceived landscape character and special qualities of designated landscapes, arising because of the construction and decommissioning activities and structures within the Offshore Project Boundary, which may be visible from the coast and may therefore affect the perceived character and qualities

Impact or Activity/Receptor	Potential Effect
	of the landscape. Assessed in 18.11 and **Appendix 18.4, Volume 2c.**
Whole project effects of the construction and decommissioning phase impacts of the Offshore Project with the onshore elements of the Project on seascape, landscape and visual receptors.	Potential for in-combination effects on the seascape, landscape and visual resource. Assessed in Section 18.6.
O&M	
Impact (daytime) of the Offshore Project on onshore visual receptors and views within SLVIA Study Area.	Potential for significant effects. Long term, reversible effects on views and visual amenity experienced by people at principle visual receptors and representative viewpoints, arising because of the visibility of operational wind turbines, and maintenance activities. Assessed in Section 18.8 and **Appendix 18.2, Volume 2c**.
Impact (daytime) of the O&M of the Offshore Project on the views experienced by offshore visual receptors	Potential significant, long-term and revisable effects on views and visual amenity experienced by people from offshore locations, including from the Flannan Isles/*Na h-Eileanan Flannach*. Assessed in Section 18.8 and **Appendix 18.2, Volume 2c**.
Impact (daytime) of the O&M of the Offshore Project on coastal character.	Potential for long-term, reversible effects on perceived seascape/coastal character, arising from visibility of the Offshore Project, which may alter the coastal character. Assessed in Section 18.9 and **Appendix 18.3, Volume 2c**.
Impact (daytime) of the Offshore Project on perceived landscape character	Potential for long-term, reversible effects on perceived landscape character, arising from visibility of the Offshore Project, which may alter the landscape character of areas within the Isle of Lewis and Harris/*Leòdhas agus Na Hearadh*. Assessed in Section 18.10.
Impact (daytime) of the Offshore Project on perceived landscape character/special qualities of designated landscapes.	Potential for significant, long term and reversible effects on perceived landscape character of LCTs and qualities of designated landscapes, arising from the operational wind turbines, and maintenance activities, which will be visible from the land and may therefore affect the perceived character and qualities of the landscape. Assessed in 18.11 and **Appendix 18.4, Volume 2c**.
Impact (night-time) of O&M phase marine navigation and aviation lighting of the Offshore Project on coastal/landscape character receptors and visual receptors at night.	Potential for significant, long-term and reversible effects on views and visual amenity experienced by people from principle visual receptors and representative viewpoints arising because of the marine navigation and aviation lights. Assessed in

Impact or Activity/Receptor	Potential Effect
	Section 18.11.7 and **Appendix 18.2, 18.3** and **18.4**, **Volume 2c**.
Whole project effects of the O&M phase impacts of the Offshore Project with the onshore elements of the Project on seascape, landscape and visual receptors.	Potential for whole project effects on the seascape, landscape and visual resource. Assessed in Section 18.6
Cumulative impacts of the Offshore Project on seascape, landscape and visual receptors when considered together with other existing, consented or application stage developments of a similar nature to the Project.	Potential for cumulative effects on the seascape, landscape and visual resource. Assessed in Section 18.15.

18.4.6 Activities or impacts scoped out of assessment

18.4.6.1 This section re-confirms those impacts excluded from the scope of the assessment following receipt of the Scoping Opinion and further consultation.

18.4.6.2 A number of potential impacts have been scoped out from further assessment, resulting from a conclusion of no likely significant effect. These conclusions have been made based on the knowledge of the baseline environment, the nature of planned works and the wealth of evidence on the potential for impact from such projects more widely. The conclusions follow (in a site-based context) existing best practice. Each scoped out activity or impact is considered in turn in **Table 18-6**.

Table 18-6 Activities or impacts scoped out of assessment

Activity or impact	Rationale for scoping out
Construction, O&M and decommissioning phase seascape, landscape, and visual impacts of the Offshore Project outside the SLVIA study area.	The SLVIA Study Area is defined to 60 km radius from the Array Area based an outer limit within which significant effects could occur, as described in Section 18.4.2.
Impacts of the construction and decommissioning of the Offshore Project on physical aspects of landscape character.	NatureScot and MD-LOT advise that the "impact on the perception of character and qualities" should be assessed. This will be assessed in Section 18.9, 18.10 and 18.8 of this Chapter and in **Appendix 18.3, Volume 2c** and **Appendix 18.4**, **Volume 2c**, however, given the location of the Offshore Project, there will be no physical effects (direct effects to landscape elements, i.e. the cutting down of a tree) on landscape character.
The seascape, landscape, and visual impacts of the OCAS during O&M.	During O&M the Offshore Cable will be located below the sea surface and will therefore not be visible once operational and will have no effect on seascape, landscape, and visual receptors. The associated presence and activity of vessels will be relatively short-lived and intermittent with no potential for significant effects.
Impact (night-time) of construction and decommissioning phase marine navigation and aviation lighting of the Offshore Project on coastal/landscape character receptors and visual receptors at night.	As set out in the Outline LMP, there will be no specific aviation lighting and marking implemented during the construction phase, therefore there is no potential for significant construction and decommissioning phase impacts. Marine navigation lighting of WTGs and OSP will be used temporarily during the construction phase with International Association of Lighthouse Authorities (IALA) special mark characteristics but with a minimum range of 2 nm.

18.5 METHODOLOGY FOR BASELINE DATA GATHERING AND IMPACT ASSESSMENT

18.5.1 Methodology for baseline data gathering

Overview

18.5.1.1 Baseline data collection has been undertaken to obtain information over the SLVIA study area described in Section 18.4.2. The current baseline conditions presented in Section 18.6 describes the baseline conditions based on desk study data currently available, information from the SLVIA study area and site surveys undertaken where detailed assessment is required.

Desk study

18.5.1.2 The assessment is initiated through a desk study of the Offshore Project and the SLVIA study area. This desk study identifies aspects of the seascape, landscape and visual resource that are considered in the SLVIA, including character typology, landscape related planning designations, wild land areas, operational and potential cumulative wind farms, and views from routes and settlements.

18.5.1.3 The desk study utilises Geographic Information System (GIS) and ReSoft Wind Farm software to explore the potential visibility of the Offshore Project. The resultant ZTV diagrams and wirelines provide an indication of which receptors are likely to be key in the assessment. Landscape characterisation information and data have been obtained from the NatureScot (2019) Landscape Character Assessment in Scotland/*Alba* online database.

18.5.1.4 The baseline data sources that have been collected and used to inform this SLVIA are summarised in Table 1-2 of **Appendix 18.1, Volume 2c**.

Site Surveys

18.5.1.5 For those receptors where a detailed assessment is required, primary data acquisition has been undertaken through a series of surveys. These surveys include field survey verification of the ZTV from CCAs and LCTs, micro-siting of viewpoint locations, panoramic baseline photography and visual assessment survey from all representative viewpoints. Field surveys were conducted in November 2023, July 2024, September 2024, October 2024, and March 2025 (**Table 18-7**). Most of the baseline viewpoint photography was undertaken in excellent conditions in September 2024. Sea-based offshore surveys have not been undertaken as part of the SLVIA.

18.5.1.6 Field survey included visits to several viewpoints as well as travel around the SLVIA study area to consider potential effects on coastal character, landscape character and on the experience of views seen from travel routes through the landscape. These visits have allowed the landscape character and the visual amenity of the SLVIA study area to be experienced in a range of different conditions and seasonal variation. The site surveys have allowed the assessors to judge the likely scale, distance, extent and prominence of the Offshore Project directly.

18.5.1.7 The surveys that have been collected and used to inform this SLVIA are summarised in **Table 18-7**.

Table 18-7 Site surveys undertaken

Survey type	Scope of survey	Coverage of study area
Viewpoint photography surveys 29-31 July 2024	Surveys to undertake baseline panoramic photography for viewpoints associated with the Offshore Project.	Viewpoint locations and receptors within SLVIA study area
Viewpoint photography surveys 4-6 September 2024		
Viewpoint photography 25-27 September 2024	Surveys to undertake baseline panoramic photography for viewpoints associated with the Offshore Project, including night-time photography.	Viewpoint locations and receptors within SLVIA study area
Viewpoint photography 1-3 October 2024		
Viewpoint photography surveys March 2025	Surveys to undertake baseline panoramic photography for viewpoints associated with the Offshore Project, including mountains within the NSA and night-time photography.	Viewpoint locations and receptors within SLVIA study area

18.5.2 Data limitations and assumptions

18.5.2.1 There are limitations in the production of photomontage and wireline visualisations and ZTVs as assessment tools, and limitations in the accuracy of digital terrain model data, which are described in **Appendix 18.1, Volume 2c**. The use of detailed terrain models (Ordnance Survey (OS) Terrain 5), production of visualisations to recognised standard and field survey assessment of impacts minimises these limitations.

18.5.2.2 These limitations do not affect the robustness of the assessment in this EIAR as the data limitations are insubstantial and will not affect the assessments of likely significance assessed for relevant receptors.

18.5.2.3 Effects have not been downgraded either in magnitude or significance due to variations in weather/visibility and how frequently/infrequently the effects will be experienced. Effects are based on the worst-case with clear visibility and need to be considered in context of the frequency of time the effects will occur in the prevailing visibility conditions.

18.5.3 Methodology for Environmental Impact Assessment

Introduction

18.5.3.1 The project-wide generic approach to assessment is set out in **Chapter 5, Volume 1a**. The SLVIA has followed the methodology set out in **Appendix 18.1, Volume 2c** which is summarised in this section. This methodology is specific to the preparation of the SLVIA and in places deviates from

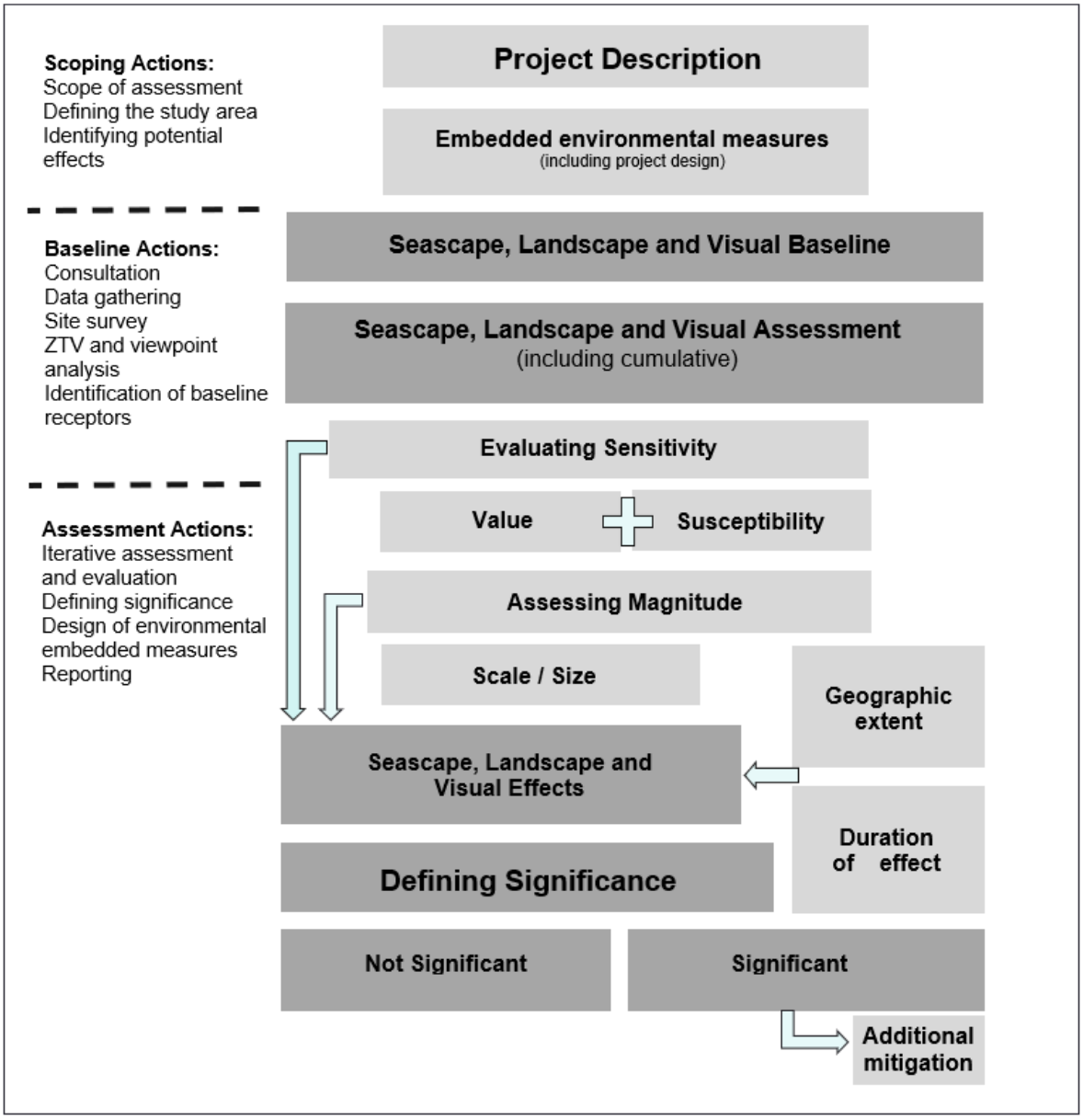
Chapter 5, Volume 1a according to relevant topic specific guidance and best practice set out in Section 18.2.

18.5.3.2 The SLVIA assesses the likely effects that the construction, O&M, and decommissioning of the Offshore Project on the seascape, landscape and visual resource, encompassing effects on coastal character, landscape character, designated landscapes, visual effects and cumulative effects on these receptors.

Overview

18.5.3.3 An overview of the SLVIA process is illustrated, diagrammatically in **Plate 18-1**.

Plate 18-1 Overview of approach to the SLVIA



18.5.3.4 The SLVIA is based on the project design described in **Chapter 3, Volume 1a**. In compliance with the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, the likely significant effects of a realistic maximum design scenario are assessed and illustrated in the SLVIA. This maximum design scenario is described in Section 18.7.

18.5.3.5 By combining assessments of sensitivity and magnitude of change, a level of seascape, landscape or visual effect can be evaluated and determined. The evaluation of sensitivity takes account of the value and susceptibility of the receptor to the Offshore Project. This is combined with an assessment of the magnitude of change which takes account of the size and scale of the proposed change. The resulting level of effect is described in terms of whether it is significant or not significant, and the geographical extent, duration and the type of effect is described as either direct or indirect; temporary or permanent (reversible); cumulative; and beneficial, neutral or adverse.

18.5.3.6 The assessment has also considered the cumulative effect of the Offshore Project with other similar 3rd party projects (Section 18.15), combined effects (Section 18.13), and whole project effects (Section 18.14) arising from both the Offshore Project and Onshore Transmission Works (OTW Project).

18.5.3.7 In each case, an appropriate and proportionate level of assessment has been undertaken and agreed through consultation at the scoping stage. The level of assessment may be 'preliminary' (requiring desk-based data analysis) or 'detailed' (requiring site surveys and investigations in addition to desk-based analysis).

18.5.3.8 The SLVIA unavoidably involves a combination of quantitative and qualitative assessment and, wherever possible, a consensus of professional opinion has been sought through consultation, internal peer review, and the adoption of a systematic, impartial, and professional approach.

18.5.4 Impact Assessment Criteria

Magnitude

18.5.4.1 The magnitude of change affecting seascape/landscape and visual receptors is an expression of the scale of the change that will result from the Offshore Project and is dependent on a number of variables regarding the size or scale of the change that will be experienced. The magnitude of change resulting from the Offshore Project is described as 'High', 'High-medium', 'Medium', 'Medium-low', 'Low', and 'Negligible' for seascape/landscape and visual receptors as defined in **Table 18-8** and is described further in **Appendix 18.1, Volume 2c** (Section 3.1.4).

Table 18-8 Definition of magnitude of change

Magnitude	Definition
High	**Seascape/landscape:** The Offshore Project would result in a major alteration to the baseline characteristics of the seascape/landscape, providing the prevailing influence and/or introducing elements that are uncharacteristic in the receiving seascape/landscape.
	Visual: The Offshore Project would result in a high level of alteration to the baseline view, providing the prevailing influence and/or introducing elements that are substantially uncharacteristic in the receiving view.
High-medium	Intermediate rating with combination of criteria from high magnitude (described above) and medium magnitude (described below).
Medium	**Seascape/landscape:** The Offshore Project would result in a moderate alteration to the baseline characteristics of the seascape/landscape, providing a readily apparent influence and/or introducing elements potentially uncharacteristic in the receiving seascape/landscape.
	Visual: The Offshore Project would result in a moderate alteration to the baseline view, providing a readily apparent influence and/or introducing elements potentially uncharacteristic in the receiving view.
Medium-low	Intermediate rating with combination of criteria from medium magnitude (described above) and low magnitude (described below).
Low	**Seascape/landscape:** The Offshore Project would result in a minor alteration to the baseline characteristics of the seascape/landscape, providing a slightly apparent influence and/or introducing elements that are characteristic in the receiving seascape/landscape.
	Visual: The Offshore Project would result in a minor alteration to the baseline view, providing a slightly apparent influence and/or introducing elements that are characteristic in the receiving view.
Negligible	**Seascape/landscape:** The Offshore Project would result in a negligible alteration to the baseline characteristics of the seascape/landscape, providing a barely discernible influence and/or introducing elements that are substantially characteristic in the receiving seascape/landscape.
	Visual: The Offshore Project would result in a negligible alteration to the baseline view, providing a barely discernible influence and/or introducing elements that are substantially characteristic in the receiving view.
None	The Array Area would result in no change to the baseline characteristics of the landscape/seascape or view/visual receptor.

Sensitivity to Change

18.5.4.2 The sensitivity of a seascape/landscape receptor is an expression of the combination of the judgements made about the value of the seascape/landscape receptor and the susceptibility of the receptor to the specific type of change arising from the Offshore Project. An overall assessment of the sensitivity of each seascape/landscape receptor to change has been made by combining the assessment of the value of the receptor and its susceptibility to change. Landscape value is the

relative value that is attached to different landscapes by society and may apply to areas of landscape as a whole, or to the individual elements, features and aesthetic/perceptual aspects that contribute to landscape character. Landscape susceptibility means the ability of the landscape receptor to accommodate the Offshore Project and is assessed in relation to the change arising from the specific development proposal (i.e. the Offshore Project) in line with GLVIA3 (Landscape Institute, 2013) and its clarifications in LITGN-2024 (Landscape Institute, 2024).

18.5.4.3 The sensitivity of a visual receptor is also an expression of the combination of the judgements made about the value of the view/visual resource and the susceptibility of the receptor to the change in views and visual amenity. An overall assessment of the sensitivity of each visual receptor to change has been made by combining the assessment of the value of the receptor and its susceptibility to change. Value is the relative value that is attached to particular views by society. Visual susceptibility is a function of the occupation or activity of people (visual receptors) experiencing the view, the extent to which their attention or interest may be focused on views and the visual amenity they experience. In line with the Landscape Institute GLVIA3 clarifications LITGN-2024 (Landscape Institute, 2024), visual susceptibility is not influenced by the type of development proposed, which is assessed as part of magnitude of change.

18.5.4.4 An evaluation of sensitivity has been applied for each receptor – high, high-medium, medium, medium-low, and low – by combining individual assessments of the value of the receptor and its susceptibility to change. The basis for the assessments has been made clear using evidence and professional judgement in the evaluation of sensitivity for each seascape/landscape and visual receptor, informed by criteria that tend towards higher or lower sensitivity, which are set out in **Appendix 18.1, Volume 2c** (Table 2-1). Seascape/landscapes assessed to be of high sensitivity can broadly be defined as those of high value (such as designated landscapes with national policy level protection or defined for their natural beauty) and of high susceptibility to changes arising from the Offshore Project. Similarly, visual receptors assessed to be of high sensitivity are broadly those of high value (such as views afforded protection in planning policy, within or overlooking a designated landscape with high scenic quality) and of high susceptibility to change (residents or people whose attention is focused on the particular view). Landscape and visual receptors assessed to be of low sensitivity to be those of low value (such as degraded landscapes/views with little or no evidence of being valued by the community) and of low susceptibility to change.

Significance

18.5.4.5 Following the identification of the magnitude of impact, features value and sensitivity it is possible to determine the significance of effect. The matrix presented in **Table 18-9** is used as a guide to illustrate the SLVIA process and helps to inform the threshold of significance when combining sensitivity and magnitude. In line with the emphasis placed in GLVIA3 upon the application of professional judgement, an overly mechanistic reliance upon a matrix is avoided through the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual receptor.

18.5.4.6 The significance of the effect on each seascape/landscape character and visual receptor is dependent on all of the factors considered in the sensitivity of the receptor and the magnitude of change resulting from the Offshore Project. Factors which influence levels of sensitivity and magnitude of change assessed in the SLVIA are set out in full in **Appendix 18.1, Volume 2c** (Section 3.1.5).

18.5.4.7 Judgements on sensitivity and magnitude of change are combined to arrive at an overall assessment as to whether the Offshore Project will have an effect that is significant or not significant on each seascape, landscape and visual receptor.

18.5.4.8 Significant landscape and visual effects are shaded red in **Table 18-9**. They relate to all those effects that result in a 'Major' or a 'Major/Moderate' level of effect. Moderate levels of effect (shaded orange) may be significant or not significant subject to the assessor's professional judgement, with these assessments explained further with additional narrative and explanation where they occur. White or un-shaded boxes in **Table 18-9** indicate a non-significant effect. Where there is no (zero) magnitude of change, there would be no effect and therefore this magnitude is excluded from **Table 18-9**.

Table 18-9 Matrix used to guide determination of effect significance

	Magnitude of Change					
Sensitivity to Change	**High**	**High-medium**	**Medium**	**Medium-low**	**Low**	**Negligible**
High	Major (Significant)	Major (Significant)	Major-Moderate (Significant)	Moderate (Significant / Not Significant)	Moderate - Minor (Not significant)	Minor (Not significant)
High-medium	Major (Significant)	Major-Moderate (Significant)	Moderate (Significant / Not Significant)	Moderate (Significant / Not Significant)	Moderate - Minor (Not significant)	Minor (Not significant)
Medium	Major-Moderate (Significant)	Moderate (Significant / Not Significant)	Moderate (Significant / Not Significant)	Moderate - Minor (Not significant)	Minor (Not significant)	Minor (Not significant)
Medium-low	Moderate (Significant / Not Significant)	Moderate (Significant / Not Significant)	Moderate - Minor (Not significant)	Minor (Not significant)	Minor (Not significant)	Negligible (Not significant)
Low	Moderate (Significant / Not Significant)	Moderate - Minor (Not significant)	Minor (Not significant)	Minor (Not significant)	Negligible (Not significant)	Negligible (Not significant)

18.5.4.9 A significant effect occurs where the Offshore Project provides one of the defining influences on a landscape element, coastal/landscape character receptor or view; or where changes of a lower magnitude occur on a landscape element, landscape character receptor or view that is of particularly high sensitivity. A not significant effect occurs where the effect of the Offshore Project is not material, whereby the baseline characteristics of the landscape element, coastal/landscape character receptor or view continue to provide the definitive influence, or where the small scale of change experienced by a high sensitivity receptor is such as to be considered not significant.

Geographical Extent

18.5.4.10 The geographic extent over which the seascape, landscape and visual effects will be experienced is also assessed, which is distinct from the size or scale of effect. This evaluation is not combined in the assessment of the level of magnitude but, instead, expresses the extent of the receptor that will experience a particular magnitude of change and therefore the geographical extents of the significant and not significant effects. The extent of the effects is principally assessed through analysis of the extent of perceived changes through visibility of the Offshore Project.

Duration and Reversibility

18.5.4.11 The duration and reversibility of seascape, landscape and visual effects is based on the period over which the Offshore Project is likely to exist and the extent to which it will be removed and its effects reversed at the end of that period. Long-term, medium-term and short-term seascape/landscape and visual effects are defined as follows:

- Long-term – more than 10 years;
- Medium-term – 6-10 years;
- Short-term – 1-5 years.

18.5.4.12 Duration and reversibility are not incorporated into the assessment of magnitude of change but are stated separately in relation to the assessed effects (i.e. as short/medium/long-term and temporary/permanent) and are considered as part of drawing conclusions about significance, combining with other judgements on sensitivity and magnitude, to allow a final judgement to be made on whether each effect is significant or not significant.

Cumulative Effects

18.5.4.13 The cumulative effect assessment (CEA) takes into account the impact associated with the Offshore Project together with other relevant plans, projects, and activities on the same receptor or resource.

18.5.4.14 GLVIA3 (Landscape Institute and IEMA 2013, para 7.8) defines cumulative landscape and visual effects as those that *"may result from an individual project that is being assessed interacting with the effects of other Offshore Projects in the area"* and that cumulative effects (para 3.22) *"are additional effects caused by the Offshore Project when considered with other Offshore Projects of the same or different types"*.

18.5.4.15 Cumulative effects are assessed in this SLVIA as the additional changes caused by the Offshore Project in conjunction with other similar developments arising in a number of relevant cumulative development scenarios (consented and application stage) (and not the combined totality of the cumulative effect of all past, present and future proposals together with the Offshore Project). These include cumulative seascape/landscape effects that can impact on the character of the seascape/landscape, or any special values attached to it; and cumulative visual effects caused by combined visibility, which occur where the observer is able to see 2 or more developments from one viewpoint and/or sequential effects which occur when the observer has to move to another viewpoint to see different developments.

18.5.4.16 The additional contribution of the Offshore Project to the cumulative effect upon the baseline character/view is assessed and information provided on how the effects of the Offshore Project would combine and interact with the effects of other projects.

18.5.4.17 In line with GLVIA3 (para 7.13), existing schemes and those which are under construction are included in the baseline for both landscape and visual effects assessments (the SLVIA baseline). The CEA then separately assesses the cumulative effects of the Offshore Project in respect of consented projects and application stage projects, that are not yet present in the landscape, under a 'consented' scenario and an 'application stage' scenario.

18.5.4.18 Other projects under consideration have differing potential for proceeding to an operational stage and hence a differing potential to ultimately contribute to a cumulative impact alongside the Offshore Project. Therefore, in line with GLVIA3 (Landscape Institute and IEMA 2013, para 3.3 and 7.8) and NatureScot (2021), the cumulative SLVIA focuses on the cumulative effects arising from the Offshore Project interacting with the effects of other projects under the 'consented' and 'application stage' scenarios. This provides a framework for placing relative weight upon the potential for each project/plan to be included in the CEA to ultimately be realised, based upon the project/plan's current stage of maturity and certainty in the projects' parameters.

18.5.4.19 In evaluating cumulative sensitivity, the value component of the assessments of sensitivity would not change, however, in an evolving wind farm/other relevant development context, the susceptibility of a seascape/landscape and visual receptor to the introduction of the Offshore Project may increase or decrease. This is therefore re-evaluated based on the criteria contained in the seascape/landscape and visual susceptibility criteria sections of this methodology.

18.5.4.20 The cumulative magnitude of change is an expression of the degree to which seascape/landscape character receptors and visual receptors/views would be changed by the addition of the Offshore Project to other wind farms that are already operational, consented or at application stage. The cumulative magnitude of change is assessed according to several criteria, as set out in **Appendix 18.1, Volume 2c**.

18.5.4.21 The CEA determines whether any effects that the Offshore Project would have on seascape/landscape receptors and visual receptors, when seen or perceived in combination with

other projects, would be significant or not significant. Judgements on sensitivity and cumulative magnitude of change are combined to arrive at an overall assessment as to whether the Offshore Project will have a cumulative effect that is significant or not significant on each seascape, landscape and visual receptor, informed by the matrix in **Table 18-9**.

18.5.4.22 Significant cumulative landscape effects are likely to be those that would give rise to changes in the landscape character of the study area of such an extent as to have major effects on its key characteristics and even, in some cases, to transform it into a different landscape type.

18.5.4.23 Significant cumulative visual effects may arise from cumulative visual effects related to developments that are in closer proximity to the Offshore Project and are clearly visible together in views and developments that are highly inter-visible, with overlapping ZTVs.

Assessment of Lighting Effects

18.5.4.24 The CAA requires that 'en route obstacles' at or above 150 m above ground level are lit with visible lighting to assist their detection by aircraft. Marine navigation lighting of the Offshore Project is also required by the IALA. As such, there is potential that lighting of the Offshore Project may be visible at night.

18.5.4.25 An assessment of the effects of aviation lighting and marine navigation lighting of the Offshore Project has been undertaken in this chapter, which evaluates the potential impact on the qualities of the seascape/landscape (as an environmental resource in its own right), and the views and visual amenity of visual receptors (people) from the introduction of visible lighting associated with the Offshore Project.

18.5.4.26 The assessment of aviation lighting and marine navigation lighting has been in undertaken in accordance with Guidance on Aviation Lighting Impact Assessment (NatureScot, 2024), in distinct steps:

- Step 1: Defining the lighting proposal;
- Step 2: Understanding the baseline;
- Step 3: Assessing the effects of the lighting.

18.5.4.27 The assessment follows the methodology set out in full in **Appendix 18.1, Volume 2c.** The significance of effects of aviation lighting and marine navigation lighting is assessed through a combination of the sensitivity of the receptor and the magnitude of change that would result from the lighting, informed by the matrix in **Table 18-9**, which gives an understanding of the threshold at which significant effects may arise.

18.5.4.28 In determining significance, particular attention is paid to the potential for 'Obtrusive Light', i.e. whether the lighting impedes a particular view of the night sky; creates sky glow, glare or light intrusion (Institute of Lighting Professionals, 2021) in a prominent, incongruous, or intrusive way.

Visual Representations

18.5.4.29 The methodology for the production of visual representations (photomontages and ZTVs) of the Offshore Project is set out in full in **Appendix 18.1, Volume 2c**.

18.5.4.30 The visual representations presented in **Appendix 18.6, Volume 2c** - **Figure 18.25** to **Figure 18.66**, have been produced in accordance with Visual Representation of Wind farms (SNH, 2017) and Visual Representation of Development Proposals (TGN 06/19) (Landscape Institute, 2019).

18.5.4.31 The ZTVs in **Appendix 18.6, Volume 2c - Figures 18.6** to **18.18** have also been produced in line with guidance in Visual Representation of Wind farms (SNH, 2017) and are generated using GIS software (ArcPro Version 3.1) to model the theoretical visibility of the Turbine Area.

18.6 BASELINE CONDITIONS

18.6.1 Current baseline – Visual Baseline

Introduction

18.6.1.1 An overview of the current baseline conditions for seascape, landscape and visual amenity is outlined in this section and then subsequently described in further detail within each of the main receptors in the assessment in Sections 18.8 - 18.13.

18.6.1.2 The baseline provides a "*description of the relevant aspects of the current state of the environment (baseline scenario)*" as required by the EIA Regulations. The 'relevant aspects' for seascape, landscape and visual are considered to be those that may be changed by the Offshore Project, through visibility/views, particularly of the WTGs within the Turbine Area.

18.6.1.3 In line with GLVIA3 (Landscape Institute, 2013), the baseline therefore *"establishes the area in which the development may be visible"*, as defined by the ZTV, to define the relevant aspects of the current seascape, landscape and visual environment of the SLVIA study area.

18.6.1.4 As described in Section 18.4.2, the SLVIA study area encompasses the Isle of Lewis/*Eilean Leòdhais*, the majority of the Isle of Harris/*Na Hearadh* and its surrounding seascape and islands, including the Flannan Isles/*Na h-Eileanan Flannach*, off the northwest coast of Scotland/*Alba* and forming the northern most of the Outer Hebrides/*Na h-Eileanan Siar* (also referred to as the 'Western Isles').

18.6.1.5 The Isle of Lewis/*Eilean Leòdhais* and the Isle of Harris/*Na Hearadh* is a single island divided by mountains in southern Lewis/northern Harris. The northern two-thirds form the Isle of Lewis/*Eilean Leòdhais* and the southern third the Isle of Harris/*Na Hearadh*; which are connected yet each referred to as if it were a separate island and having their own cultural differences. The boundary between the Isle of Lewis/*Eilean Leòdhais* and the Isle of Harris/*Na Hearadh* runs between Loch Resort on the west coast to Loch Seaforth on the east coast. The Isle of Harris/*Na Hearadh* itself is divided into North and South Harris by West and East Loch Tarbert. There are stark contrasts in

landscape character between the vast, low-lying peat moorland landscapes of northern Lewis/*Eilean Leòdhais* and the rugged, elevated mountains of south Lewis/*Eilean Leòdhais* and north Harris/*Na Hearadh*, which form the backdrop to the south.

Views and Visual Amenity

18.6.1.6 There is great visual diversity across the SLVIA study area, with north Lewis/*Eilean Leòdhais* embodying a plateau of low-lying peatland extending southwards to bold, rugged hills in South Lewis/*Eilean Leòdhais* and North Harris/*Na Hearadh* (Clisham at 799 m is the highest), which are visually dramatic due to the way in which they rise up so steeply from sea-level and form the southern backdrop. The variety and range of light, weather, skies and seas – with the Atlantic to the west and the Minch/*A' Mhaoil* to the east – create conditions that are particular to the Isle of Lewis/*Eilean Leòdhais* and the Isle of Harris/*Na Hearadh*.

18.6.1.7 In general, visual diversity is derived from the contrasts between crofting areas, surrounding peat moorlands, rocky coast and localised areas of Machair at the coastal edge. There are strong visual contrasts between land use patterns of crofting landscapes (with managed grassland, rectilinear crofts and repetitive pattern of houses) compared to the surrounding comparatively simple and expansive moorlands. The range of colours, textures and patterns associated with these difference landscapes creates visual diversity. There are relatively few visible elements within the expansive areas of boggy moorland, which are simple in appearance and have natural patterns of water bodies and flows, with relatively few visible man-made influences. In areas of rocky moorland, there is simple visual balance between rocky knolls, interlocked with peat moorland and limited human influence.

18.6.1.8 The sea has a strong influence in views, there is often as much seascape visible as landscape and as the human association with the coastline is greater than inland areas, the importance of the visual amenity experienced from the coast is heightened. The visual baseline experienced from coastal areas ranges from simple and expansive views of open sea and occasional machair, from the west coast of the Isle of Lewis/*Eilean Leòdhais* between the Butt of Lewis/*Rubha Robhanais* and Bragar/*Bhràdhagair*; to a more complex range of expansive and contained/fragmented views from the distinctive coastline to the south, between Bragar/*Bhràdhagair*, Carloway/*Càrlabhagh* and Mangersta (much of which lies within the NSA).

18.6.1.9 North of Bragar/*Bhràdhagair*, the low rocky, linear coastline is straighter with a north-westerly aspect with open, exposed views of the Altantic. This rocky coastline is fairly large in scale and backed by a coastal strip of crofting and a flat hinterland of moorland behind. Expansive views to the open sea are commonplace throughout and only occasionally limited by undulating landform. The coast is backed by moorland behind a coastal fringe of crofting settlements, with a sense of exposure coming from the strong influence of the sea and exposure to the elements of the Atlantic weather.

18.6.1.10 The coastline nearest to the Turbine Area within the SLVIA study area is generally rural in character, predominated by the linear patterns of crofting and is strongly associated with the sea. There are numerous settlements along the coastline, including the crofting townships in Ness/*Nis* including Eoropie/*Eòrapaidh*, the Port of Ness/*Port Nis* and Cross/*Cros*, North and South Galson /*Gàbhsann bho Dheas*, Borve/*Borgh*, Shader/*Siadar an Rubha*, Barvas/*Barabhas*, Arnol/*Àrnoil*, Bragar/*Bhràdhagair*, Shawbost/*Siabost*) and Carloway/*Càrlabhagh*. These are generally small, linear and clustered around the A858 and the contiguous A857, which are set back from the coast between Port of Ness/*Port Nis* and Carloway/*Càrlabhagh*, only joining the coast around Breasclete/*Brèascleit*.

18.6.1.11 South of Bragar/*Bhràdhagair*, the coastline is more complex and visibility of the sea varies. This section of coast is more indented and fragmented with more enclosure and a complex range of views of the sea, islands and hinterland. There are contained views from within this more fragmented coastline and mountainous hinterland, with views of the sea framed within distinct bays (such as Dalbeg/*Dhail Beag* and *Dalmore/Dail Mhor*), between rocky islands (such as from Bosta/*Bostadh*) or oriented along sea lochs directly west to the Atlantic, with landform generally providing enclosure and visual containment. Open, exposed views tend to be restricted to the main headlands (such as Gallan Head/*Àird Uig* and Mangersta/*Mangurstadh* Head). This more isolated stretch of coastline is sparse in settlement, with generally quiet roads and contains a large area devoid of settlement. The skerries, islands and hilly landforms and framed views of the sea form the visual composition of existing focal points.

18.6.1.12 Other elements that influence visual amenity at the coast include fish farming, which is an established industry with finfish and shellfish farms in both sea-lochs and coastal waters. The Outer Hebrides/*Na h-Eileanan Siar* also now has the largest fleet of small boats in Scotland/*Alba* therefore fishing vessels are common in views of the sea around the island.

18.6.1.13 Lighthouses form prominent landmarks of the coastal landscape with operational lighthouses date from the 19th Century designed by the Stevenson family, including the Butt of Lewis/*Rubha Robhanais* (1862); Flannan Islands/*Na h-Eileanan Flannach* (1899); Tiumpan Head (1900); and other contemporary lighthouses such as Àird Laimisiadair.

18.6.1.14 The advent of World War Two has had a lasting influence on the landscape, with many radar bases, coastal batteries, gun emplacements and other military structures built at the beginning of the conflict forming visible elements in the landscape. Remains of these can be found in Ness, Breanais/*Brèinis*, Àird Uig/*Àird Ùig* and Islivig/*Islibhig*.

18.6.1.15 Due to the relatively flat terrain of northern Lewis/*Eilean Leòdhais*, wind turbines have the potential to be visible over long distances. The influence of existing wind turbines is, however, currently relatively contained to the area west of Stornoway/*Steòrnabhagh* in which the operational Pentland Road, Beinn Ghrideag, Creed Business Park and Arnish Moor turbines are located. On the west coast of the Isle of Lewis/*Eilean Leòdhais*, there is a single wind turbine at Horshader (near

Shawbost/*Siabost*) and a 3 turbine wind cluster at Baile en Truseil (Druim nan Carnan) (between Barvas/*Barabhas* and Shader/*Siadar an Rubha*).

Blade Tip ZTV

18.6.1.16 The visual baseline is largely defined by the blade tip ZTV shown in **Appendix 18.6, Volume 2c - Figure 18.7**. The ZTV shows the area from which the Turbine Area would theoretically be visible, highlighting the different groups of people (visual receptors) who may experience views of the WTGs located within the Turbine Area and assisting in the identification of viewpoints. The ZTV is based on wind turbines of 338.4 m to blade tip (above Mean Sea Level (AMSL)) and represents a likely MDS for the SLVIA. The blade tip ZTV illustrates where there would be no visibility of these wind turbines, as well as areas where there will be lower or higher numbers of wind turbines theoretically visible.

18.6.1.17 The blade tip ZTV illustrates the 'bare ground' situation based on an Ordnance Survey terrain model and does not take into account the screening effects of vegetation, buildings, or other local features that may prevent or reduce visibility. By using a bare ground elevation model, the results will be an over-representation of maximum visibility, as many could, in reality, be blocked by surface features not included in the model. It is anticipated that the generally low incidence of tree cover and built form will ensure that actual visibility is similar to theoretical visibility in terms of the geographical extent of the visual influence of the Turbine Area.

18.6.1.18 The blade tip ZTV (**Appendix 18.6, Volume 2c - Figure 18.7**) illustrates that the majority of the area affected by higher visibility of the WTGs is sea, with visibility extending to the edges of the SLVIA study area to the north, northeast and west/southwest. The blade tip ZTV indicates that there will be no theoretical visibility at sea level beyond approximately 75 km from the Turbine Area (due to the influence of earth curvature). Although there may be theoretical visibility from elevated areas of offshore islands at greater distances (such as from St Kilda/*Hiort* 105km from the Turbine Area), WTGs within the Turbine Area would not be distinguishable to the eye beyond 60 km to any significant degree. The blade tip ZTV illustrates that there is, however, theoretical visibility of the WTGs within the Turbine Area from the Flannan Isles/*Na h-Eileanan Flannach*, which are located approximately 37 km west of the Turbine Area.

18.6.1.19 The terrestrial areas of the SLVIA study area with theoretical visibility of the Turbine Area are concentrated along the west coast of the Isle of Lewis/*Eilean Leòdhais*, between the Butt of Lewis/*Rubha Robhanais* in the north and Magersta/*Mangurstadh* Head in the south/southwest, along the Atlantic coastline of the Isle of Lewis/*Eilean Leòdhais*. In the northwestern part of the Isle of Lewis/*Eilean Leòdhais*, areas of higher visibility will occur from the coastal strip of crofting and flat hinterland of moorland, extending inland over the wider areas of the western portions of the Isle of Lewis/*Eilean Leòdhais* peatlands. There is a visibility threshold around 20 km from the Turbine Area, where the lower-lying eastern portion of the Isle of Lewis/*Eilean Leòdhais* and its

eastern coastline between the Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh* will be outside the blade tip ZTV, having no theoretical visibility of the Turbine Area.

18.6.1.20 The blade tip ZTV is more extensive and continuous along the simpler, straighter coastline between Barvas/*Barabhas* and the Butt of Lewis/*Rubha Robhanais*, and extends further inland across the low-lying peatlands beyond this coast. South of Barvas/*Barabhas*, the more complex, indented coastline and rugged, mountainous hinterland restricts higher theoretical visibility of the Turbine Area to the immediate coastline, fragmented to bays and sea lochs oriented to the north/northwest, as well as scattered areas of higher ground further inland. The pattern of the blade tip ZTV is more complex with varying levels of higher to lower visibility of different numbers of turbines changing with the terrain and the opportunities for framed views of the sea and groupings of WTGs from enclosed areas to more open views of the full Turbine Area from the main headlands in its wider context.

18.6.1.21 Between the Butt of Lewis/*Rubha Robhanais* and Garenin/*Na Gearrannan*, the blade tip ZTV encompasses popular sandy beaches at Eoropie/*Eòrapaidh*, Shawbost/*Siabost*, Dalmore*/Dail Mhor* and Dalbeg/*Dail Beag*; and behind, crofting settlements that are characteristic of the northwestern coastline including the townships of Ness*/Nis* including Europie/*Eòrapaidh*, the Port of Ness/*Port Nis*, Cross/*Cros* and Dell, North Galson/*Gabhsunn Bho Tuath*, Borve/*Borgh*, Shader/*Siadar an Rubha*, Barvas/*Barabhas*, Arnol/*Àrnoil*, Bragar/*Bhràdhagair* and Shawbost/*Siabost*. Apart from Garenin/*Na Gearrannan* and Carloway/*Càrlabhagh*, where backing hills intervene, theoretical visibility of the Turbine Area from these settlements is generally higher due to their coastal location, local topography and limited screening which allows expansive views of open sea. This remains true for the sections of the A857 and A858 which are inset but run along the coastline from Port of Ness/*Port Nis* to Carloway/*Càrlabhagh*; and the minor roads connecting these communities to these 'A' roads. The A857 connects Lower Barvas/*Barabhas* with Stornoway/*Steòrnabhagh*, generally running southeast through moorland within the interior of the Isle of Lewis/*Eilean Leòdhais*. Much of this section of the road lies within the blade tip ZTV, which indicates lower theoretical visibility of the WTGs. Similar visibility is indicated from the minor road connecting Carloway/*Càrlabhagh* with Stornoway/*Steòrnabhagh*, which also runs generally southwest, with blade tip ZTV coverage as far south as Cleitichean Beag. Between Carloway/*Càrlabhagh* and Achmore/*An t-Acha Mòr*, the A858 has more intermittent and lower theoretical visibility of the Turbine Area, while Breasclete/*Brèascleit* has none. Further west, the blade tip ZTV is increasingly intermittent. Blade tip ZTV coverage of the B8059 running southeasterly from Great Bernera/*Beàrnaraigh Mòr* to the B8011, is varied but largely consistent. To the west and nearly parallel to the B8059, blade tip ZTV coverage of the B8011 is more intermittent with generally lower levels of theoretical visibility of the WTGs.

18.6.1.22 The blade tip ZTV within the wider area of southern Isle of Lewis/*Eilean Leòdhais* and northern Isle of Harris/*Na Hearadh* is much more fragmented, with variable visibility limited to areas of elevated upland and no visibility from lower-lying areas that are enclosed by the uplands of the wider NSA. Beyond 20 km, visibility of the Turbine Area to the south is restricted to all but the most elevated

hill tops, with wide areas at lower level affording no visibility of the Turbine Area due to the intervening mountainous terrain. The viewpoint at Clisham/*An Cliseam* (Viewpoint 42) represents the most distant representative viewpoint to the south from the Isle of Harris/*Na Hearadh* and beyond this point, there will be no visibility from terrestrial areas of the Isle of Harris/*Na Hearadh* to the south beyond approximately 45 km from the Turbine Area.

Visual Receptors

18.6.1.23 The visual receptors identified that may experience likely significant effects are set out in **Table 18-4**. These visual receptors have been agreed through the Scoping process and subsequent stakeholder consultation. The principle visual receptors in the SLVIA study area are found along the section of coastline closest to the Turbine Area and within the blade tip ZTV, between the Butt of Lewis/*Rubha Robhanais* and Mangersta*/Mangurstadh* Head. These include people within the crofting communities and other settlements, visiting tourist facilities or historic environment assets; engaged in recreational activity, such as walking or cycling; and driving on roads, defined in **Table 18-4** and set out below, with reference to **Appendix 18.6, Volume 2c - Figure 18.9**:

- **Coastal settlements** - Àird Uig/*Àird Ùig*, Arnol/*Àrnoil*, Barvas/*Barabhas* (including Upper and Lower Barvas/*Barabhas*), Borve/*Borgh* and Melbost Borve/*Mealabost Borgh*, Bragar/*Bhràdhagair*, Brue/*Brù*, Carishader/*Carishader*, Carloway/*Càrlabhagh* and Borrowston/*Borghastan*, Cliff/*Cliobh*, Coig Peighinnean, Dalbeg/*Dail Beag,* Dalmore*/Dail Mhor*, Ness (including Coig Peighinnean, Cross/*Cros*, Eoropie/*Eòrapaidh*, Lionel/*Lìonal* and Swainbost/*Suaineabost*), Eoropie/*Eòrapaidh*, Habost/*Tàbost*, Kirkibost/*Eilean Chirceaboist*), Kneep/Valtos/*Cnìp*, Galston (north and south), Shader/*Siadar an Rubha*, Shawbost/*Siabost* (including North, South and New Shawbost/Siabost), South Dell/*Dail-bho-Dheas* (including North Dell and Àird Dell), Sulishader/*Siadar an Rubha*;
- **Main transport routes** - A858, A857, A866, B059, B8011 and several minor roads providing access to the communities list above;
- **Visitor attractions/facilities;**
  - Beaches – Barvas/*Barabhas* beach, Bosta/*Bostadh* beach, Camas na Clibhe beach, Dalbeg/*Dail Beag* beach, Dalmore*/Dail Mhor* beach, Eoropie/*Eòrapaidh* Dunes, Reef beach, Loch na Muilne RSPB reserve;
  - Historic Environment visitor locations – Arno/*Àrnoil* l Blackhouse, Bosta/*Bostadh* Iron Age Village, Callanish/*Calanais* Standing Stones, Clach an Trushal standing stone, Doune Carloway/*Càrlabhagh* Broch, Garenin/*Na Gearrannan* Blackhouse Village, Shawbost/*Siabost* Norse Mill and Kiln, Steinacleit (Scheduled Monument), The Shieling (Brue/*Brù*);
  - Coastal caravan and camping sites – Bothag Bhuirgh Camping Galson*/Gàbhsann* campsite, Eilean Fraoich Camp Site (Shawbost/*Siabost*), Hebridean huts, Kneep/*Cnìp* beach, Mardanan's campsite, Tràigh na Beirigh (Reef Beach), Uncle's Croft campsite;

- **Recreational routes**;
  - Cycling - National Cycle Route 780;
  - Walking - Hebridean Way, Timeless Way;
  - Core paths - CP1 Butt of Lewis West Coast Path, CP3 Na Gearrannan to Bragar Coastal Path, CP5 Great Bernera/*Beàrnaraigh Mòr* Circular Route;
  - Other paths - Barvas/*Barabhas* and Brue/*Brù* walking route, West Side Coastal Path;
- **High points and coastal viewpoints** - Beinn Bhragair/Beinn na Cloich, Butt of Lewis/*Rubha Robhanais* Lighthouse (viewpoint/visitor car park), Clisham (highest point of Harris), Forsnabhal, Gallan Head/*Àird Uig*, Mangurstadh/*Mangurstadh* Head, Mealaisbhal, Sgalanbhal;
- **Water-based receptors** - Ullapool/*Ulapul* to Stornoway/*Steòrnabhagh* ferry route.

18.6.1.24 Most of these visual receptors represented by a viewpoint (see **Table 18-10**) with existing views presenting in the visual representations in **Appendix 18.6, Volume 2c - Figures 18.24** to**18.65** and are assessed in Section 18.8 and **Appendix 18.2, Volume 2c**.

Viewpoints

18.6.1.25 Viewpoints have been compiled based on the blade tip ZTV for the Turbine Area (**Appendix 18.6, Volume 2c - Figure 18.7**), the seascape, landscape and visual receptors within the ZTV and are informed by feedback from stakeholders contained in the Scoping Opinion (MD-LOT, May 2024) with regard to the Scoping Report (Spiorad na Mara Limited, 2023) and subsequent consultation. Appendix (i) to the Scoping Opinion (MD-LOT, May 2024) included Consultation Representations and Advice from NatureScot, CnES and Community Councils relating specifically to viewpoint locations for the SLVIA. Viewpoints agreed for the visual assessment are identified in **Table 18-10** (together with the identified receptors represented by each viewpoint) and the viewpoint locations are mapped in **Appendix 18.6, Volume 2c - Figure 18.7**and in detail in the viewpoint maps with each visual representation in **Appendix 18.6, Volume 2c - Figure 18.24** to **Figure 18.65**. The existing view and sensitivity to change for each of the viewpoints is described in **Appendix 18.2, Volume 2c**. Baseline photographic panoramas showing the existing view from each viewpoint are shown in **Appendix 18.6, Volume 2c - Figure 18.24** to **Figure 18.65**. Viewpoints highlighted in grey are also night-time viewpoints used for assessment of lighting of the Offshore Project.

Table 18-10 Representative Viewpoints

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
1	Butt of Lewis/*Rubha Robhanais*	151326 966242	20.7	Visitors to Butt of Lewis lighthouse Walkers - CP1 Butt of Lewis West Coast Path Cyclists – Hebridean Way Residents – Coig Peighinnean, Europie Gently Sloping Crofting LCT (313)

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
				CCA1: Butt of Lewis/*Rubha Robhanais*
2	Cross/*Cros*	151456 962081	19.9	Residents – Cross/*Cros*, Habost/*Tàbost*, Swainbost/*Siabost* Gently Sloping Crofting LCT (317) CCA2: Eoropie/*Eòrapaidh*
3	North Galston	144041 959050	12.4	Residents – North Galston/*Gàbhsann*, South Galston/*Gàbhsann* Walkers - CP1 Butt of Lewis West Coast Path Gently Sloping Crofting LCT (317) CCA3: Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* Low Rocky Coast
4	Melbost Borve/*Mealabost Borgh*	140911 957336	9.6	Residents – Borve/*Borgh*, Melbost Borve/*Mealabost Borgh* Walkers - CP1 Butt of Lewis West Coast Path Gently Sloping Crofting LCA 317 CCA3: Borve/*Borgh*, Shader *Siadar an Rubha* and Galston/*Gàbhsann* Low Rocky Coast
5	Shader/*Siadar an Rubha* Core Path	137997 954931	8.0	Residents – Shader/*Siadar an Rubha* Walkers - CP1 Butt of Lewis West Coast Path Visitors – Teampull Pheadair Gently Sloping Crofting LCT (317) CCA3: Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* Low Rocky Coast
6	Upper Shader/*Siadar Uarach*	138987 954421	9.1	Residents – Borve/*Borgh*, Shader/*Siadar an Rubha* Road users – A857 Cyclists - Hebridean Way Gently Sloping Crofting LCT (317) CCA3: Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* Low Rocky Coast
7	Clach an Truiseil	137582 953744	8.5	Residents - Ballantrushal Visitors - Clach an Trushal standing stone Gently Sloping Crofting LCT (317) CCA3: Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* Low Rocky Coast
8	Upper Barvas/*Barabhas* Cemetery	135319 951797	8.8	Residents - Barvas/*Barabhas* Visitors - Barvas/*Barabhas* Cemetery Gently Sloping Crofting LCT (317) CCA4: Barvas/*Barabhas* Sands and Port Arnol/*Àrnoil*
9	Upper Barvas/*Barabhas*	136654 951312	9.9	Residents – Barvas/*Barabhas* Road users – A857

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
				Cyclists - Hebridean Way Gently Sloping Crofting LCT (317) CCA4: Barvas/*Barabhas* Sands and Port Arnol/*Àrnoil*
10	Barvas/*Barabhas* Beach	134463 951139	8.8	Visitors – Barvas/*Barabhas* Beach Machair LCT (321) CCA4: Barvas/*Barabhas* Sands and Port Arnol/*Àrnoil*
11	North of Brue/*Brù*	133222 950520	8.6	Residents – Brue/*Brù* Gently Sloping Crofting LCT (317) CCA4: Barvas/*Barabhas* Sands and Port Arnol/*Àrnoil*
12	Loch na Muilne	131296 949462	8.4	Visitors - Loch na Muilne RSPB Boggy Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (322) CCA5: Bragar and Port Arnol/*Àrnoil*
13	Barvas/*Barabhas*	135922 949401	11.0	Residents – Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way Gently Sloping Crofting LCT (317)
14	Arnol/*Àrnoil* Blackhouse	131071 949215	8.5	Visitors – Arnol/*Àrnoil* Blackhouse Linear Crofting LCT (318) CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*
15	Arnol/*Àrnoil* Village	131133 948940	8.7	Residents - Arnol/*Àrnoil* Linear Crofting LCT (318) CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*
16	Bragar/*Bhràdhagair* Beach	128646 948710	7.7	Visitors – Bragar/*Bhràdhagair* Beach and Tempull Eoin Linear Crofting LCT (318) CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*
17	Sheiling near Loch Urghag (between Brue/*Brù* and Arnol/*Àrnoil*)	133054 948421	10.2	Visitors – Sheiling Road users – A858 Cyclists - Hebridean Way Boggy Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (322)
18	Shawbost/*Siabost* Core Path	125924 948220	6.8	Residents – North Shawbost/*Siabost* Walkers - CP3 Na Gearrannan to Bragar Linear Crofting LCT (318) CCA6: Loch Shiaboist
19	A858 Abhainn Arnol/*Àrnoil*	130765 947974	9.3	Road users – A858 Cyclists - Hebridean Way

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
				Linear Crofting LCT (318) CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*
20	Bragar/*Bhràdhagair*	128837 947850	8.6	Residents - Bragar/*Bhràdhagair* Linear Crofting LCT (318) CCA5: Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*
21	A857 (inland south of Barvas)	136902 947604	13.1	Road users, Boggy Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (322)
22	Flannan Isles/*Na h-Eileanan Flannach*	72685 946883	37.3	Visitors – Flannan Isles/*Na h-Eileanan Flannach*
23	Shawbost/*Siabost*	125570 946497	8.0	Residents - Shawbost Road users – A858 Cyclists - Hebridean Way Linear Crofting LCT (318) CCA6: Loch Shiaboist
24	Dalbeg/*Dhail Beag* Beach	122711 945846	7.0	Visitors – Dalbeg/*Dhail Beag* Beach Residents – Dalbeg/*Dhail Beag* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair* Linear Crofting LCT (318) CCA7: Dalbeg/*Dhail Beag* and Dalmore*/Dail Mhor* coast to Àird Laimisiadiar
25	Dalmore*/Dail Mhor* Beach	121544 945063	7.3	Visitors – Dalmore*/Dail Mhor* Beach Residents - Dalmore*/Dail Mhor* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair* Linear Crofting LCT (318) CCA7: Dalbeg and Dalmore*/Dail Mhor* coast to Àird Laimisiadiar
26	Beinn na Cloich	124322 944696	8.8	Walkers - Beinn na Cloich Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323)
27	Garenin/*Na Gearrannan* Blackhouse	119304 944186	7.3	Visitors - Garenin/*Na Gearrannan* Blackhouse village Residents – Garenin/*Na Gearrannan* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair* Linear Crofting LCT (318) CCA7: Dalbeg and Dalmore*/Dail Mhor* coast to Àird Laimisiadiar

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
28	Doune Carloway/*Càrlabhagh*	119055 941406	10.0	Visitors – Doune Carloway/*Càrlabhagh* broch Linear Crofting LCT (318) CCA8: Loch Carloway
29	Bosta/*Bostadh*	113750 940178	11.7	Visitors – Bosta/*Bostadh* Beach, Iron Age Village Cyclists – Great Bernera/*Beàrnaraigh Mòr* Cycle route Cnoc and Lochan LCT (324) CCA11: Bernera Islands South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
30	Gallan Head/*Àird Uig*	105152 939162	14.4	Visitors/walkers – Gallan Head/*Àird Uig* Residents – Gallan Head/*Àird Uig* Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323) CCA 15: Gallan Head/*Àird Uig* South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
31	Valtos	108998 936918	15.7	Residents – Valtos, Kneep/*Cnìp* Dispersed Crofting LCT (319) CCA14: An Caolas (including Reef Beach and Camas na Clibhe) South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
32	Reef Beach	110270 935940	16.6	Visitors – Reef Beach Cnoc and Lochan LCT (324) CCA14: An Caolas (including Reef Beach and Camas na Clibhe) South Lewis, Harris and North Uis/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
33	Forsnabhal	106138 935890	17.2	Walkers - Forsnabhal Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323) South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
34	Camas na Clibhe	108065 935860	16.8	Visitors – Camas na Clibhe beach Residents - Cliff/*Cliobh* Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323) CCA14: An Caolas (including Reef Beach and Camas na Clibhe)

No	Viewpoint	Grid Ref	Distance to Nearest WTG (km)	Reason for Selection (visual receptor/LCA/CCA/Designations)
				South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
35	Shulishader	153583 935033	33.1	Residents - Shulishader Gently Sloping Crofting LCT (317)
36	Carishader/*Cairsiadar*	110037 932972	19.6	Residents - Carishader/*Cairsiadar* Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323) CCA13: Loch Ròg CCA South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
37	Callanish/*Calanais*	121288 932935	18.7	Visitors – Callanish Standing Stones Linear Crofting LCT (318) CCA10: Inner Loch Ròg An Ear CCA
38	Mangersta/*Mangurstadh* Head	100621 932903	21.9	Visitors/walkers – Mangersta/*Mangurstadh* Head Rocky Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT (323) CCA17: Mangersta/*Mangurstadh* Head South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA
39	Mealaisbhal	102531 926937	26.8	Hill walkers - Mealaisbhal Prominent Hills and Mountains LCT (326) South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA, Harris – Uig hills Wild Land Area (30)
40	Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	151723 924428	40.6	Ferry users - Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route
41	Sgalabhal	114171 920242	31.2	Hill walkers - Sgalabhal Prominent Hills and Mountains LCT (326) South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA, Harris – Uig hills Wild Land Area (30)
42	An Cliseam	115460 907335	44.0	Hill walkers - An Cliseam Prominent Hills and Mountains LCT (326) South Lewis, Harris and North Uist/*Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA Harris – Uig hills Wild Land Area (30)

18.6.2 Current Baseline - Landscape and Coastal Character

Approach to Landscape and Coastal Character

18.6.2.1 As described in **Appendix 18.1, Volume 2c**, given the definition of seascape in the MPS (UK Government, 2011) and the coastal character approach recommended by NatureScot (NatureScot, 2018), the assessment of seascape character effects in this SLVIA focuses on areas of onshore landscape with views of the coast or seas/marine environment, in other words the 'coastal character', on the premise that the most important effect of offshore wind farms is on the perception of the character of the coast.

18.6.2.2 In Scotland/*Alba*, *"the focus is on the coast and its interaction with the sea and hinterland, relationships that are quite distinctive in the Scottish context"* (NatureScot, 2018). Coastal character is the *"distinct, recognisable and consistent pattern of elements on the coast, land and sea that makes one part of the coast different from another"* (NatureScot, 2018) and is made up of the margin of the coastal edge, its immediate hinterland and areas of sea.

18.6.2.3 The extent of the coast is principally influenced by the dominance of the sea in terms of physical characteristics, views and experience. The landward extent of the coast can be narrow where edged by cliffs or settlement; or broad where it includes raised beaches, dunes or more open coastal pasture or machair. The major determinant in defining the landward and seaward components of the coast is the sea – the key characteristic.

18.6.2.4 The term 'seascape' is therefore used in broad terms for the type of assessment undertaken, however, 'coastal character' is used when describing and assessing the effects of the Offshore Project on defined receptors.

18.6.2.5 National Coastal Character Types (NCCTs) provide an overview and Regional CCAs have been defined to describe the baseline in further detail and inform the assessment of effects on coastal character. CCAs are defined and described using the approach in NatureScot Guidance Note: Coastal Character Assessment (NatureScot, 2018) and are represented as a simple colour line along the coast in **Appendix 18.6, Volume 2c - Figure 18.4**.

18.6.2.6 The effect of the Offshore Project on coastal character is considered within the boundaries of defined CCAs and the immediately adjacent LCT covering its associated hinterland, as defined in **Appendix 18.6, Volume 2c - Figure 18.4** and **Table 18-11**, where there is a strong visual relationship with the sea/tidal waters and coastal landscapes such as dunes or cliffs.

18.6.2.7 The relevant area within which existing coastal character may be changed as a result of visibility/views of the Offshore Project is defined by the blade tip ZTV (**Appendix 18.6, Volume 2c - Figure 18.7**). This relevant coastline, that is within the blade tip ZTV, extends along the west coast of the Isle of Lewis/*Eilean Leòdhais* between the Butt of Lewis/*Rubha Robhanais* in the north and Mangersta/*Mangurstadh* Head in the south. The baseline overview and descriptions of coastal character focus on this relevant section of coastline within the ZTV.

National Coastal Character Types

18.6.2.8 The coastal character of the SLVIA study area is defined at the national level by NCCTs within the NatureScot Report *'An assessment of the sensitivity and capacity of the Scottish seascape in relation to offshore wind farms'* (Scott et al., 2005), which is replicated in Figure 1 of NatureScot Coastal Character Assessment guidance (NatureScot, 2018).

18.6.2.9 This broad classification identifies 1 NCCT covering the relevant section of coastline in the SLVIA study area, defined as Type 13: Low Rocky Island Coasts. This NCCT is described as covering much of the Isle of Lewis/*Eilean Leòdhais* coastline and generally comprises low rocky coast, rising to cliffs in places and moorland, either rocky, 'stepped' or boggy, tending to back a narrow sparsely settled open coastal fringe, usually some crofting and few settlements. Views of the 'open Atlantic Ocean' are noted as occurring in the main. The NCCT is further split into sub-types, with the following occurring along the relevant section of coastline:

- **13a: Low Rocky Island Coasts with Dramatic Mountain Backdrop** – applies principally to the eastern coasts of Lewis/Harris where mountains lie close to the coast and visually contain and lend a dramatic backdrop to views;
- **13c Fragmented Low Rocky Island Coasts** - the 'Knock and Lochan' and fragmented lower lying coasts of the Western Isles, particularly the east coasts of the Isle of Harris/*Na Hearadh* and North Uist/*Uibhist a Tuath* where fragmented small knocks and flatter boggy islands, break off into the sea as rocky promontories and offshore skerries. Sparsely settled, backed by small areas of crofting but mainly moorland hinterland. This is a small-scale landscape with an intricate pattern where views to the open sea are restricted.

18.6.2.10 These island seascapes are noted as feeling very remote due to the sparse settlement, moorland or low-key crofting hinterland and exposure to open sea, with a strong sense of being on an island due to close proximity of sea often with 'all round' views and little distance from the sea.

18.6.2.11 The Scott *et al.* (2005) study also identified 33 Seascape Units at a strategic scale, with 2 of these occurring along the relevant section of coastline:

- **Area 13 - Butt of Lewis to Carloway**. Low rocky coastline, rising to cliffs in places, backed by flat plateau of moorland behind coastal fringe of crofting settlements. Exposed, west facing, linear coastline with open views of the Atlantic, occasionally limited by undulating landform. Large scale and open, with simple linear patterns, and settlements as the main foci with some dramatic cliffs at the Butt of Lewis/*Rubha Robhanais*. The elements dominate the sense of movement, highly exposed to the full force of the Atlantic swell at the edge of the British Isles;
- **Area 15 - Carloway to Grimish Point**. A more fragmented coastline with contained views and mountainous hinterland areas in the Isle of Harris/*Na Hearadh*, steeply rising from the sea in places. Many uninhabited islands in the Sound of Harris/*Caolas na Hearadh* provide focal points and some visual containment is provided by mountainous hinterland and rocky headlands creating a series of small to medium scale seascapes. Views are directed seaward due to

landform limiting views inland and in the sounds, islands create containment and frame areas of sea creating small to medium scale seascapes.

18.6.2.12 At the national level, these Seascape Units highlight the change in coastal character along the west coast of the Isle of Lewis/*Eilean Leòdhais*, where there is a transition from a relatively low, rocky, linear, simple and exposed coast backed by crofts and moorland to the north, to a more indented, fragmented and contained coastline with sounds, islands and a mountainous hinterland further south, with a transition in the area near Carloway/*Càrlabhagh*.

Regional CCAs

18.6.2.13 Regional CCAs have been defined along the relevant section of coastline in the SLVIA study area between the Butt of Lewis/*Rubha Robhanais* and Mangersta Head (**Appendix 18.6, Volume 2c - Figure 18.4**). Regional CCAs are defined along the coastline, together with the immediately adjacent LCT covering its hinterland, where there is a strong visual relationship with the sea/tidal waters and coastal landscapes. These 17 regional CCAs as listed in **Table 18-11**.

18.6.2.14 **Table 18-11** and mapped in **Appendix 18.6, Volume 2c - Figure 18.4**, form the baseline coastal characterisation and mapping for the SLVIA.

18.6.2.15 Regional CCAs are also shown in conjunction with the Blade Tip ZTV in **Appendix 18.6, Volume 2c - Figure 18.10**. A preliminary assessment of the effects of the Offshore Project on these regional CCAs (and their associated coastal LCTs) is presented in **Table 18-11**.

18.6.2.16 Full baseline descriptions of CCAs with potential for significant effects needing further assessment are set out in full in **Appendix 18.3. Volume 2c**.

Table 18-11 CCA Locations and Preliminary Assessment

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
CCA1	Butt of Lewis/*Rubha Robhanais*	Between Port of Ness*/Port Nis* and Roinn a' Roidh including the Butt of Lewis/*Rubha Robhanais* headland.	317 – Gently Sloping Crofting	19.8 km	Yes. Visibility across the northwest facing stretch of coastline between Butt of Lewis/*Rubha Robhanais* and Europie/*Eòrapaidh* but limited/no visibility from coast between Butt of Lewis/*Rubha Robhanais* and Port of Ness*/Port Nis*.	Yes. Potential for significant effects requiring assessment.
CCA2	Eoropie/*Eòra paidh*	Between Roinn a' Roidh and Cobha Sgeir including Eoropie/*Eòrapaidh* beach.	317 – Gently Sloping Crofting 321 - Machair	15.4 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.
CCA3	Borve/*Borgh*, Shader/*Siada r an Rubha* and Galston/*Gàbh sann* low rocky coast	Between Cobha Sgeir in the north and Rubhan a Callich in the south	317 – Gently Sloping Crofting 322 – Boggy Moorland	7.2 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.
CCA4	Barvas/*Barab has* Sands	Between Rubhan a Callich/Àird Bharabhais,	317 – Gently Sloping Crofting	7.0 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
	and Àird Bharabhais	Barvas Sands and Mollerap near Brue, including Loch Mor Bharabais and Loch Eirearaigh	321 – Machair 322 – Boggy Moorland			
CCA5	Bragar/*Bhràd hagair* and Port Arnol/*Àrnoil*	Between Mollerap (near Brue/*Brù*), Port Arnol/*Àrnoil* and Àird Mhòr Bhràgair including the beaches at Port Arnol/*Àrnoil* and Bragar/*Bhràdhagair*.	318 – Linear Crofting	6.0 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.
CCA6	Loch Shiaboist	Between Àird Mhòr Bhràgair and Àird Dalbeg including Loch Shiaboist.	318 – Linear Crofting	6.0 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.
CCA7	Dalbeg/*Dhail Beag* and Dalmore*/Dail Mhor* coast to Àird Laimisiadair	Between Àird Dalbeg and Àird Laimisiadair including the bays at Dalmore*/Dail Mhor* and Dalbeg/*Dhail Beag*, and Loch Garenin.	323 – Rocky Moorland 318 – Linear Crofting	6.0 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring assessment.
CCA8	Loch Carloway	Between Àird Laimisiadair and A' Chreag Mhòr, the	323 – Rocky Moorland	8.4 km	No visibility from the coastal edge or waters of Loch Carloway due to containment by landform	No. There is no potential for significant effects on coastal character, due to their being no

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
		headlands of Loch Carloway, extending into Carloway/*Càrlabhagh*.			and aspect to the west. Restricted/intermittent visibility at headlands and elevated rocky hinterland of southern coastline of Loch Charlabhaigh.	visibility from the coastal edge or waters of Loch Carloway. Visual effects from elevated hinterland assessed as Viewpoint 28 Doune Carloway/*Càrlabhagh*.
CCA9	Easter Loch Ròg An Ear	Between A' Chreag Mhòr, near Doune Carloway and Àird na Mòine near Tolsta.	323 – Rocky Moorland	9.7 km	Limited theoretical visibility of 1-7 turbines from some west facing coastlines, which are oblique to the Offshore Project, intermittent with areas of coast with no visibility. Scattered, intermittent visibility from elevated rocky hinterland.	No. There is no potential for significant effects on coastal character. Visibility is contained by the Àird Laimisiadair headland and the orientation of coastline, which faces to the west and southwest away from the Offshore Project such that visibility from the coastal edge is very limited.
CCA10	Inner Loch Ròg An Ear and Loch Hulabhaig	The inner areas of Inner Loch Ròg An Ear and Loch Hulabhaig, approximately between Àird na Mòine near Tolsta, Callanish/*Calanais* and the bridge across the loch at	323 – Rocky Moorland 318 – Linear Crofting	13.9 km	No visibility from eastern coastal edge of CCA between Àird na Mòine near Tolsta, Breasclete and Loch Hulabhaig, where views towards the Offshore Project are contained by intervening landform. No visibility from south coast of Great	No. There is no potential for significant effects on coastal character. Visibility is contained by landform, intervening islands and rocky terrain. The orientation of much of the coastline is inward facing into inner areas of Inner Loch Ròg

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
		Earshader/*Larsiadar*, and the pier at Kirkibost/*Chirceaboist* on Great Bernera/*Beàrnaraigh Mòr*. Includes the islands of Ceabhagh, Eilean Chearstaigh and the islands within Loch Ceann Hùlabhaig.			Bernera/*Beàrnaraigh Mòr*. Theoretical visibility of 1-7, 8-14 and 15-21 WTGs intermittently from parts of the water of Loch Ròg An Ear and from restricted parts of coastal edge with north facing coast and more elevated rocky hinterland. Potential for intermittent views along Loch Ròg An Ear across intervening complex landform of Great Bernera/*Beàrnaraigh Mòr* and islands within Loch Ròg An Ear, to a small number of WTGs, framed between depressions in the landform and across views of the enclosed seascape of Loch Ròg An Ear. A small number of WTGs may be partially visible from limited parts of the CCA, with rotors/blade tips seen between depressions in the landform.	An Ear and Loch Hulabhaig. CCA is located at long distance over 14 km from the Turbine Area. The Offshore Project will not be viewed in the immediate seascape context of the CCA and although it may be occasionally and partially visible, it will appear as a small number of WTGs partially visible from limited parts of the CCA, with rotors/blade tips seen between depressions in the landform, removed from the coastal context of Inner Loch Ròg An Ear and Loch Hulabhaig, such that there is no potential for significant effects on coastal character. Views from the CCA are illustrated from Viewpoint 37 Callanish (**Appendix 18.6, Volume 2c - Figure 18.61: Viewpoint 40**) and assessed as

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
						part of the visual assessment in **Appendix 18.2, Volume 2c**.
CCA11	Bernera Islands	Great Bernera/*Beàrnaraigh Mòr*, Little Bernera/*Beàrnaraigh Beag* and associated islands. Between Sgeir Charach and Leac nan Cudaigean on Great Bernera/*Beàrnaraigh Mòr*, the northern part of Fuaigh Mòr, and Little Bernera/*Beàrnaraigh Beag*, Eilean Bhacasaigh, and isles north within Poll Gainmhich north of Little Bernera/*Beàrnaraigh Beag*.	324 – Cnoc and Lochan 319 – Dispersed Crofting	7.9 km	Yes. Visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring further assessment.
CCA12	Loch Ròg Beag	Between Na Clèirich and Gob Sgrithir and the isles within this sea loch.	323 – Rocky Moorland	19.2 km	Limited theoretical visibility of 1-7 WTGs at the head of the loch and western coastline but almost all	No. There is no potential for significant effects on coastal character. Visibility is contained by landform, intervening islands

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
					of the coastline and water of Loch Ròg Beag affords no visibility.	and rocky terrain. The orientation of much of the coastline is inward facing into Loch Ròg Beag. CCA is located at long distance over 19 km from the Turbine Area.
CCA13	Loch Ròg/*Loch Ròg*	Between the bridge over the straight at Earshader/*Larsiadar* and Na Clèirich, between Gob Sgrithir and Rubha Sheotharaid, the islands of Flodaigh and Fuaigh Beag and the southern part of Fuigh Mòr, Caitasaigh, Glas Eilean, Linngeam, Eilean nam Feannag and other small islands with Loch Ròg/*Loch Ròg*.	323 – Rocky Moorland	16.5 km	Limited theoretical visibility of restricted number of WTGs from coastal edges with north facing aspect through the gaps between Great Bernera/*Beàrnaraigh Mòr* and Fuaigh Mòr. Much of the CCA coastline has no visibility due to the position of the intervening island of Greater Bernera and scattered smaller island. Theoretical visibility of 1-7, 8-14 and 15-21 WTGs intermittently from parts of the water of Loch Ròg and from restricted parts of coastal edge with north facing coast and more elevated rocky hinterland. Potential for intermittent, framed views across	No. There is no potential for significant effects on coastal character. Visibility is contained by landform, intervening islands and rocky terrain, such that much of the CCA coastline has no visibility due to the position of the intervening island of Greater Bernera and scattered smaller islands such as Fuaigh Mòr and Flodaigh in Loch Rog. CCA is located at long distance over 16.5km from the Turbine Area. Potential for intermittent, framed views across Loch Rog/*Loch Ròg* and intervening landforms to small number of turbines, however these are

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
					Loch Rog and intervening landforms to small number of turbines, framed between depressions in the landform and across views of the enclosed seascape of Loch Ròg. A small number of WTGs may be partially visible from limited parts of the CCA, with rotors/blade tips seen between depressions in the landform.	unlikely to significantly change the coastal character as the Offshore Project will not be viewed in the immediate seascape context of the CCA. Although it may be occasionally and partially visible, it will appear as a small number of WTGs partially visible from limited parts of the CCA, with rotors/blade tips seen between depressions in the landform, removed from the coastal context of Loch Ròg/*Loch Ròg*. Views from the CCA are illustrated from Viewpoint 36 Carishader (**Appendix 18.6, Volume 2c - Figure 18.60: VP 36: Carishader**) and assessed as part of the visual assessment in **Appendix 18.2, Volume 2c**.
CCA14	An Caolas including Reef Beach	The coastline around An Caolas including Reef beach, Caolas Phabaigh,	324 – Cnoc and Lochan 321 - Machair	13.4 km	Yes, scattered areas of visibility along coastal edge and hinterland of the CCA.	Yes. Potential for significant effects requiring further assessment.

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
	and Camas na Clibhe	the islands of Pabaigh Mòr and Bhacasaigh, as well as Camas na Clibhe between the headlands at Valtos and Rhubha Mòr.	319 – Dispersed Crofting			
CCA15	Gallan Head/*Àird Uig*	The headland at Gallan Head/*Àird Uig*, between Rhubha Mòr, Gallan Head and Camas Uig in the south.	323 – Rocky Moorland 322 – Boggy Moorland 318 – Linear Crofting	14.1 km	Yes. Visibility along north facing coastal edge and hinterland of the CCA. Limited/no visibility from coast to south of Gallan Beag to Camas Uig, due to the intervening headland at Gallan Head/*Àird Uig* restricting views northeast to the Offshore Project.	Yes. Potential for significant effects requiring assessment.
CCA16	Tràigh Uige and Camas Uig	The area around Tràigh Uige and Camas Uig, between the Sgeir Sheilibhig and Glas Eilean headlands of the Uig cove and Uige beach/dunes.	321 - Machair 319 – Dispersed Crofting	18.9 km	Limited theoretical visibility of restricted number of WTGs (1-7) from coastal edge near Carnish, however almost all of the coastal edge and hinterland have no visibility of the Offshore Project with north facing aspect	No. There is no potential for significant effects on coastal character. Majority of the coastal edge and hinterland has no visibility of the Offshore Project, except for small area of restricted visibility near Carnish, which is located over 20 km from the Turbine Area.

ID	CCA	Location	Associated LCTs	Approx distance to closest WTG	Preliminary assessment - subject to theoretical visibility?	Preliminary assessment - needs detailed assessment within SLVIA?
CCA17	Mangersta/*Mangurstadh* Head	Mangersta/*Mangurstadh* Head Between Glas Eilean (Camas Uig) and Àird Feinis in the south.	323 – Rocky Moorland 321 - Machair	20.9 km	Yes. Visibility along north facing coastal edge and hinterland of the CCA. Limited/no visibility from coast to south of Mangersta Head, due to the intervening headland at Gallan Head/*Àird Uig* restricting views northeast to the Offshore Project	Yes. Potential for significant effects requiring assessment.

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Landscape Character

18.6.2.17 Published Landscape Character Assessments describe the baseline character of the landscape within the SLVIA study area. NatureScot's landscape character map (NatureScot, 2019) and associated LCT descriptions form the basis of the baseline landscape character description.

18.6.2.18 The majority of the Northern part of the Isle of Lewis/*Eilean Leòdhais* consists of peat moorlands (Boggy Moorlands – LCT 322) with pockets of crofting land along the coastline. The boggy peatlands are large scale and gently undulating with relatively few landscape elements, wide open views and are predominantly uninhabited, with an expansive horizontal scale and sense of remoteness. Crofting settlements are strung along the western and eastern coastlines with Stornoway/*Steòrnabhagh* (the only town) on the eastern coastline. The crofting areas have rectangular or linear field patterns and are usually located inland of bays often with sandy beaches. In this northern part of the Isle of Lewis/*Eilean Leòdhais* there are few trees or woodland, with small blocks of coniferous forestry slightly more common along eastern coast. There are small to medium sized lochans dotted throughout interconnected by river tributaries that ultimately flow out to the sea. There are a handful of low hills scattered throughout up to a maximum of 291 m above ordnance datum (AOD).

18.6.2.19 The eastern coastline is more populated with villages often located in proximity to broad sweeping beaches to the north of Stornoway/*Steòrnabhagh,* Tràigh Mhealaboist, Tràigh Chuil, Trauigh Ghriais and Tràigh Mhòr (named from south to north). The Eye peninsula is connected by a spit to the main island east of Stornoway/*Steòrnabhagh* which echoes the landcover of the main island with peat moorland forming a spine and crofting land along the coast often where there are bays.

18.6.2.20 As the coastline becomes more indented south of Shawbost/*Siabost* on the west coast and south of Stornoway/*Steòrnabhagh* on the east, the landscape becomes rocky and gains elevation to form irregular knolls interspersed with peaty moorland and small lochans (Rocky Moorland – LCT 323). There are occasional areas of forestry, small woodlands and shelter planting. Inland of this rocky coastal edge the mountains of North Harris/*Na Hearadh* rise steeply to form a distinct and rugged upland backdrop (Prominent Hills and Mountains LCT 326). Peaks are dramatic and rise steeply from the shore or the comparatively flat peat moorlands inland such that they appear to be taller in elevation than they are in reality (the tallest An Cliseam is 799 m AOD).

18.6.2.21 South Harris/*Na Hearadh* has a more varied landscape pattern with prominent hills to the north with machair along the coastline. Inland rounded hills (Rounded Rocky Hills – Outer Hebrides/*Na h-Eileanan Sia* LCT 327) give way to rock and lochan landscape of low ridges and elongated lochans (Rock and Lochan LCT 325) and gently undulating peatland (Boggy Moorland – Outer Hebrides/*Na h-Eileanan Sia* LCT 322). A band of rocky knolly extends from Tarbert/*An Tairbeart* south, east of which cnoc and lochan landscape meets the sea. Along the eastern coastline there are narrow bands of crofting land often associated with intricate sea lochs.

18.6.2.22 The effect of the Offshore Project on landscape character is considered for LCTs located outside and inland of the regional CCAs (and their associated coastal LCTs), where there may be some intervisibility, but where the land is unlikely to have a direct visual relationship with the sea/tidal waters. These LCTs that are not assessed as part of the coastal character assessment, as they cover wider inland areas or locations around the wider SLVIA study area outside the relevant section of coastline, are as follows (**Appendix 18.6, Volume 2c - Figure 18.4**):

- Boggy Moorland - Outer Hebrides/*Na h-Eileanan Sia* (LCT 322);
- Rock and Lochan (LCT 325);
- Prominent Hills and Mountains (LCT 326);
- Rounded Rocky Hills – Outer Hebrides/*Na h-Eileanan Sia* (LCT 327).

18.6.2.23 In general, these LCTs are considered less likely to experience significant character effects as a result of Offshore Project, because these landscapes are not located along the relevant section of coastline within the blade tip ZTV, do not have a direct relationship with the Offshore Project or, their character is fundamentally defined by other key characteristics that are unlikely to be significantly changed by offshore wind development.

18.6.2.24 These LCTs are also shown in conjunction with the Blade Tip ZTV in **Appendix 18.6, Volume 2c - Figure 18.10**. A preliminary assessment of the effects of the Offshore Project on these LCTs is presented in **Table 18-12**. Full baseline descriptions of LCTs with potential for significant effects needing further assessment are set out in full in Section 18.10.

Table 18-12 Preliminary Assessment of LCTs

ID	LCT	Approx distance to nearest WTG	Subject to theoretical visibility	Needs detailed assessment within SLVIA?
322	Boggy Moorland	6.1 km	Yes. Open, expansive views of the Atlantic to the west, with extensive visibility of the Offshore Project across western half of LCT and restricted/no visibility from eastern areas of LCT with increasing distance and landform screening.	Yes. Potential for significant effects requiring assessment.
325	Rock and Lochan	58.6 km	No. There is no visibility of the Offshore Project from this LCT due to intervening upland landforms of North Harris/*Na Hearadh*.	No. There is no potential for significant effects on coastal character.

ID	LCT	Approx distance to nearest WTG	Subject to theoretical visibility	Needs detailed assessment within SLVIA?
326	Prominent Hills and Mountains	20.5 km	Yes. Open, expansive views of the Atlantic to the north across prominent hills and mountains of the Isle of Harris/*Na Hearadh*, with scattered visibility of the Offshore Project across the summits and ridges of the LCT and restricted/no visibility from the deep mountain passes and lochs of the LCT due to landform screening.	Yes. Potential for significant effects requiring assessment.
327	Rounded Rocky Hills	55.7 km	No. There is no visibility of the Offshore Project from this LCT due to intervening upland landforms of North Harris/*Na Hearadh*.	No. There is no potential for significant effects on coastal character.

Landscape Designations and Defined Areas

18.6.2.25 The Offshore Project is located beyond the boundaries of any areas subject to international, national or regional landscape designation intended to protect landscape quality. Certain designated landscapes or defined areas are, however, found within the wider SLVIA study area (**Appendix 18.6, Volume 2c - Figure 18.5**) and have scenic qualities that may be affected by the Offshore Project.

18.6.2.26 The blade tip ZTV has been used to identify landscape designations and defined areas within the SLVIA study area that may have visibility of the Offshore Project, as shown in **Appendix 18.6, Volume 2c - Figure 18.10**. The Lews Castle and Lady Lever Park (GDL00263) Garden and Designed Landscape in Stornoway/*Steòrnabhagh* has been scoped out of the assessment as it is located outside the blade tip ZTV and affords no visibility of the Offshore Project.

18.6.2.27 There are 2 WLAs within the SLVIA study area, the Harris – Uig Hills (WLA 30) and Eisgein (WLA 31). It has been agreed through the Scoping process that the 2 WLAs will not be subject to a separate WLA assessment, with the approach taken being consistent with that recommended by NatureScot in their Scoping opinion (18 December 2023) that *"where WLAs and NSAs overlap, the Assessment of Effects on Special Landscape Qualities (AESLQ) assessment should draw on underlying attributes and responses of the WLA, to inform a single assessment"* (which is undertaken in the AESLQ in Section 18.8 and **Appendix 18.4, Volume 2c**).

18.6.2.28 The South Lewis, Harris and North Uist*/Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist* NSA (herein 'the NSA') is located approximately 11 km to the southwest of the closest WTG within the Turbine Area (**Appendix 18.6, Volume 2c - Figure 18.5**) and parts of the landscape within the NSA are also defined as WLAs (the Harris – Uig Hills (WLA 30) and Eisgein (WLA 31)) (**Appendix 18.6, Volume 2c - Figure 18.5**).

18.6.2.29 As agreed through Scoping, the effect of the Offshore Project on the special landscape qualities of the NSA (AESLQ) is assessed in the SLVIA and presented in Section 18.8 and **Appendix 18.4, Volume 2c**, following the NatureScot draft Guidance for AESLQ (NatureScot, 2024) and drawing on the underlying attributes of the WLAs.

18.6.2.30 To give an overview, the SLQs of the NSA are defined in the published NatureScot Commissioned Report *The Special Qualities of the NSAs* (NatureScot, 2010), which also draws on Scotland's Scenic Heritage (Countryside Commission for Scotland, 1978), which describes the parts of the NSA in the SLVIA study area as follows:

"There is a striking contrast between the subdued topography of most of Lewis and the bold rugged hills of South Lewis and Harris which, viewed from the north, rise abruptly out of an expanse of blanket bog. Around the rugged hills, there are a number of different contrasting lowland and coastal landscapes. These have been identified as knock-and-lochan, rocky indented coast, and wide sandy machair beaches contained between rocky headlands. Each type has elements of its own which combine to produce landscapes with a variety of form, colour and grain, which are further diversified by changes of scale and aspect".

North Harris has the highest peaks in the Outer Hebrides. On a clear day views from Clisham (799m) span from Cape Wrath to the Cuillins and St Kilda. The glens are steep-sided and precipitous crags which, despite their relatively low altitude, give to the hills a mountainous character that compares favourably with better known mainland massifs. Exposure and grazing prevent tree growth, and the scenic quality depends on landform and intervisibility with surrounding landscapes, these doing much to enhance the significance of the mountains.

In the east deep fjords, like Loch Seaforth, penetrate the hills, with the surprising presence of tidal water apparently far inland. The east coast of Harris is deeply dissected knock-and-lochan topography, with innumerable bays and islets, where the pattern of crofting settlement enjoys a particularly close relationship with the landform. It is a small scale landscape of detailed variety and visual pleasure that contrasts strongly with the softer, wider landscapes of the island's west coast.

The west coast is comprised of wide sandy machair-backed beaches, the bright clear colours of which lighten the dark greys and browns of inland hills and moors. These superb beaches are further enhanced by views across the vividly coloured inshore waters to islands and the North Harris mountains, which add not only visual interest but scale and enclosure. The rocky headlands that separate the bays have been sculptured by the ocean with geos and stacks".

18.6.2.31 The overall special qualities of the NSA are defined in **Table 18-13**, together with special qualities that apply to South Lewis/*Eilean Leòdhais* and the Isle of Harris/*Na Hearadh* (within the SLVIA study area). Further description and assessment of these special qualities is provided in the AESLQ in Section 18.9.

Table 18-13 Special Landscape Qualities (SLQs) of the South Lewis, Harris and North Uist NSA

Overall SLQs of the NSA	South Lewis and North Harris SLQs
• A rich variety of exceptional scenery; • A great diversity of seascapes; • Intervisibility; • The close interplay of the natural world, settlement and culture; • The indivisible linkage of landscape and history; • The very edge of Europe; • The dominance of the weather.	• The wild, mountainous character; • Deep sea lochs that penetrate the hills; • The narrow gorge of Glen Bhaltos; • The rockscapes of the Isle of Harris/*Na Hearadh*; • Extensive machair and dune systems with expansive beaches; • The drama of Ceapabhal and Tràigh an Taoibh Thuath; • The landmark of Amhuinnsuidhe Castle; • The distinct, well-populated island of Sgalpaigh; • The enclosed glens of Choisleitir, Shranndabhal and Roghadail.

18.6.2.32 The AESLQ study area is defined as the area of NSA within the SLVIA study area (**Appendix 18.6, Volume 2c - Figure 18.5**), focusing particularly on northern part of the NSA that is within the blade tip ZTV for the Offshore Project and the Harris-Uig Hills WLA. Further description and assessment of the overall special qualities, and the special qualities of South Lewis/*Eilean Leòdhais* and the Isle of Harris/*Na Hearadh*, is provided in the AESLQ in Section 18.9.

18.6.2.33 SLQs of the Sound of Harris/*Caolas na Hearadh* and North Uist/*Uibhist a Tuath* (as defined in *The Special Qualities of the NSAs* (NatureScot, 2010)) are scoped out of further assessment, as these geographic areas are located outside the SLVIA study area and will not be affected as they afford no visibility of the Offshore Project.

18.6.3 Dark Skies and Night-time Lighting Baseline

Baseline overview

18.6.3.1 There is no single data source that serves to provide a detailed or quantitative evidence base of the existing night-time lighting levels. To provide some baseline context to the assessment, **Appendix 18.6, Volume 2c - Figure 18.14: Baseline Lighting** illustrates information relating to light pollution in the SLVIA study area provided by Campaign to Protect Rural England (CPRE), who have

produced interactive maps of the UK's light pollution and dark skies as part of a national mapping project. This is based upon data from the National Geophysical Data Centre, part of the National Centre for Environmental Information in the USA. Land Use Consultants (LUC) has processed this satellite data to prepare a map showing the areas of relative light pollution (LUC/CPRE, 2016). This Open Source data has been used to help understand and illustrate the existing baseline lighting levels of the SVIA study area and is mapped in **Appendix 18.6, Volume 2c - Figure 18.14**.

18.6.3.2 Each pixel in the mapping shows the level of radiance (night lights) shining up into the night sky, which have been categorised into colour bands to distinguish between different light levels, from <0.25 Nanowatts/cm^2 (darkest) to >32 (brightest). The map clearly identifies the main concentrations of night-time lighting in the SLVIA study area.

18.6.3.3 Most notably, this is in, and around the main settlements due to the influence of street and building lighting, particularly, it identifies that the main settlement of Stornoway/*Steòrnabhagh* within the brightest light influence category, with high night light pollution at the greatest, light-influenced end of the spectrum. Other smaller areas of settlement are also notable in the mapping as having higher levels of light influence at night, including the cluster of settlement at Back/Coll/Gress to the north of Stornoway/*Steòrnabhagh*; and Tarbert/*An Tairbeart* in the Isle of Harris/*Na Hearadh*. The string of crofting settlements along the west coast of the Isle of Lewis/*Eilean Leòdhais* between Ness/*Nis* and Carloway/*Càrlabhagh* is distinguishable as having slightly higher levels of baseline night-time lighting (0.25-0.5 Nanowatts/cm^2) than the surrounding moorland, owing the presence of building lighting and street lighting within these settled areas.

18.6.3.4 Other than the main settlement and crofting areas, there are a number of localised spots with brighter night-time lights that are notable:

- Shawbost/*Siabost*: Harris Tweed Hebrides (Mill);
- Carloway/*Càrlabhagh*: Gearrannan Blackhouse Village (including gallery/gift shop and parking area with street lighting);
- Breasclete/*Brèascleit*: BASF Pharma Callanish site;
- Stornoway/*Steòrnabhagh*: Arnish Fabrication Yard and Port.

18.6.3.5 Based on night-time observations, the following structures are also lit at night:

- Beinn Ghrideag Wind Farm – there are 3 turbines, 125 m to blade tip height, all of which are lit and appear to be the brightest of the existing turbine aviation warning lights, appearing as static, red medium intensity aviation warning lights;
- Pentland Road Wind Farm - there are 6 turbines, 121 m to blade tip height, all of which are lit and appear to be static, red, medium-intensity aviation warning lights;
- Arnish Moor Wind Farm - there are 3 turbines, 76 m to blade tip height, all of which are lit and appear to be static, red, medium-intensity aviation warning lights;
- Creed Wind Turbine – this single turbine is 61.1 m to blade tip height and appears to be lit with a static, red, medium-intensity aviation warning light;

- Eitsal Transmitter Mast, near Achamore, off the A858 is 223 m AOD and the height of the mast is 172.3 m. It appears to be lit by medium intensity red aviation warning lights at 3 positions on the tower (as illustrated in Viewpoint 37, **Appendix 18.6, Volume 2c - Figure 18.60**);
- Numerous navigational lights surmounting some of the islands and skerries. Lighthouses at Àird Laimisiadiar and Butt of Lewis/*Rubha Robhanais* on the west coast of the Isle of Lewis/*Eilean Leòdhais*.

18.6.3.6 Collectively the lights from these structures appear as notable features in the night-time landscape and views when seen from the nearby locality, however, the wind farm lights appear within the context of the lit environs of Stornoway/*Steòrnabhagh*. Other smaller wind turbines on the west coast at Horshader and Baile en Truseil (Druim nan Carnan) do not appear to be lit.

18.6.3.7 In general, lighting is associated with scattered crofting settlements and the core settlement of Stornoway/*Steòrnabhagh* (industry/business and commercial lighting, residential lights and street lighting), lighting associated with Stornoway Airport, the main roads and mobile lighting associated with different modes of transport (road traffic, ferries and aircraft), wind turbines near Stornoway/*Steòrnabhagh* and the Eitsal transmitter mast.

18.6.3.8 Since July 2024, CnES reduced the time that streetlights are switched on in the Isle of Lewis/*Eilean Leòdhais* with streetlights now programmed to go off at 10pm, with some exceptions mainly around marine facilities. On the Isle of Lewis/*Eilean Leòdhais*, the length of daylight and night-time varies considerably throughout the year due to the changing seasons. In December, there is approximately 5-6 hours of daylight and 18-19 hours of darkness, whereas in June it is the opposite, with approximately 18-19 hours of daylight and 5-6 hours of darkness. The influence of night-time lighting in the baseline environment is therefore much more notable during the winter period.

18.6.3.9 The mapping of light pollution and dark skies in **Appendix 18.6, Volume 2c - Figure 18.14** gives an overall sense that much of the SLVIA study area is subject to lowest levels of light radiance at night, with the expanse of peat moorland in the Isle of Lewis/*Eilean Leòdhais* and the prominent hills and mountains of having the darkest night-time light levels (<0.25 Nanowatts/cm^2). The impression gained from **Appendix 18.6, Volume 2c - Figure 18.14** is borne out by the assessment experience from visiting and inspecting the SLVIA study area at night. Higher levels of darkness are experienced from the more remote areas of the Isle of Lewis*/Eilean Leòdhais* and the Isle of Harris/*Na Hearadh*, with a general transition of increasing darkness moving southwards into the largely uninhabited hills and mountains of South Lewis*/Eilean Leòdhais* and North Harris/*Na Hearadh*. Parts of the SLVIA study area are recognised and valued for their dark night skies/darkness qualities, including:

- Gallan Head/*Àird Uig* – this promontory on the Isle of Lewis*/Eilean Leòdhais* is promoted by Gallan Head Community Trust as an area to visit to experience dark skies. The Cetus Project aims to build an observatory, however, there is currently just a small visitor centre, information

point and tea room at the house known as Gallan Beag. Although not formally classed as a dark sky site, it is estimated to have light pollution levels similar to a dark site and it is a venue used for viewing the night skies during the Hebridean Dark Skies Festival;

- Callanish/*Calanais* Stones and Visitor Centre – night sky observation is important to observers at Callanish/*Calanais* Stones, which are a popular place to visit to see the Aurora Borealis (northern lights) and have been used to host stargazing events as part of the Hebridean Dark Skies Festival;
- Hebridean Dark Skies Festival – annual programme of arts and astronomy events led by An Lanntair, with stargazing events at 4 venues in the Isle of Lewis/*Eilean Leòdhais* (Gallan Head/*Àird Uig*, Callanish/*Calanais*, Bragar and Scalable Centre);
- The NSA – the special qualities of the NSA do not refer to any particular dark skies qualities, however, the area defined by the NSA (**Appendix 18.6, Volume 2c - Figure 18.14**) equates to the parts of the SLVIA study area with darkest skies and lowest level of settlement.

Night-time viewpoints

18.6.3.10 Night-time viewpoints have been selected to represent areas valued for their dark night skies as well as the closest communities on the west coast of the Isle of Lewis/*Eilean Leòdhais*, from a spread of different directions and distances, and from locations where people are most likely to experience views at night. 7 night-time viewpoints have been selected and agreed in consultation with NatureScot and CnES for the assessment, as set out in **Table 18-10**. Baseline night-time views are illustrated in the visualisations for each viewpoint as noted in **Table 18-14**.

Table 18-14 Night-time Viewpoints

No	Viewpoint	Figure	Distance to Nearest WTG (km)
4	Melbost Borve/*Mealabost Borgh*	**Figure 18.27**	9.6
13	Barvas/*Barabhas*	**Figure 18.36**	11.0
23	Shawbost/*Siabost*	**Figure 18.46**	8.0
29	Bosta/*Bostadh*	**Figure 18.52**	11.7
30	Gallan Head/*Àird Uig*	**Figure 18.53**	14.4
32	Reef Beach	**Figure 18.55**	16.6
37	Callanish/*Calanais*	**Figure 18.60**	18.7

18.6.4 Wind Energy Baseline

18.6.4.1 In accordance with GLVIA3 (Landscape Institute, 2013) (para 7.13), existing wind farms and those which are under construction are included in the baseline for both landscape and visual effects assessments.

18.6.4.2 There are no operational or under-construction offshore wind farms within the SLVIA study area. All relevant wind energy projects are located onshore in the Isle of Lewis*/Eilean Leòdhais* as shown in **Appendix 18.6, Volume 2c - Figure 18.8** and listed in **Table 18-15** (those with WTGs above 50 m in height). In general, these existing wind energy developments are located to the east near Stornoway/*Steòrnabhagh* and have limited interaction with communities in the west of the Isle of Lewis*/Eilean Leòdhais*, with just the relatively small-scale turbines at (Baile en Truseil) Druim nan Carnan and Horshader located near the west coast.

Table 18-15 Existing wind energy projects in the SLVIA study area

Wind energy development	Number of WTGs	Blade tip height	Distance from Turbine Area
Horshader	1	81 m	7 km
Baile en Truseil (Druim nan Carnan)	3	77 m	8 km
Pentland Road	6	121 m	21 km
Tolsta Community	1	72 m	23 km
Beinn Ghrideag	3	125 m	25 km
Creed Business Park	1	61.1 m	28 km
Arnish Moor	3	76 m	29 km
Lemreway	1	42 m	41 km
Monan	3	46 m	43 km

18.6.5 Future baseline

18.6.5.1 In the absence of the Offshore Project, there is likely to be a change in the seascape, landscape and visual baseline conditions over the lifetime of the Offshore Project. Specific parts of the SLVIA study area are likely to change, by virtue of other potential developments being likely to take place. This section broadly describes potential changes to the baseline that may occur in the absence of the Offshore Project and is distinct from the projects considered in the cumulative assessment (Section 18.15), which assesses the effects of the Offshore Project in the context of future scenarios with consented and application stage wind farm development. The assessment of effects of the Offshore Project in Sections 18.8 to 18.12 are undertaken against the current baseline which is representative of the worst-case (in a scenario where there is less development than the future baseline).

18.6.5.2 The main driver of future change to the coastline and inland parts of the SLVIA study area is climate change. This will be evidenced in 2 potential ways - activities to mitigate against the effects of climate change, and activities to try to limit climate change. This is reflected in NPF4 in which tackling climate change and nature crises are central to the Scotland's/*Alba's* planning policy and spatial strategy. These factors are likely to change the landscape and coast, including through attempting to achieve Net Zero carbon emissions through increased renewable energy development, including further onshore and offshore wind farm development, and potentially

other renewables. The development of such projects is also likely to require further grid infrastructure development to connect to the national grid and consumers.

18.6.5.3 An assessment of the impacts of climate change on Scottish landscapes (LUC, 2011) found that changes in the coastal environment *"will result from direct impacts resulting from sea level rise and the increased risk of flooding from surge events, together with the impacts of adaptation responses such as coastal defences. These will result in changes in the nature and distribution of coastal habitats, erosion and deposition, changing morphology, loss of land, increased flood defences (hard and soft), increased risk of flooding and implications for land use"*. It also recognises that additional changes within the coastal landscape *"may include offshore energy generation in order to help attain the Scottish Government's greenhouse gas emission targets"* such that the combined influence of direct, mitigation and adaptation changes *"may be greatest in coastal landscapes"*.

18.6.5.4 Recent development management decisions and planning decision precedent has established and accepted some landscape change from onshore wind farm development within the SLVIA study area. There are 2 consented onshore wind farms on the eastern side of the Isle of Lewis/*Eilean Leòdhais* – Druim Leathann Wind Farm and Stornoway Wind Farm and an undetermined application for Uisensis Wind Farm. The pressure for onshore wind farm development in the Isle of Lewis/*Eilean Leòdhais* and off its coast is likely to continue with the potential for taller WTGs and for floating offshore wind farms, resulting in impacts that are further reaching than those that are currently operational. All proposed wind energy projects located in the Isle of Lewis/*Eilean Leòdhais* and offshore within the SLVIA study area are shown in **Appendix 18.6, Volume 2c - Figure 18.8** and listed in **Table 18-**. The cumulative effect of the Offshore Project against the future baseline with other wind energy development is assessed in Section 18.15 of this SLVIA.

Table 18-16 Proposed wind energy projects in the SLVIA study area

Wind energy development	Development type	Number of WTGs	Blade tip height	Distance from Turbine Area
Consented				
Druim Leathann	Onshore wind	14	140 m	23.0 km
Stornoway/*Steòrnabhagh*	Onshore wind	35	156-180 m	23.3 km
Uisenis	Onshore wind	25	180-200 m	39.3 km
Scoping Stage				
Talisk Offshore Wind Project	Offshore wind	33	340 m	28.9 km
Carloway/*Càrlabhagh*, Galson/*Gàbhsann* and Barvas/*Barabhas* Community	Onshore wind	9	180 m	14.3 km
Grimshader	Onshore wind	19	200 m	29.0 km
Heastabhal	Onshore wind	14	200 m	31.9 km
Havbredey Offshore Wind Project	Offshore wind	110	385 m	55.0 km

18.6.5.5 A new harbour development is proposed at Stornoway/*Steòrnabhagh* Port deep water terminal (Arnish Yard) to provide a berth for vessels up to 360 m long, a ferry berth, and 6.5 hectares of land for unloading, storage and industrial uses, responding to the demand from the energy, transport and cruise industries to bring larger vessels in Stornoway/*Steòrnabhagh*.

18.6.5.6 Scottish and Southern Electricity Networks (SSEN) is undertaking construction of a new 132 kV 'H' pole overline line between the Isle of Harris/*Na Hearadh* and Stornoway/*Steòrnabhagh* as part of its proposed transmission reinforcements, replacing the existing single pole trident design, with the preferred route being following that of the existing overhead line. The project received Section 37 Planning Consent in February 2024 and construction has commenced.

18.6.5.7 SSEN is proposing the Western Isles High-Voltage Direct Current (HVDC) link project, with a new subsea cable connecting renewable power from the Isle of Lewis/*Eilean Leòdhais* to the mainland, to support the continued growth in onshore and offshore renewables. As the existing Western Isles electricity network is at full capacity, no new electricity generation can connect without significant network reinforcements. Within the SLVIA study area, the project consists of a HVDC Converter Station and AC Substation located near Stornoway/*Steòrnabhagh*, and circa 4 km of underground HVDC cable from the new HVDC converter station and AC substation to the landfall at Arnish Point, Stornoway/*Steòrnabhagh*; and 81 km of HVDC subsea cable from Arnish Point, Stornoway/*Steòrnabhagh* to Dundonnell/*Achadh Dà Dhòmhnaill* on the Scottish mainland.

18.6.5.8 A range of policies impact on the management of the landscape, coastline, and seascape, ranging from national policy and regulation, through to community strategies and development frameworks. Planning policies covering the landscape, coastal and seascape resource within the SLVIA study area generally seek to conserve and enhance natural beauty, while recognising the need to adapt to inevitable change over time, particularly in areas where natural processes may drive more rapid change, such as coastal landscapes shaped by coastal processes, changing agricultural practices and/or changes to the agricultural character, and the need to respond to development pressures that reflect the changing needs of society.

18.6.5.9 The legislative framework already exists to ensure that no net loss of internationally important habitat occurs, but there remains a need to increase understanding of the potential effects of climate change on the characteristic landscapes of the SLVIA study area and to develop longer term strategies that will mitigate any adverse effects of climate change. A number of reports and assessments on the nature and scale of the biodiversity crisis have fed into the draft Biodiversity Strategy to 2045 which aims for Scotland/*Alba* to be Nature Positive by 2030 as a first step. Changes are likely to include re-naturalisation of parts of human-created landscapes (such as field edges, green corridors through settlements, etc.) and returning habitats to their original condition (such as peat bogs, woodlands and rivers).

18.6.5.10 An example of how environmental pollution is reducing as a result of policy and technological advancement is in the amount of light pollution in the UK. Through legislation, local councils have been responsible for reducing sky-glow and light intensity of streetlights which has reduced the amount of night time brightness spilling into the night sky. This is likely to continue to improve, although the spread of some settlements may increase and correspondingly increase the spread of nighttime light pollution.

18.6.5.11 Further development pressures which may change the baseline conditions include suburbanisation and increased tourist development influences, particularly around the coastal landscapes and established coastal towns within the study area, which have potential to increase the developed influence and reduces perceived naturalness of the coastline.

18.7 BASIS FOR ENVIRONMENT IMPACT ASSESSMENT

18.7.1 Maximum Design Scenario

18.7.1.1 Assessing using a parameter-based design envelope approach means that the assessment considers a MDS whilst allowing the flexibility to make improvements in the future in ways that cannot be predicted at the time of submission of the consent applications. The assessment of the maximum adverse scenario for each receptor establishes the maximum potential adverse impact and as a result impacts of greater adverse significance will not arise should any other development scenario (as described in **Chapter 3, Volume 1a**) to that assessed within this chapter be taken forward in the final scheme design.

18.7.1.2 The maximum parameters and assessment assumptions that have been identified to be relevant to seascape, landscape and visual impacts are outlined in **Table 18-17** and are in line with **Chapter 3, Volume 1a**.

18.7.1.3 Although pre-construction surveys may involve some limited and temporary interactions with the marine environment, the potential impacts of any such activities fall well within the MDS parameters assessed for this chapter. The MDS includes activities such as WTG foundation drilling and grouting, and Offshore Cable installation which represent a conservative upper bound on seabed disturbance, and vessel presence. These MDS activities therefore encompass the environmental footprint of pre-construction survey methods, which are significantly lower in magnitude, duration, and spatial extent.

18.7.1.4 For this reason, the potential environmental interactions of pre-construction surveys are not separately assessed, as they are already inherently accommodated within the worst case assumptions underpinning the MDS for this topic.

18.7.1.5 The difference in timing between pre-construction surveys and construction activities does not affect the assessment because the MDS represents the maximum magnitude of change, independent of phasing or scheduling. The pre-construction surveys occur over a much shorter duration and at materially lower intensities than the MDS bounding activities, and therefore do not introduce any temporal additive effects beyond those already assessed.

Table 18-17 Maximum parameters and assessment assumptions for impacts on seascape, landscape and visual receptors

Offshore Project Phase and Activity/Impact	Maximum Design Scenario	Justification
Construction		
Impact (daytime) of the Offshore Project on visual receptors/views	**Foundation Installation for Scenario 1 (WTGs and OSP)** Installation of multi-leg jacket foundations with pin piles within the Turbine Area. **WTG specifications** • Maximum of WTGs: up to 44; • WTG blade tip height: up to 338.4 m AMSL; • Rotor diameter: up to 280 m; • Maximum interface level 50 m AMSL; • Maximum WTG spacing: 900m; • Maximum swept area of rotor: 2,709,310 m^2; • Installation duration per foundation (days): 5; • Installation duration (total no. of days): 300 (representing the period for the maximum number installation vessels that will be on site). Larger WTG layout used (x44 WTGs), Assumed locations as per **Appendix 18.6, Volume 2c - Figure 18.2**.	The parameters represent the maximum influence of construction of the WTGs in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the construction phase. The potential effect that results from additional WTGs of smaller size is outweighed by the larger height and scale of the larger 338.4 m blade tip height WTGs, with the overall area occupied by WTGs being equal. WTGs with the larger 338.4 m blade tip height will have a wider geographic extent of effect over a larger ZTV than the lower 293.8 m blade tip height WTGs. The larger WTG type will appear to have a larger scale in views than the smaller WTG type, both in terms of their overall blade tip height and the appearance of the larger rotor of the WTG. The parameters represent the maximum influence of construction of the WTG foundations in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the construction phase.
	OSP specifications • Maximum of OSPs: up to 1; • Topside structure size: 70 m (l) x 70 m (w); • Height of top of main structure: 90 m AMSL; Assumed location of OSP shown on **Appendix 18.6, Volume 2c - Figure 18.1** and **Figure 18.2**.	The parameters represent the maximum influence of construction of the offshore substations in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the construction phase.
	Offshore Cable specifications **Scenario 2**: installation of up to x12 Array Cable to Final WTG (within Array Area) and up to x12 Array Cables to Landfall (within OCAS) via ploughing, jet trenching, or mechanical cutting. **Cable Length:** • Array Cables to Final WTG maximum length of 160km; • Array Cables to Landfall maximum length of 190 km; • Maximum length of Array Cables is therefore 350 km.	The parameters represent the maximum parameters of the OCAS and Offshore Cables, including the influence of vessels that will potentially affect seascape, landscape and visual receptors during the construction phase.
	Total Installation Vessel Movements (Return Trips) (per year): • Installation vessel (no. x1): 4- 5 WTG per trip so up to 15 trips; • Jacket installation vessel (no. x1): up to 2 trips - expected vessel would stay in Array Area; • Drilling vessel (no. x2): up to 2 trips - expected vessel would stay in Array Area; • Grout and pile supply vessel (no. x2): up to 80 trips; • Barge (no. x2): up to 80 trips; • Pile installation vessel (no. x1): up to 60 trips; • Tug and anchor handlers (no. x2): up to 180 trips; • Cable lay and support vessels (no. x9): up to 100 trips; • Guard vessels (no. x2): up to 25; • Seabed preparation vessels (no. x6): up to 25 trips; • Crew transfer vessels (no. x3 CTV or 1 SOV): up to250 trips; • Scour protection installation vessels (no. x2): up to 25 trips;	

Offshore Project Phase and Activity/Impact	Maximum Design Scenario	Justification
	• Cable protection installation vessels (no. x2): up to 25 trips; • Cable Lay Installation & Support Vessels: 12-25 trips; • Helicopters (no. x1): up to 50 trips; • Maximum vessels on site: up to 35; • Maximum return trips: up to 871.	
	Construction programme • Duration of offshore construction is up to 5 years; • Working hours are expected to be 24 hours, 7 days a week; • Offshore construction within the Offshore Project Boundary will only be undertaken during the April-October period, except for offshore Landfall construction works located within the Horizontal Directional Drill (HDD) Exit Pit Area.	
Impact (daytime) of the Offshore Project on coastal character	The MDS used for this assessment is identical to the MDS for the Offshore Project construction phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the Offshore Project on perceived landscape character	The MDS used for this assessment is identical to the MDS for the Offshore Project construction phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the Offshore Project on perceived landscape character/special qualities of designated landscapes	The MDS used for this assessment is identical to the MDS for the Offshore Project construction phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
O&M		
Impact (daytime) of the Offshore Project on onshore visual receptors and views	Foundation Installation for Scenario 1 (WTGs and OSP) Installation of multi-leg jacket foundations with pin piles within the Turbine Area. **WTG specifications** • Maximum of WTGs: up to 44; • WTG blade tip height: up to 338.4m AMSL; • Rotor diameter: up to 280 m; • Hub height: up to 198.4 m; • No. of blades per WTG: 3; • Maximum interface level 50 m AMSL; • Jacket size at top: 10 m (l) x 10 m (w); • Jacket diameter: 5 m; • Jacket leg spacing: 30 m AMSL; • Installation duration per foundation (days): 5; • Installation duration (total no. of days): 300. Larger WTG layout used (x44 WTGs), Assumed locations as per **Appendix 18.6, Volume 2c - Figure 18.2**.	The parameters represent the maximum influence of O&M of the WTGs in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the O&M phase. The parameters represent the maximum influence of construction of the WTG foundations in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the O&M phase.
	OSP specifications • Maximum of OSPs: up to 1; • Topside structure size: 70 m (l) x 70 m (w); • Height of top of main structure: 90 m AMSL;	The parameters represent the maximum influence of O&M of the offshore substations in the Turbine Area that will potentially affect seascape, landscape and visual receptors during the O&M phase.

Offshore Project Phase and Activity/Impact	Maximum Design Scenario	Justification
	• Number of legs per foundation: 8; • Diameter of jacket leg: 6 m; • Jacket leg spacing (at surface): 40 m. Assumed location of OSP shown on **Appendix 18.6, Volume 2c - Figure 18.1** and **Figure 18.2**.	
Impact (daytime) of the O&M of the Offshore Project on the views experienced by offshore visual receptors	As per parameter for 'Impact (daytime) of the Offshore Project on visual receptors/views' (operational and maintenance phase) above.	
Impact (daytime) of the O&M of the Offshore Project on coastal character	The MDS used for this assessment is identical to the MDS for the Offshore Project O&M phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the Offshore Project on perceived landscape character	The MDS used for this assessment is identical to the MDS for the Offshore Project O&M phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the Offshore Project on perceived landscape character/special qualities of designated landscapes	The MDS used for this assessment is identical to the MDS for the Offshore Project O&M phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (night-time) of O&M phase marine navigation and aviation lighting of the Offshore Project on coastal/landscape character receptors and visual receptors at night	**Marine navigational lighting - Larger WTG (no. x44 WTGs)** • Maximum hub height (height of aviation light)): 198.4 m; • Maximum interface level (height of marine navigation light): 50 m AMSL. **Aviation lights** Red medium intensity aviation warning lights (2,000 candela (cd)) located on either side of WTG nacelle of all peripheral WTGs of layout shown in **Appendix 18.6, Volume 2c - Figure 18.1**. Sensor controlled dimming when visibility is >5 km in all directions, brightness of lights reduced to 200 cd (10% of normal intensity). Angle of the plane of the beam of peak intensity emitted by the light must be elevated to between 3-4 degrees above the horizontal plane (as per Air Navigation Order 2016). **Marine navigation lights** Fitted at platform level on external platform (interface level) of significant peripheral structures (SPS) as shown in **Appendix 18.6, Volume 2c - Figure 18.1**. Each SPS will have 360° visibility, with synchronised flashing IALA special mark characteristics (Fl.Y.5 s) and range of not less than 5 nm. **ID marker board lighting** All structures lit with low-level baffled lighting with a mean luminance between 5-10 candela (cd), controlled remotely.	The parameters represent the maximum WTG lighting that may potentially affect seascape, landscape and visual receptors at night. Aviation lighting on the nacelle of WTGs with the larger 198.4m hub height will have a wider geographic extent of effect over a larger Zone of Theoretical Visibility (ZTV). The aviation lights positioned at their maximum height associated with the larger WTG layout (44 WTGs) is considered the maximum parameter for assessment compared to a lower position of the aviation lights that is required for the smaller WTG type layout.

Offshore Project Phase and Activity/Impact	Maximum Design Scenario	Justification
	Remaining parameters used for this assessment is identical to the MDS for the Offshore Project O&M phase 'Impact (daytime) of the Offshore Project on visual receptors/views' pathway above.	
Decommissioning		
Impact (daytime) of the construction and decommissioning of the Offshore Project on visual receptors/views	The decommissioning sequence will generally be the reverse of the construction sequence and involve similar types and numbers of vessels and equipment. Activities similar to the Construction phase. The assumptions for the construction phase therefore apply.	The decommissioning works are likely to be carried out in reverse to how the Offshore Project was constructed. A Decommissioning Plan and programme will be developed prior to construction and updated during the operational phase of the Offshore Project to account for any changes to industry best practice, relevant legislation and policy, or developments in technology.
Impact (daytime) of the construction and decommissioning of the Offshore Project on coastal character	The MDS used for this assessment is identical to the MDS for the Offshore Project decommissioning phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the construction and decommissioning of the Offshore Project on perceived landscape character	The MDS used for this assessment is identical to the MDS for the Offshore Project decommissioning phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	
Impact (daytime) of the construction and decommissioning of the Offshore Project on perceived landscape character/special qualities of designated landscapes	The MDS used for this assessment is identical to the MDS for the Offshore Project decommissioning phase '*Impact (daytime) of the Offshore Project on visual receptors/views*' pathway above.	

18.7.2 Embedded Mitigation Measures

18.7.2.1 As part of the Offshore Project design process, a number of embedded mitigation measures have been adopted to reduce the potential for impacts on seascape, landscape and visual receptor and these have evolved over the development process as the EIAR has progressed and in response to consultation.

18.7.2.2 The embedded mitigation measures also include those that have been identified as good or standard practice and include actions that would be undertaken to meet existing legislation requirements. As there is a commitment to implementing the embedded mitigation, and also to various standard sectoral practices and procedures, they are considered inherently part of the design of the Offshore Project and are set out in this EIAR.

18.7.2.3 **Table 18-18** sets out the relevant embedded mitigation measures within the design and how these affect the SLVIA.

Table 18-18 Relevant seascape, landscape and visual embedded mitigation measures

ID	Environmental measure proposed	Project phase measure introduced	How the environmental measures will be secured	Relevance to SLVIA
M014	Marking and lighting of the Array Area in agreement with NLB and as per the requirements of IALA Recommendation O-139 (IALA, 2021a) and Guidance G1162 (IALA, 2021b). This will include a buoyed construction area.	Pre-Construction, construction, operation (including maintenance), and decommissioning	To be secured through a condition of the Section 36 consent and/or Marine Licence.	This commitment provides for marking and lighting of the Array Area as per the requirements of the relevant authorities.
M033	A LMP will be developed prior to commencement of construction (building on the **Outline LMP, Volume 3**) in compliance with legislative requirements and best practice standards and guidance and adhered to.	Pre-Construction, Construction, Operation and Maintenance and Decommissioning	Secured in the Section 36 Consent and/or Marine Licence conditions via the condition for a LMP to be submitted to MD-LOT for approval..	This commitment provides for minimising the visual impact of lighting as far as practicable, whilst ensuring compliance with requirements for lighting and marking the Offshore Project. The LMP includes specification for the aviation lights to operate at 200 cd when visibility is at least 5 km in all directions, which will reduce the visual impact of the aviation lighting.
M036	The Project will only install WTGs and Offshore Substation Platform (if required) above sea infrastructure within the Turbine Area.	Pre-Construction and Construction	To be secured through a condition of the Section 36 consent and/or	This commitment provides for an increased separation distance between the WTGs and the Isle of Lewis/*Eilean Leòdhais* coast, NSA and WLA, minimising impacts on these receptors; and a reduction in the footprint of the WTGs, avoiding above sea infrastructure in the

ID	Environmental measure proposed	Project phase measure introduced	How the environmental measures will be secured	Relevance to SLVIA
			Marine Licence.	southwest portion of the Array Area closest to NSA. Commitment reduces risks of adverse effects on NSA.
M040	Due regard will be given to landscape and visual design principles in the Design Specification Layout Plan post consent, with consideration of the seascape, landscape and visual impacts of the Offshore Project on the NSA. The DSLP will be shared with and approved by MD-LOT prior to construction commencing.	Pre-Construction and Construction	To be secured through a condition of the Section 36 consent and/or Marine Licence.	This provides for minimising seascape, landscape and visual impacts as far as practicable through a commitment to have regard to landscape and visual design principles in the Design Specification Layout Plan post consent. Commitment reduces risk of adverse seascape, landscape and visual effects.

18.7.3 Array Area Refinement

18.7.3.1 The Scoping Opinion (MD-LOT, 2024) included consultation responses from stakeholders including Marine Directorate – Licensing Operations Team (MD-LOT), NatureScot, CnES, Historic Environment Scotland as well as local Community Councils. Feedback from these stakeholders highlighted the visual impact of the WTGs resulting from the proximity of the Array Area from the coastline of the Isle of Lewis/Eilean Leòdhais (5-13 km from the coastline at its closest point). NatureScot also raised concerns with regard to the proximity of the WTGs to the South Lewis, Harris and North Uist National Scenic Area (NSA) /Siorrachd Leòdhais a Deas, na Hearadh agus Uibhist a Tuath.

18.7.3.2 The NSA was highlighted by NatureScot as being particularly susceptible to this type of development and that design iteration should include early consideration of the coastal Special Landscape Qualities (SLQs), including the strong wild character, and that the relationship of the array to the NSA and its coast should be a key design objective, aiming to minimise effects on the scenic small-scale settled coast.

18.7.3.3 Further consultation meetings were also held with NatureScot, who reiterated its advice in the Draft Sectoral Plan (2019) and the Scoping Opinion (MD-LOT, 2024) to consider smaller scale turbines as part of a design led approach and to consider developing only part of the Array Area, to reduce effects on the NSA and the 'regionally distinctive' coast (between Shawbost/Siabost and Carloway/Càrlabhagh). Following this consultation advice, the Project undertook further design reviews including the most suitable parts of the Array Area for development as well as layout options and the number and height of WTGs, which were reviewed against a number of landscape and visual design principles (see **Chapter 4: Consideration of Alternatives, Volume 1a**; Sections 4.4.3 and 4.4.4 for further detail).

18.7.3.4 The design reviews incorporated a set of landscape and visual design principles developed in response to statutory consultee and community feedback. These included maximising setback distances from sensitive receptors, specifically, implementing an 11 km setback from the NSA and a 6 km setback from the coastline, to reduce visual and landscape impacts. The Project also reduced the scale and height of WTGs, considered only part of the Array Area for development of surface piercing infrastructure, and optimised turbine layout to minimise visual prominence and cumulative effects.

18.7.3.5 Further feedback was received during Phase 1 Public Consultation (PC1) undertaken in September and October 2024, when Project design parameters and draft photomontages were presented, this highlighted concerns from the local community in relation to visual impact of the Offshore Project, with respect to the Array Area.

18.7.3.6 In response to these consultations, further measures were identified, including defining a Turbine Area within the Array Area at an increased distance from the coastline and NSA, as shown in **Figure 4-2a-c: Offshore Site Selection – Turbine Area Selection, Volume 1b**.

18.7.3.7 Increased setback of the Turbine Area from the NSA, was achieved with a reduction in footprint through the omission of the southwest portion of the Array Area boundary closest to the NSA. This increased the distance from the NSA and contributed to a likely reduction in landscape and visual effects through a reduction in the lateral spread of development, an increase in open sea separation distance between the Turbine Area and the NSA, and a reduction in spatial scale and visibility of the WTGs and OSP (if required) from the NSA.

18.7.3.8 In addition to this, a 6 km setback buffer of all WTGs and the OSP from the coastline of Lewis/*Eilean Leòdhais*, resulted in an increased distance of the closest WTGs from the nearest parts of Lewis/*Eilean Leòdhais*. This reduced the scale of the WTGs when viewed from the Lewis/*Eilean Leòdhais* coast, particularly the 'regionally distinctive' coast identified between Shawbost/*Siabost* and Carloway/*Càrlabhagh* (including Dalmore/*Dail Mor* and Dalbeg/*Dail Beag*).

18.7.3.9 In response to consultation feedback, consideration of landscape and visual design objectives, and the analysis of technical, environmental, and engineering constraints, the Array Area was refined to form the Turbine Area for the Offshore Project. As defined in Commitment M036, the Project will only install above sea infrastructure (i.e. WTGs and the OSP (if required)) within the Turbine Area. This is defined by an 11 km setback buffer of the NSA and 6 km setback buffer from the Lewis/*Eilean Leòdhais* coastline and ensures that impacts on the SLQs of the NSA and regionally distinctive parts of the west coast of Lewis/*Eilean Leòdhais* have been reduced in the project design, as well as seeking to reduce impacts on marine ornithology, fish, and shipping and navigation while responding to technical constraints and to maximise capacity to achieve the objectives of the Project.

18.7.4 Wind Turbine Generators

18.7.4.1 The evaluation within the EIAR considers 2 types of WTGs based on the anticipated characteristics of turbine models available at that future stage. These are referred to in this EIAR as "smaller WTG type" and "larger WTG type." The assessment explores two design scenarios: one with up to 60 smaller WTG type turbines and another with up to 44 larger WTG type turbines. The parameters initially identified by the Applicant for the smaller WTG type and larger WTG type are shown in **Table 18-19**. As already indicated, during PC1, feedback received from the local community emphasised the importance of minimising the visual impact of the Offshore Project. In response to this feedback, the Applicant has sought to reduce the number of WTGs and their height within the design scenarios considered. **Table 18-32** shows the parameters for the WTGs following PC1, with the green cells showing where a reduction has occurred.

Table 18-19 Mitigation of WTG parameters

ID	Scoping Report parameters (prior to PC1 consultation feedback)		EIA parameters (following PC1 consultation feedback)	
Parameter type	**Smaller WTG type**	**Larger WTG type**	**Smaller WTG type**	**Larger WTG type**
Maximum number of WTGs	66	48	60	44
Maximum blade tip height (AMSL) (m)	300 m	365 m	293.4 m	338.4 m
Maximum rotor diameter (m)	236 m	310 m	236 m	280 m
Maximum chord (rotor blade width) (m)	5.5 m	9 m	5.3 m	8 m

18.7.4.2 Although there were limitations in what can be achieved within the overall project design requirements, the design parameters of the WTGs were reduced after Scoping/PC1 following feedback. The maximum blade tip height of the WTGs was reduced from 380 m at Scoping to 338.4 m for the EIAR (by 41.6 m) and the rotor diameter reduced to 280 m (by 50 m), resulting in reduction in the scale of the WTGs and a reduction in the blade tip ZTV.

18.7.4.3 The reduction in height of the WTGs, reduction in footprint of Turbine Area and increased distance offshore provides mitigation in terms of the open sea separation from the NSA (11 km) and the Isle of Lewis/*Eilean Leòdhais* coast (6 km), and therefore a reduced scale and lateral spread of development, with reduced visibility in views from sensitive small-scale landscapes, while also responding to other environmental and technical constraints, and the generation requirements of the project design.

18.8 ASSESSMENT OF EFFECTS ON VISUAL RECEPTORS/VIEWS

18.8.1 Introduction

18.8.1.1 The Offshore Project will have visual effects on visual receptors and views during the construction and decommissioning phases, and the O&M phase (as indicated in **Table 18-5**). An overview of baseline visual amenity/visual receptors is provided in Section 18.6.2. A full description of the baseline conditions for each viewpoint is presented together with assessment of the visual effects of the Offshore Project on representative viewpoints in **Appendix 18.3, Volume 2c** and is summarised in this section of the SLVIA chapter.

18.8.2 Summary Assessment of Effects on Viewpoints

18.8.2.1 A summary of the effects of the Offshore Project on representative viewpoints during construction and decommissioning, and during O&M, is set out in **Table 18-20** and assessed in full in **Appendix 18.2, Volume 2c**. This describes the likely significant effects of the Offshore Project on each representative viewpoint and is informed by the visual representations shown in **Appendix 18.6, Volume 2c** containing supporting baseline photography, viewpoint locations and photomontages.

Table 18-20 Summary of Residual Effects on Viewpoints[1]

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
1	Butt of Lewis/*Rubha Robhanais*	20.7	Visitors to Butt of Lewis/*Rubha Robhanais* lighthouse Walkers – CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path Cyclists – Hebridean Way Residents – Coig Peighinnean, Europie/*Eòrapaidh*	High-Medium	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
2	Cross/*Cros*	19.9	Residents – Cross/*Cros*, Habost/*Tàbost*, Swainbost/*Suaineabost*	Medium	High	**High-Medium**	**Medium**	**Significant (Moderate)** adverse and short-term effect	**Medium**	**Significant (Moderate)** adverse and long-term effect
3	North Galston/*Gàbhsann*	12.4	Residents – North Galston/*Gàbhsann*, South Galston/*Gàbhsann* Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path	Medium	High	**High-Medium**	**Medium**	**Significant (Moderate)** adverse and short-term effect	**Medium**	**Significant (Moderate)** adverse and long-term effect
4	Melbost Borve/*Mealabost Borgh*	9.6	Residents – Borve/*Borgh*, Melbost Borve/Borgh Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
4	Melbost Borve/*Mealabost Borgh*	9.6	Residents – Borv/*Borgh* e, Melbost Borve/*Mealabost Borgh* Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
5	Shader/*Siadar an Rubha* Core Path	8.0	Residents – Shader/*Siadar an Rubha* Walkers - CP1 Butt of Lewis West/*Rubha Robhanais* Coast Path Visitors – Teampull Pheadair	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
6	Upper Shader/*Siadar Uarach*	9.1	Residents – Borve/*Borgh*, Shader/*Siadar an Rubha* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect

[1] Viewpoints highlighted in grey are also night-time viewpoints used for assessment of lighting of the Offshore Project

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
7	Clach an Truiseil	8.5	Residents - Ballantrushal Visitors - Clach an Trushal standing stone	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
8	Upper Barvas/*Barabhas* Cemetery	8.8	Residents - Barvas/*Barabhas* Visitors - Barvas/*Barabhas* Cemetery	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
9	Upper Barvas/*Barabhas*	9.9	Residents – Upper Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
10	Barvas/*Barabhas* Beach	8.8	Visitors – Barvas/*Barabhas* Beach	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
11	North of Brue/*Brù*	8.6	Residents – Brue/*Brù*	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
12	Loch na Muilne	8.4	Visitors - Loch na Muilne RSPB	High-Medium	High	**High**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
13	Barvas/*Barabhas*	11.0	Residents – Barvas/*Barabhas* and Lower Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
13	Barvas/*Barabhas*	11.0	Residents – Barvas/*Barabhas* and Lower Barvas/*Barabhas* Road users – A857	Medium	High	**High-Medium**	**High-Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**High-Medium**	**Significant (Major-Moderate)** adverse and long-term effect
14	Arnol/*Àrnoil* Blackhouse	8.5	Visitors – Arnol/*Àrnoil* Blackhouse	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
15	Arnol/*Àrnoil* Village	8.7	Residents - Arnol/*Àrnoil*	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
16	Bragar/*Bhràdhagair* Beach	7.7	Visitors – Bragar/*Bhràdhagair* Beach and Tempull Eoin	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
17	Sheiling near Loch Urghag (between Brue/*Brù* and Arnol/*Àrnoil*)	10.2	Visitors – Sheilin Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
18	Shawbost/*Siabost* Core Path	6.8	Residents – North Shawbost/*Siabost* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
19	A858 Abhainn Arnol/*Àrnoil*	9.3	Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
20	Bragar/*Bhràdhagair*	8.6	Residents - Bragar/*Bhràdhagair*	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
21	A857 (inland south of Barvas/*Barabhas*)	13.1	Road users	Medium	Medium	**Medium**	**High-Medium**	**Significant (Moderate)** adverse and short-term effect	**High-Medium**	**Significant (Moderate)** adverse and long-term effect
22	Flannan Isles/*Na h-Eileanan Flannach*	37.3	Visitors – Flannan Isles/*Na h-Eileanan Flannach*	High-Medium	High	**High**	**Low**	**Not Significant (Moderate-Minor)** adverse and short-term effect	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
23	Shawbost/*Siabost*	8.0	Residents – Shawbost/*Siabost*, South Shawbost/*Siabost*, New Shawbost/*Siabost* Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
23	Shawbost/*Siabost*	8.0	Residents - Shawbost/*Siabost* Road users – A858	Medium	High	**High-Medium**	**High-Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**High-Medium**	**Significant (Major-Moderate)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
24	Dalbeg/*Dhail Beag* Beach	7.0	Visitors – Dalbeg/*Dhail Beag* Beach Residents – Dalbeg/*Dhail Beag* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	High-Medium	High	**High**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
25	Dalmore*/Dail Mhor* Beach	7.3	Visitors – Dalmore*/Dail Mhor* Beach Residents - Dalmore/*Dail Mhor* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	High-Medium	High	**High**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
26	Beinn na Cloich	8.8	Walkers - Beinn na Cloich	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
27	Garenin/*Na Gearrannan* Blackhouse	7.3	Visitors - Garenin/*Na Gearrannan* Blackhouse village Residents – Garenin/*Na Gearrannan* Walkers – Timeless Way, CP3 Na Gearrannan to Bragar/*Bhràdhagair*	High-Medium	High	**High**	**Low**	**Not Significant (Moderate-Minor)** adverse and short-term effect	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
28	Doune Carloway/*Càrlabhagh*	10.0	Visitors – Doune Carloway/*Càrlabhagh broch*	Medium	High	**High-Medium**	**High**	**Significant (Major)** adverse and short-term effect	**High**	**Significant (Major)** adverse and long-term effect
29	Bosta/*Bostadh*	11.7	Visitors – Bosta/*Bostadh* Beach, Iron Age Village Cyclists – Great Bernera/*Beàrnaraigh Mòr* Cycle route	High	High	**High**	**High-Medium**	**Significant (Major)** adverse and short-term effect	**High-Medium**	**Significant (Major)** adverse and long-term effect
29	Bosta/*Bostadh*	11.7	Visitors – Bosta/*Bostadh* Beach, Iron Age Village Cyclists – Great Bernera/*Beàrnaraigh Mòr* Cycle route	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
30	Gallan Head/*Àird Uig*	14.4	Visitors/walkers – Gallan Head/*Àird Uig* Residents – Gallan Head/*Àird Uig*	High	High	**High**	**High-Medium**	**Significant (Major)** adverse and short-term effect	**High-Medium**	**Significant (Major)** adverse and long-term effect
30	Gallan Head/*Àird Uig*	14.4	Visitors/walkers – Gallan Head/*Àird Uig* Residents – Gallan Head/*Àird Uig*	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
31	Valtos	15.7	Residents – Valtos, Kneep/*Cnìp*	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
32	Reef Beach	16.6	Visitors – Reef Beach	High	High	**High**	**High-Medium**	**Significant (Major)** adverse and short-term effect	**High-Medium**	**Significant (Major)** adverse and long-term effect
32	Reef Beach	16.6	Visitors – Reef Beach	High	High	**High**	**High-Medium**	**Significant (Major)** adverse and short-term effect	**High-Medium**	**Significant (Major)** adverse and long-term effect
33	Forsnabhal	17.2	Walkers - Forsnabhal	High	High	**High**	**High-Medium**	**Significant (Major)** adverse and short-term effect	**High-Medium**	**Significant (Major)** adverse and long-term effect
34	Camas na Clibhe	16.8	Visitors – Camas na Clibhe beach Residents - Cliff/*Cliobh*	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
35	Shulishader/*Siadar an Rubha*	33.1	Residents - Shulishader/*Siadar an Rubha*	Medium	High	**High-Medium**	**Low**	**Not Significant (Moderate-Minor)** adverse and short-term effect	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
36	Carishader/*Cairsiadar*	19.6	Residents - Carishader/*Cairsiadar*	High	High	**High**	**Medium-Low**	**Significant (Moderate)** adverse and short-term effect	**Medium-Low**	**Significant (Moderate)** adverse and long-term effect
37	Callanish/*Calanais*	18.7	Visitors – Callanish/*Calanais* Standing Stones Walkers – Timeless Way	High-Medium	High	**High**	**Medium-Low**	**Significant (Moderate)** adverse and short-term effect	**Medium-Low**	**Significant (Moderate)** adverse and long-term effect
37	Callanish/*Calanais*	18.7	Visitors – Callanish/*Calanais* Standing Stones Walkers – Timeless Way	High	High	**High**	**Low**	**Not Significant (Moderate-Minor)** adverse and short-term effect	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
38	Mangersta/*Mangurstadh* Head	21.9	Visitors/walkers – Mangersta/*Mangurstadh* Head	High	High	**High**	**Medium**	**Significant (Major-Moderate)**	**Medium**	**Significant (Major-Moderate)**

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Construction & Decommissioning		Operation & Maintenance	
				Value	Susceptibility	Sensitivity	Magnitude of Change	Significance of Effect	Magnitude of Change	Significance of Effect
								adverse and short-term effect		adverse and long-term effect
39	Mealaisbhal	26.8	Hill walkers - Mealaisbhal	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
40	Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	40.6	Ferry users - Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	Medium	High	**High-Medium**	**Negligible**	**Not Significant (Minor)** adverse and short-term effect	**Negligible**	**Not Significant (Minor)** adverse and long-term effect
41	Sgalabhal	31.2	Hill walkers - Sgalabhal	High	High	**High**	**Medium**	**Significant (Major-Moderate)** adverse and short-term effect	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
42	An Cliseam	44.0	Hill walkers - An Cliseam	High	High	**High**	**Low**	**Not Significant (Moderate)** adverse and short-term effect	**Low**	**Not Significant (Moderate)** adverse and long-term effect

18.8.3 Summary of Effects on Views during construction and decommissioning

18.8.3.1 Construction and decommissioning phase effects on views will occur as a result of the construction and decommissioning activities, including the presence of jack-up vessels and/or heavy lift vessels for the installation of foundations substructures and WTGs; wind farm service vessels and accommodation vessels; and partially constructed offshore elements; all of which may combine to alter views from the coast through visibility of the construction and decommissioning activities.

18.8.3.2 During the construction and decommissioning phases, the influence of the Offshore Project on views and visual amenity will be greatest towards the end of the construction phase and the start of the decommissioning phase, when there is likely to be a mix of constructed and partially constructed WTGs/jacket foundations present in the sea off the west coast of the Isle of Lewis/*Eilean Leòdhais*, together with large WTG installation vessels (such as jack-up installation vessels) and other vessels being used for these activities (such as cable laying, drilling and support vessels). Open seaward views from the west coast of the Isle of Lewis/*Eilean Leòdhais* will be partially changed through the introduction of the construction and decommissioning works within the Array Area, which will introduce man-made elements and construction and decommissioning activities in seaward views. The large scale and modern technology of such structures and vessels will contrast with the strong sense of naturalness and remoteness experienced in views from the coastline.

18.8.3.3 The influence of the construction and decommissioning of the Offshore Project on coastal character will be partially moderated by its separation from parts of the coast. Although 6 km from the closest point of the Isle of Lewis/*Eilean Leòdhais*, the Turbine Area is approximately 20 km from the Butt of Lewis/*Rubha Robhanais* to the north and Mangersta/*Mangurstadh* Head to the south. The expansive, large-scale seascape in which the Offshore Project will be viewed also contributes to moderating the magnitude of change on views from parts of the coast. Long-distance open sea views will remain without offshore wind farm construction influences outside the Turbine Area, particularly from viewpoints at greater distance, where the lateral spread of WTGs is narrower in offshore views and the apparent scale of the WTGs reduces with increased distance.

18.8.3.4 The magnitude of change resulting from the construction and decommissioning of the Offshore Project and its significance of effects on views varies according to the sensitivity of the visual receptors and the extent to which the Offshore Project will change the existing views. This varies depending on the seascape context and its scale; the amount of the Offshore Project that will be visible; the distance between the coast and the Turbine Area; and the extent of change occurring on the visual receptor. Broadly, the change arising from the Offshore Project on views occurs from areas with theoretical visibility of the Turbine Area (**Appendix 18.6, Volume 2c** - **Figure 18.10**) concentrated along the west coast of the Isle of Lewis/*Eilean Leòdhais*, between the Butt of Lewis/*Rubha Robhanais* in the north and Magersta/*Mangurstadh* Head in the south/southwest, along the Atlantic coastline of the Isle of Lewis/*Eilean Leòdhais*.

18.8.3.5 The effects arising as a result of the construction and decommissioning of the Offshore Project are assessed as being of no greater magnitude and significance on all views and visual receptors as those arising due to their O&M as it assumed that WTGs/OSPs will be visible in the Turbine Area during construction and decommissioning, with a combination of fully constructed WTGs and partially constructed WTGs with installation vessels also present undertaking construction works. Construction stage effects are predicted to increase up to the level of O&M effects nearing full construction with the majority of WTGs/OSPs in the Turbine Area and decrease towards the baseline nearing full decommissioning when the majority of WTGs/OSPs will have been removed. Construction and decommissioning phase effects will be short-term and temporary, for the duration of the construction/decommissioning phases. They are likely to differ from O&M effects primarily due to some variation in appearance compared to the O&M phase, mainly due the influence of offshore jack-up installation vessels, cable laying vessels and WTG installation, that will not be present during the O&M phase. For all views and visual receptors these impacts during construction and decommissioning are assessed to be of no greater magnitude and effects of no greater significance than the effects assessed during O&M, which are summarised further below.

18.8.4 Summary of Visual Effects on Views during O&M

18.8.4.1 The O&M phase of the Offshore Project will introduce large-scale, human-made elements including WTGs and the OSP to the seascape of the northwest coast of the Isle of Lewis/*Eilean Leòdhais*. During this phase there will also be occasional but regular maintenance vessels within the Offshore Project area carrying out maintenance and repairs to the infrastructure. The Turbine Area would be 6-7 km from the coast at its closest point. Detailed assessment of the 42 viewpoint locations is presented in **Appendix 18.2, Volume 2c** and baseline photography, wirelines and photomontages are presented in **Figure 18.25** to **Figure 18.66** of **Appendix 18.6, Volume 2c**.

18.8.4.2 Viewpoints have been selected to represent a variety of receptors including tourists and visitors, residents, walkers, cyclists and other recreational users, road users and ferry users. Due to the interior of northern Lewis/*Eilean Leòdhais* being relatively inaccessible due to the boggy moorland terrain, and the Isle of Harris/*Na Hearadh* and south Lewis/*Eilean Leòdhais* due to the rocky and hilly terrain, settlements, road networks and tourist attractions are generally associated with coastal areas. This is reflected in the location of viewpoints being concentrated along the northwest coast of the Isle of Lewis/*Eilean Leòdhais*, with a few viewpoints also being located on high points inland including on prominent hill summits in south Lewis/*Eilean Leòdhais* and north Harris/*Na Hearadh*. There is also a viewpoint located on the Eye Peninsula to represent residents there, and wireline views on the Flannan Isles/*Na h-Eileanan Flannach* and on the Ullapool/*Ulapul* to Stornoway/*Steòrnabhagh* ferry to represent visitors and ferry uses respectively.

18.8.4.3 The northern part of the NSA is found within the study area within which 11 viewpoints are located. 8 of these viewpoints are concentrated to the north of the NSA on the outer northwest Lewis/*Eilean Leòdhais* coastline, coastal 'cnoc and lochan' areas or rocky moorlands of Uig/*Ùige* (within sub-

areas 1-3 of the NSA). The Harris – Uig Hills WLA 30 overlaps with the NSA such that 3 of the 11 viewpoints are found within both the NSA and WLA (Viewpoints 39 Mealaisbhal, 41 Sgalabhal and 42 An Cliseam). Within these nationally designated or defined landscapes, the value of views is considered to be High. Elsewhere the value is considered to be Medium excepting notable visitor locations or historic environment assets, such as Dalbeg/*Dhail Beag* (Viewpoint 24) and Dalmore/*Dail Mhor* (Viewpoint 25) beaches, Callanish/*Calanais* Stones (Viewpoint 37), Garenin/*Na Gearrannan* (Viewpoint 27) and Arnol/*Àrnoil* (Viewpoint 14) Blackhouse Museums, Loch na Muilne RSPB reserve (Viewpoint 12), Flannan Isles/*Na h-Eileanan Flannach* (Viewpoint 22) and the Butt of Lewis/*Rubha Robhanais* lighthouse and cliffs (Viewpoint 1) which are considered to have a High-Medium value.

18.8.4.4 The majority of viewpoints represent a number of receptor types. Nearly all of the receptor types are those with a High susceptibility such as residents, visitors, walkers, cyclists, ferry users and hill walkers who are considered to have a strong focus on views and the surrounding seascape and/or landscape. Of the 42 viewpoints, 6 represent road users who are considered to have a Medium susceptibility as the focus of these receptors is considered to be on the road environment and less on the surrounding landscape. Where a viewpoint represents both a High susceptibility receptor and a road user, the susceptibility for the viewpoint was considered to be that of the higher receptor. As such only Viewpoint 21 was representative of only road users equating to a Medium susceptibility, with the remaining 41 viewpoints considered to have a High susceptibility.

18.8.4.5 When combining the susceptibility and value for each viewpoint, due to the High susceptibility of the receptors at nearly all the viewpoint locations and the Medium value, the sensitivity was found to be High-Medium. This increases to High within the NSA and at popular tourist locations as noted above.

18.8.4.6 Due to the close proximity to the coast, 25 of the 42 viewpoints are located within 11 km of the Turbine Area. Many of the viewpoints have a High-Medium sensitivity within this area, except the viewpoints located within the NSA at Bosta/*Bostadh* beach and the tourist attractions at the Garenin/*Na Gearrannan* and Arnol/*Àrnoil* Blackhouses, *Dalmore/Dail Mhor* and Dalbeg/*Dail Beag* beaches and the Loch na Muilne RSPB reserve which have a High sensitivity. All of these viewpoints, except 2, are assessed as having a High magnitude of change resulting in a Major and Significant effect. At Bostadh beach the magnitude of change is considered to be High-Medium due to 11 of the 44 WTGs being visible resulting in a Major and Significant effect. At Garenin/*Na Gearrannan* Blackhouse the Aird Mhòr headland obscures all but 2 of the WTGs resulting in a Low magnitude of change and a Moderate-Minor and Not Significant effect.

18.8.4.7 Within 11 km of the Turbine Area, the WTGs and the OSP would be seen in close proximity and therefore in a relatively high amount of detail. They would be large scale. Along most of this closest section of the coastline the Turbine Area would be seen in full along the seascape horizon, in places appearing to extend above landform such as headlands as at Viewpoint 16 Bragar/*Bhràdhagair* Beach or stretching between them as at Viewpoint 5 Shader/*Siadar an Rubha*

Core Path and Viewpoint 10 Barvas/*Barabhas* Beach amongst others. The ZTV shows that visibility reduces south of Shawbost/*Siabost* where the landscape becomes hillier and rockier, restricting views of the sea. In this area part of the Offshore Project would be visible, for example at Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor* beaches the Turbine Area would be framed by cliffs. In these locations the Offshore Project would often appear to occupy the majority of the visible seascape horizon between headlands.

18.8.4.8 Within 11 km of the Turbine Area and where visible, the OSP would appear to be between nearly half and a quarter of the height of the nearest WTG and wider than it is tall, thus representing a large, relatively bulky structure within the seascape. These large-scale, modern human structures would contrast with the current character of the seascape which contains very few human-made elements, except the occasional ship seen along the horizon and small-scale fishing vessels closer to the shore. Coastal development is limited to small-scale domestic farming including housing within crofting townships which would contrast with the large-scale elements of the Offshore Project.

18.8.4.9 Between 11 km and just over 17 km, the magnitude of change is considered to be High-Medium where the majority of the WTGs are visible, reducing to Medium where less than half are visible. Those locations where a High-Medium magnitude of change has been assessed include coastal locations with views of the open seascape which in some cases includes views of intervening islands such as at Reef beach (Viewpoint 32), views from more elevated locations such as the approach to the northwest coast on the A857 (Viewpoint 21), summits such as Forsnabhal (Viewpoint 33) and headlands such as Gallan Head/*Àird Uig* (Viewpoint 30). At these locations, except at Viewpoint 21, the effect is considered to be Major and Significant as the Turbine Area would introduce large-scale, modern infrastructure to an apparently naturalistic coastline within the NSA. At Viewpoint 21, outwith the NSA, this equates to a Moderate and Significant effect as the Offshore Project would be introduced to a seascape where there currently is none and it would appear to spread across the visible seascape horizon and above the landform along the coastal edge.

18.8.4.10 Between 11-17 km, those viewpoints that were assessed as having a Medium magnitude of change are those locations where intervening landform obscures visibility of up to approximately half of the Turbine Area. At North Galston/*Gàbhsann* (Viewpoint 3) and Camas na Clibhe (Viewpoint 34) 3 or 4 of the WTGs would be visible to foundations with the rest of the visible WTGs visible as hubs, blades or blade tips. At Valtos (Viewpoint 31) 11 of the WTGs would be visible to foundations, with the rest of the visible WTGs appearing as half of the tower, hubs, blades or blade tips above the intervening landform. At Camas na Clibhe and Valtos which are located within the NSA, the effect is considered to be Major-Moderate and Significant; at North Galston/*Gabhsunn Bho Tuath*, outwith the NSA, the effect is considered to be Moderate and Significant due to the introduction of the Offshore Project to a seascape where there currently is none which would contrast with the small-scale domestic farming character of the landscape.

18.8.4.11 Beyond this distance, at longer range, the magnitude of change arising from the Offshore Project varies between Medium and Negligible. In the NSA and within 32 km of the Turbine Area from open coastal locations such as Mangersta/*Mangurstadh* Head (Viewpoint 38) at 21.9 km and from summits such as Mealaisbhal (Viewpoint 39) at 26.8 km and Sgalabhal (Viewpoint 41) at 31.2 km the magnitude of change is assessed as Medium resulting in a Major-Moderate and Significant effect. Mealaisbhal and Sgalabhal are located within the WLA. Outwith the NSA from open coastal locations and from the coastal edge such as at the Butt of Lewis/*Rubha Robhanais* (Viewpoint 1) at 20.7 km and at Cross/*Cros* (Viewpoint 2) at 19.9 km, the magnitude of change is considered to be Medium resulting in a Major-Moderate and Significant effect at Viewpoint 1 due to the High sensitivity, and Moderate and Significant effect at Cross/*Cros* due to the High-Medium sensitivity.

18.8.4.12 Within the NSA at more enclosed coastal locations such as at Carishader/*Cairsiadar* (Viewpoint 36) at 19.6 km and outwith the NSA such as at the Callanish/*Calanais* Stones (Viewpoint 37) at 18.7 km where there are intervening headlands and islands, the magnitude of change is considered to be Medium-Low resulting in a Moderate and Significant effect. These landforms obscure visibility of some WTGs, and the towers the majority of visible WTGs such that hubs, blades and blade tips appear above the skyline. The effect is considered to be significant as the Turbine Area would introduce WTGs to a part of the view where there currently is none and contrasts with the landscape character and qualities of this area of the NSA.

18.8.4.13 Beyond 30 km the magnitude of change is considered to be Low or Negligible. Within the NSA (and WLA) Viewpoint 42 on the summit of An Cliseam has a Low magnitude of effect resulting in a Moderate-Minor and Not Significant effect as the Offshore Project would be seen at distance 44 km away. Outwith the NSA within 40 km, the magnitude of change is considered to be Low, for example on the Eye Peninsula at Shulishader (Viewpoint 35) at 33.1 km and on the Flannan Isles/*Na h-Eileanan Flannach* (Viewpoint 22) at 37.3 km resulting in a Moderate-Minor and Not Significant effect. Beyond 40 km on the far side of the Isle of Lewis/*Eilean Leòdhais*, the viewpoint on the Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* ferry route (Viewpoint 40) the magnitude of change is considered to be Negligible resulting in a Minor and Not Significant effect.

18.8.4.14 All of the assessed effects are considered to be adverse, long-term and reversible except for Viewpoint 35 Shulishader and Viewpoint 40 Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* ferry route where the effect is considered to be neutral as the Offshore Project would be hardly visible, with just theoretical visibility of blade tips along the horizon that would be difficult to discern.

18.8.4.15 In conclusion, the coastal edge of the northern part of the northwest coast of the Isle of Lewis/*Eilean Leòdhais* is the most populated areas between the Butt of Lewis/*Rubha Robhanais* down to Shawbost/*Siabost*, where the flat landscape and low, linear coastline affords relatively open seaward views. As the landscape becomes rockier and hillier further to the south, it also becomes more sparsely settled, with sea views often framed by cliffs along the coastal edge or by landform. As the coastline becomes more indented including intricate sea lochs of the archipelago of Bernera and the successive headlands at Gallan Head/*Àird Uig* and Mangersta/*Mangurstadh*

Head, settlement reduces further. From headlands there are often open seaward views, elsewhere there is often a complex layering of headlands, islands, sea lochs and freshwater lochs with more limited open seaward views. West and south of Bosta/*Bostadh* beach on the north of Great Bernera/*Beàrnaraigh Mòr* runs the boundary of the NSA which confers a higher value. Due to the concentration of either settlement or more sensitive landscapes (such as the NSA) and intricate and highly valued coastline south of Shawbost/*Siabost*, the proximity of the Turbine Area to the coastline of northwest Lewis/*Eilean Leòdhais* has resulted in Significant effects for most of the viewpoint locations within 30 km of the Turbine Area, with occasional exceptions where visibility of the Offshore Project is restricted by intervening landforms or headlands. Beyond 30 km, the Offshore Project would occupy a relatively small part of the view, be visible only at long distance or will be obscured by the intervening landmass of the Isle of Lewis/*Eilean Leòdhais* such that there are no significant effects beyond this range.

18.8.5 Assessment of Effects on Visual Receptors

18.8.5.1 The visual receptors that may experience likely significant effects are outlined in **Table 18-4** and these receptors have been agreed through the Scoping process and subsequent stakeholder consultations, with feedback provided in the Scoping Opinion (MD-LOT, May 2024) incorporated into the receptors requiring assessment.

Settlements

18.8.5.2 The assessment of representative viewpoints undertaken in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20** provides an assessment of the effect of the Offshore Project on the majority of settlements (with the relevant settlement receptor listed in **Table 18-20**). The visual effect of the Offshore Project on other settlements that are not already represented by and assessed with a viewpoint is set out **Table 18-21**.

Table 18-21 Summary of effects on views experienced from settlements

Settlement	Significance of effect
Àird Uig/*Àird Ùig*	Effects on views experienced by residents of Àird Uig/*Àird Ùig* assessed at Viewpoint 30 Gallan Head in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Arnol/*Àrnoil*	Effects on views experienced by residents of Arnol/*Àrnoil* assessed at Viewpoint 15 Arnol Village in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Barvas/*Barabhas* (including Upper and Lower Barvas)	Effects on views experienced by residents of Barvas/*Barabhas* assessed at Viewpoint 9 Upper Barvas and Viewpoint 13 Barvas in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Borve/*Borgh* and Melbost Borve/*Mealabost Bhuirgh*	Effects on views experienced by residents of Borve/*Borgh* and Melbost Borve/*Mealabost Bhuirgh* assessed at Viewpoint 4 Melbost Borve in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.

Settlement	Significance of effect
Bragar/*Bhràdhagair*	Effects on views experienced by residents of Bragar/*Bhràdhagair* assessed at Viewpoint 20 Bragar in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Brue/*Brù*	Effects on views experienced by residents of Brue/*Brù* assessed at Viewpoint 11 North of Brue in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Carishader/*Carishader*	Effects on views experienced by residents of Carishader/*Carishader* assessed at Viewpoint 36 Carishader in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Carloway/*Càrlabhagh*	No representative viewpoint at Carloway/*Càrlabhagh*. Nearest viewpoint is Viewpoint 28 Doune Carloway/*Càrlabhagh*, however this is not representative of the view experienced from the settlement of Carloway/*Càrlabhagh*, which is much more contained by landform than the elevated location of Doune Carloway/*Càrlabhagh*. Sensitivity to change: High-medium Magnitude of change: Low (limited visibility shown in ZTV of 1-7 turbines from parts of Carloway/*Càrlabhagh*, 8-14 turbines from Upper Carloway/*Càrlabhagh* and Knock Carloway/*Càrlabhagh*, with majority of the Turbine Area screened by intervening landform). Significance of effect (construction and decommissioning): Not Significant (Moderate-Minor), adverse, short term. Significance of effect (O&M): Not Significant (Moderate-Minor), adverse, long term.
Cliff/*Cliobh*	Effects on views experienced by residents of Cliff/*Cliobh* assessed at Viewpoint 34 Camas na Clibhe in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Coig Peighinnean	Effects on views experienced by residents of Coig Peighinnean assessed at Viewpoint 1 Butt of Lewis/*Rubha Robhanais* in **Appendix 18.2, Volume 2c** and summarised **Table 18-20**.
Cross/*Cros*	Effects on views experienced by residents of Cross assessed at Viewpoint 2 Cross/*Cros* in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Dalbeg/*Dail Beag*	Effects on views experienced by residents of Dalbeg/*Dail Beag* assessed at Viewpoint 24 Dalbeg/*Dail Beag* Beach in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Dalmore/Dail Mhor	Effects on views experienced by residents of *Dalmore/Dail Mhor* assessed at Viewpoint 25 Dalmore*/Dail Mhor* Beach in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Galston/*Gàbhsann* (North and South)	Effects on views experienced by residents of North and South Galston/*Gàbhsann* assessed at Viewpoint 3 North Galston/*Gàbhsann* in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Eoropie/*Eòrapaidh*	Effects on views experienced by residents of Eoropie/*Eòrapaidh* assessed at Viewpoint 1 Butt of Lewis/*Rubha Robhanais* in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.

Settlement	Significance of effect
Habost/*Tàbost*	Effects on views experienced by residents of Habost/*Tàbost* assessed at Viewpoint 2 Cross in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Kirkibost/*Eilean Chirceaboist*	No representative viewpoint at Kirkibost/*Eilean Chirceaboist*. Nearest viewpoint is Viewpoint 29 Bosta/*Bostadh* Beach and Viewpoint 37 Callanish/*Calanais*, however these are not representative of the view experienced from the settlement of Kirkibost/*Eilean Chirceaboist*. The view north towards the Turbine Area from the linear settlement of Kirkibost/*Eilean Chirceaboist* is across the complex coastal edge of Loch Roag/*Loch Ròg* with views of the open sea available from summits of hills between islands and headlands. Sensitivity to change: High-Medium Magnitude of change: High-Medium (patchy visibility shown on ZTV corresponding to high points in the vicinity of Kirkibost/*Eilean Chirceaboist* ranging from 44 to no WTGs visible, with majority of the Turbine Area screened by intervening landform; where there are view of the open sea WTGs would occupy the full extent of the seascape horizon). Significance of effect (construction and decommissioning): Significant (Major-Moderate), adverse, short term. Significance of effect (O&M): Significant (Major-Moderate), adverse, long term.
Kneep/*Cnìp*/Valtos	Effects on views experienced by residents of Kneep/*Cnìp*/Valtos assessed at Viewpoint 31 Valtos in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Shader/*Siadar an Rubha*	Effects on views experienced by residents of Shader/*Siadar an Rubha* assessed at Viewpoint 6 Shader/*Siadar an Rubha* in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Shawbost/*Siabost* (including North, South and New Shawbost/*Siabost*)	Effects on views experienced by residents of Shawbost/*Siabost* assessed at Viewpoint 18 Shawbost/*Siabost* Core Path and Viewpoint 23 Shawbost/*Siabost* in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
South Dell/*Dail-bho-Dheas* (including North Dell and Àird Dell)	No representative viewpoint at South Dell/*Dail-bho-Dheas*. Nearest viewpoint is Viewpoint 2 Cross/*Cros*, however this is not representative of the view experienced from the settlement of South Dell/*Dail-bho-Dheas*, which is closer to the Offshore Project. North Dell/*Dail bho Thuath* and South Dell/*Dail-bho-Dheas* are found on either side of Abhainn Dhail which cuts through undulating moorland such that views towards the sea in the direction of Turbine Area are glimpsed views of a narrow band of sea. Sensitivity to change: High-Medium Magnitude of change: Medium (the ZTV shows extensive visibility of all 44 WTGs and the OSP except within the valley of Abhainn Dhail where the houses of North Dell/*Dail bho Thuath* and the eastern houses of South Dell/*Dail-bho-Dheas* are found)

Settlement	Significance of effect
	Significance of effect (construction and decommissioning): Significant (Moderate), adverse, short-term Significance of effect (operation and maintenance): Significant (Moderate), adverse, long-term
Shulishader/*Siadar an Rubha*	Effects on views experienced by residents of Shulishader/*Siadar an Rubha* assessed at Viewpoint 35 Shulishader in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.
Swainbost/*Suaineabost*	Effects on views experienced by residents of Swainbost/*Suaineabost* assessed at Viewpoint 2 Cross in **Appendix 18.2, Volume 2c** and summarised in **Table 18-20**.

Roads

18.8.5.3 An assessment of the effects of the Offshore Project on views experienced by people travelling on roads within the SLVIA study area is presented in **Table 18-22** with reference to the blade tip ZTV in **Appendix 18.6, Volume 2c** - **Figure 18.9.**

18.8.5.4 The effect on views experienced by people travelling on roads (where there is visibility) would be adverse and long-term for the duration of the Offshore Project during O&M, and reversible, as the Offshore Project would be decommissioned at the end of its operational life. The effect for construction and decommissioning would be adverse, temporary and short-term, unless otherwise stated. The magnitude of change and significance of effect for the construction and decommissioning phase are considered to be the of the same magnitude and significance as the O&M phase as described in Section 18.8.3.

Table 18-22 Assessment of effects on views experienced from roads

Road	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
A857	See assessment for Viewpoints 6, 9, 13 which provide a more detailed assessment at those locations. Viewpoint 2 and 3 are located a short distance (within 600 m from the road) such that views are representative.	Value: Medium Susceptibility: Medium Sensitivity: **Medium**	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the magnitude of change is considered to be **Medium**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* and junction with A858 (approximately 11 km) the magnitude of change is considered to be **High**. 8 km south of the junction with the A858 the magnitude of change is considered to be **High-Medium**. South of this, visibility reduces between 8-12 km from the A858 junction,	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the significance of effect is **Significant (Moderate), adverse** and **short-term**. From between South Galston and High Borve/*Borgh* and junction with A858 (approximately 11 km) the significance of effect is **Significant (Major-Moderate), adverse** and **short-term**. 8 km south of the junction with the A858 the significance of effect is **Significant (Moderate), adverse** and **short-term**. Between 8-12 km from the A858 junction the	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the magnitude of change is considered to be **Medium**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* and junction with A858 (approximately 11 km) the magnitude of change is considered to be **High**. 8 km south of the junction with the A858 the magnitude of change is considered to be **High-Medium**. South of this, visibility reduces between 8-12 km from the A858 junction,	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the significance of effect is **Significant (Moderate), adverse** and **long-term**. From between South Galston and High Borve/*Borgh* and junction with A858 (approximately 11 km) the significance of effect is **Significant (Major-Moderate), adverse** and **long-term**. 8 km south of the junction with the A858 the significance of effect is **Moderate** and **Significant (moderate), adverse** and **long-term**.

Road	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
			along this stretch the magnitude of change is considered to be **Medium**.	significance of effect is **Significant (Moderate), adverse and short-term.**	along this stretch the magnitude of change is considered to be **Medium**.	Between 8-12 km from the A858 junction the significance of effect is **Significant (Moderate), adverse** and **long-term.**
A858	See assessments for Viewpoints 17, 19 and 23. Viewpoints 20 and 37 are located a short distance from the road and are representative of views north from this road.	Value: Medium Susceptibility: Medium Sensitivity: **Medium**	From A857 junction to junction with Dalbeg/*Dhail Beag* road the magnitude of change is considered to be **High**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011, except for a small area of extensive visibility near Doune Carloway/*Càrlabhagh*, the visibility is ranges between 1-14 WTGs. The magnitude of change is considered to be **Low**. Elsewhere there is no visibility and therefore **No Change**.	From A857 junction to junction with Dalbeg/*Dhail Beag* Road the effect is **Major-Moderate** and **Significant (Major-Moderate), adverse** and **short-term**. From the Dalbeg road junction until the junction with the B8011, the effect is **Not Significant (Minor), adverse** and **short-term**. Elsewhere the effect is **No Effect**.	From A857 junction to junction with Dalbeg/*Dhail Beag* road the magnitude of change is considered to be **High**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011, except for a small area of extensive visibility near Doune Carloway/*Càrlabhagh*, the visibility is ranges between 1-14 WTGs. The magnitude of change is considered to be **Low**. Elsewhere there is no visibility and therefore **No Change**.	From A857 junction to junction with Dalbeg/*Dhail Beag* Road the effect is **Significant (Major-Moderate), adverse** and **long-term**. From the Dalbeg road junction until the junction with the B8011, the effect is **Not Significant (Minor), adverse** and **long-term**. Elsewhere the effect is **No Effect**.

Road	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
A866	See assessment for Viewpoint 35.	Value: Medium Susceptibility: Medium Sensitivity: **Medium**	Where the A866 crosses through the Eye Peninsula the magnitude of change is **Low**. Elsewhere there is no visibility and therefore **No Change**.	On the Eye Peninsula the effect is **Not Significant (Minor), adverse** and **short-term**. Elsewhere the effect is **No Effect**.	Where the A866 crosses through the Eye Peninsula the magnitude of change is **Low**. Elsewhere there is no visibility and therefore **No Change**.	On the Eye Peninsula the effect is **Minor** and **Not Significant (Minor), adverse** and **long-term**. Elsewhere the effect is **No Effect**.
B8059	n/a	Value: Medium Susceptibility: Medium Sensitivity: **Medium**	There is limited, patchy visibility along the B8059 and the Turbine Area would be visible above intervening landform. The magnitude of change is considered to **Low**.	For the B8059 the effect is **Not Significant (Minor), adverse** and **short-term**.	There is limited, patchy visibility along the B8059 and the Turbine Area would be visible above intervening landform. The magnitude of change is considered to **Low**.	For the B8059 the effect is **Not Significant (Minor), adverse** and **long-term**.
B8011	See assessment for Viewpoint 36. The viewpoint is located within a rare patch of extensive visibility on the B8011 and therefore	Value: Between junction with A858 and boundary to NSA near Loch Ròg Beag the value is Medium.	Where there is visibility on the B8011 between junction with A858 and Loch Ruadh Gheure Dubh Mhòr, and between head of Loch Ròg Beag and Meavaig the magnitude of change is considered to be **Low.** Elsewhere there is no visibility and therefore **No Change.**	The effect between junction with A858 and Loch Ruadh Gheure Dubh Mhòr is **Not Significant (Minor), adverse** and **short-term.** The effect between head of Loch Ròg Beag and Meavaig is **Not Significant (Moderate-Minor), adverse** and	Where there is visibility on the B8011 between junction with A858 and Loch Ruadh Gheure Dubh Mhòr, and between head of Loch Ròg Beag and Meavaig the magnitude of change is considered to be **Low.** Elsewhere there is no visibility and therefore **No Change.**	The effect between junction with A858 and Loch Ruadh Gheure Dubh Mhòr is **Not Significant (Minor), adverse** and **long-term.** The effect between head of Loch Ròg Beag and Meavaig is **Not Significant (Moderate-Minor), adverse** and

Road	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
	represents a worst-case view from along this road.	Within the NSA the value is High. Susceptibility: Medium Sensitivity: Outside NSA **Medium;** within NSA **High-Medium.**		**short-term.** Elsewhere there is **No Effect.**		**long-term.** Elsewhere there is **No Effect.**

Recreational Routes

18.8.5.5 An assessment of the effects of the Offshore Project on views experienced by people travelling on recreational routes within the SLVIA study area is presented in **Table 18-23** with reference to the blade tip ZTV in **Appendix 18.6, Volume 2c** - **Figure 18.9**.

18.8.5.6 The effect for all recreational routes (where there is visibility) would be adverse, permanent for the duration of the Offshore Project, long-term (35-year lifecycle) and reversible as the Offshore Project would be decommissioned at the end of its operational life. The effect for construction and decommissioning would be adverse, temporary and short-term, unless otherwise stated. The magnitude of change and significance of effect for the construction and decommissioning phase are considered to be the same as the O&M phase.

Table 18-23 Assessment of effects on views experienced from recreational routes

Recreational Route	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
Hebridean Way (also National Cycle Route 780)	See Viewpoints 1, 6, 9, 13, 17, 19, 23.	Value: The southern part of the route crosses into the NSA near Loidse Ath Linne and has a High value. Elsewhere the Value is Medium. Susceptibility: High. Sensitivity: **High** within NSA; **High-Medium** elsewhere.	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the magnitude of change is considered to be **Medium**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* on the A857, along the A858 until the junction with Dalbeg/*Dhail Beag* road the magnitude of change is considered to be **High**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011, except for a small area of extensive visibility near Doune Carloway/*Càrlabhagh*, the visibility is ranges between 1-14 WTGs. The magnitude of change is considered to be **Low**. Elsewhere there is no visibility and therefore **No Change**.	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the effect is **Significant (Moderate), adverse** and **short-term**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* on the A857, along the A858 until the junction with Dalbeg/*Dhail Beag* road the effect is **Significant (Major), adverse** and **short-term**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011 the effect is **Not Significant (Moderate-Minor), adverse** and **short-term**. Elsewhere there is no visibility and therefore **No Effect**.	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the magnitude of change is considered to be **Medium**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* on the A857, along the A858 until the junction with Dalbeg/*Dhail Beag* road the magnitude of change is considered to be **High**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011, except for a small area of extensive visibility near Doune Carloway/*Càrlabhagh*, the visibility is ranges between 1-14 WTGs. The magnitude of change is considered to be **Low**. Elsewhere there is no visibility and therefore **No Change**.	Along 13 km stretch along A857 from Port of Ness/*Port Nis* and between South Galston/*Gàbhsann* and High Borve/*Borgh* the effect is **Significant (Moderate), adverse** and **long-term**. From between South Galston/*Gàbhsann* and High Borve/*Borgh* on the A857, along the A858 until the junction with Dalbeg/*Dhail Beag* road the effect is **Significant (Major), adverse** and **long-term**. From the Dalbeg/*Dhail Beag* road junction until the junction with the B8011 the effect is **Not Significant (Moderate-Minor), adverse** and **long-term**. Elsewhere there is no visibility and therefore **No Effect**.
Timeless Way	See Viewpoints 27, 28 and 37.	Value: The southern part of the route crosses into the NSA near Loch Ròg Beag and has a High value. Elsewhere the value is Medium. Susceptibility: High Sensitivity: **High** within NSA; **High-Medium** elsewhere.	There is limited visibility along this route between Loch Mòr a' Chòcair on Rathad a'Phentland up to Garenin/*Na Gearrannan,* along the A858 and then the B8011 to Loch Ròg Beag. The magnitude of change for this stretch is considered to be **Low**. Elsewhere there no visibility and **No Change**.	The effect on the Timeless Way between Loch Mòr a' Chòcair on Rathad a'Phentland up to Garenin/*Na Gearrannan*, and along the A858 and then the B8011 to Loch Ròg Beag is **Not Significant (Moderate-Minor), adverse** and **short-term.** Elsewhere there is **No Effect**.	There is limited visibility along this route between Loch Mòr a' Chòcair on Rathad a'Phentland up to Garenin/*Na Gearrannan,* along the A858 and then the B8011 to Loch Ròg Beag. The magnitude of change for this stretch is considered to be **Low**. Elsewhere there no visibility and **No Change**.	The effect on the Timeless Way between Loch Mòr a' Chòcair on Rathad a'Phentland up to Garenin/*Na Gearrannan*, and along the A858 and then the B8011 to Loch Ròg Beag is **Not Significant (Moderate-Minor), adverse** and **long-term.** Elsewhere there is **No Effect**.
Core Path 1 Butt of Lewis/*Rubha Robhanais* West Coast Path	See Viewpoints 1, 3, 4 and 5.	Value: Medium Susceptibility: High Sensitivity: **High-Medium**	Along the northwest coast between the Butt of Lewis/*Rubha Robhanais* and South Galston/*Gàbhsann* the magnitude of change is considered to be **Medium**. Between South Galston/*Gàbhsann* and Melbost Borve/*Mealabost Borgh*	Along the northwest coast between the Butt of Lewis/*Rubha Robhanais* and South Galston/*Gàbhsann* the effect is **Significant (Moderate), adverse** and **short-term**. Between South Galston/*Gàbhsann* and Melbost Borve/*Mealabost Borgh*	Along the northwest coast between the Butt of Lewis/*Rubha Robhanais* and South Galston/*Gàbhsann* the magnitude of change is considered to be **Medium**. Between South Galston/*Gàbhsann* and Melbost Borve/*Mealabost Borgh*	Along the northwest coast between the Butt of Lewis/*Rubha Robhanais* and South Galston/*Gàbhsann* the effect is **Significant (Moderate), adverse** and **long-term**. Between South Galston/*Gàbhsann* and Melbost Borve/*Mealabost Borgh*

Recreational Route	Viewpoints located along route	Sensitivity to change	Magnitude of change (construction and decommissioning)	Significance of effect (construction and decommissioning)	Magnitude of change (operation and maintenance)	Significance of effect (operation and maintenance)
			the magnitude of change is considered to be **High**.	the effect is **Significant (Major), adverse** and **short-term**.	the magnitude of change is considered to be **High**.	the effect is **Significant (Major), adverse** and **long-term**.
Core Path 3 Na Gearrannan to Bragar/*Bhràdhag air* Coastal Path and West Side Coastal Path (which follows the same route as Core Path 3)	See Viewpoints 16, 18, 24, 25 and 27.	Value: Medium Susceptibility: High Sensitivity: **High-Medium**	The magnitude of change for the majority of the route is **High**, except at locations with reduced visibility such as Garenin/*Na Gearrannan* where it is considered to be **Low**.	The effect for the majority of the route is **Significant (Major), adverse** and **short-term**, except at locations with reduced visibility such as Garenin/*Na Gearrannan* where it is considered to be **Not Significant (Moderate-Minor), adverse** and **short-term**.	The magnitude of change for the majority of the route is **High**, except at locations with reduced visibility such as Garenin/*Na Gearrannan* where it is considered to be **Low**.	The effect for the majority of the route is **Significant (Major), adverse** and **long-term**, except at locations with reduced visibility such as Garenin/*Na Gearrannan* where it is considered to be **Not Significant (Moderate-Minor), adverse** and **long-term**.
Core Path 5 Great Bernera/*Beàrnaraigh Mòr* Circular Route	See Viewpoint 29.	Value: the western part of the route is located within the NSA equating to a High value. As the landscape is not noticeably different across Great Bernera/*Beàrnaraigh Mòr*, the value for the entirety of the route is considered to be High. Susceptibility: High Sensitivity: **High**	There is visibility across the northern part of the route near Bosta/*Bostadh* where the magnitude of change is considered to be **High-Medium**. Elsewhere there very limited or no visibility equating to a **Low** magnitude of change.	The effect across the northern part of the route near Bosta/*Bostadh* is **Significant (Major), adverse** and **short-term**. Elsewhere the effect is **Not Significant (Moderate-Minor), adverse** and **short-term**.	There is visibility across the northern part of the route near Bosta/*Bostadh* where the magnitude of change is considered to be **High-Medium**. Elsewhere there very limited or no visibility equating to a **Low** magnitude of change.	The effect across the northern part of the route near Bosta/*Bostadh* is **Significant (Major), adverse** and **long-term**. Elsewhere the effect is **Not Significant (Moderate-Minor), adverse** and **long-term**.
Barvas/*Barabhas* and Brue/*Brù* walking route	See Viewpoints 8. 10 and 11.	Value: Medium Susceptibility: High Sensitivity: **High-Medium**	There is extensive visibility along the majority of this route. The magnitude of change is considered to be **High.**	The effect for the Barvas/*Barabhas* and Brue/*Brù* walking route is **Significant (Major), adverse** and **short-term.**	There is extensive visibility along the majority of this route. The magnitude of change is considered to be **High.**	The effect for the Barvas/*Barabhas* and Brue/*Brù* walking route is **Significant (Major), adverse** and **long-term.**

18.9 ASSESSMENT OF EFFECTS ON COASTAL CHARACTER

18.9.1 Introduction

18.9.1.1 The Offshore Project will have effects on coastal character during the construction and decommissioning phases and the O&M phase (as indicated in **Table 18-5**). An overview of baseline coastal character is provided in Section 18.6.2. A full description of the baseline conditions for each regional CCA is presented together with assessment of effects of the Offshore Project on the coastal character of each CCA in **Appendix 18.3, Volume 2c** and is summarised in Section 18.9.2 of this chapter as follows.

18.9.2 Summary Assessment of Effects on Coastal Character

18.9.2.1 A summary of the effects of the Offshore Project on coastal character during construction and decommissioning, and during O&M, is set out in **Table 18-24** for each regional CCA.

Table 18-24 Summary of assessment of effects on coastal character

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (Construction & Decommissioning)	Significance of Effect (Construction & Decommissioning)	Magnitude of Change (Operation & Maintenance)	Significance of Effect (Operation & Maintenance)
CCA1 Butt of Lewis/*Rubha Robhanais* Gently Sloping Crofting LCT (317)	19.8 km	**Medium** Value: Medium Susceptibility: Medium	**Medium-low** along the coastal edge between the Butt of Lewis/*Rubha Robhanais* and the headland at Roinn a' Roidh; and **No change** along the north coast of the CCA between Butt of Lewis/*Rubha Robhanais* and Port of Ness/*Port Nis*.	**Not Significant (Moderate-Minor)** adverse and short-term along the coastal edge between the Butt of Lewis/*Rubha Robhanais* and the headland at Roinn a' Roidh; and **Not Significant (none)**, neutral, short-term and temporary along the north coast of the CCA between Butt of Lewis/*Rubha Robhanais* and Port of Ness/*Port Nis*.	**Medium-low** along the coastal edge between the Butt of Lewis/*Rubha Robhanais* and the headland at Roinn a' Roidh; and **No change** along the north coast of the CCA between Butt of Lewis/*Rubha Robhanais* and Port of Ness/*Port Nis*.	**Not Significant (Moderate-Minor)** adverse and long-term along the coastal edge between the Butt of Lewis/*Rubha Robhanais* and the headland at Roinn a' Roidh; and **Not Significant (none)**, neutral, long-term and temporary along the north coast of the CCA between Butt of Lewis/*Rubha Robhanais* and Port of Ness/*Port Nis*.
CCA2 Eoropie/ *Eòrapaidh* Gently Sloping Crofting LCT (317) Machair LCT (321)	15.4 km	**High-medium** Value: Medium Susceptibility: High	**Medium** along the coastal edge and immediate hinterland of the CCA between Eoropie/*Eòrapaidh* and Tràigh Chrois; reducing to **Medium-low** with restricted visibility further inland into the Gently Sloping Crofting LCT (317) at Ness/*Nis* around the crofting areas of Habost/*Tàbost*, Swainbost/*Suaineabost* and Cross/*Cros*.	**Significant (Moderate)** adverse and short-term along the coastal edge and immediate hinterland of the CCA between Eoropie and Tràigh Chrois; including the area of Machair LCT (321) at Europie; reducing to **Not Significant (Moderate-minor)** with restricted visibility further inland into the Gently Sloping Crofting LCT (317) at Nis around the crofting areas of Habost/*Tàbost*, Swainbost/*Suaineabost* and Cross/*Cros*.	**Medium** along the coastal edge and immediate hinterland of the CCA between Eoropie/*Eòrapaidh* and Tràigh Chrois; reducing to **Medium-low** with restricted visibility further inland into the Gently Sloping Crofting LCT (317) at Ness/*Nis* around the crofting areas of Habost/*Tàbost*, Swainbost/*Suaineabost* and Cross/*Cros*.	**Significant (Moderate)** adverse and long-term along the coastal edge and immediate hinterland of the CCA between Eoropie/*Eòrapaidh* and Tràigh Chrois; including the area of Machair LCT (321) at Europie/*Eòrapaidh*; reducing to **Not Significant (Moderate-minor)** with restricted visibility further inland into the Gently Sloping Crofting LCT (317) at Ness/*Nis* around the crofting areas of Habost/*Tàbost*, Swainbost/*Suaineabost* and Cross/*Cros*.
CCA3 Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* low rocky coast Gently Sloping Crofting LCT (317) Boggy Moorland LCT (322)	7.2 km	**Medium** Value: Medium Susceptibility: Medium	**High** along its coastal edge and hinterland formed by Gently Sloping Crofting LCT (317) and Boggy Moorland LCT (322); reducing to **Medium-low** within localised areas with restricted visibility, such as at Borve/*Borgh* and South Galston/*Gàbhsann* where landform partially screens views of the Offshore Project.	**Significant (Major-moderate)** adverse and short-term along its coastal edge and hinterland formed by Gently Sloping Crofting LCT (317) and Boggy Moorland LCT (322); reducing to **Not Significant (Moderate-Minor)** within localised areas with restricted visibility, such as at Borve/*Borgh* and South Galston/*Gàbhsann* where landform partially screens views of the Offshore Project.	**High** along its coastal edge and hinterland formed by Gently Sloping Crofting LCT (317) and Boggy Moorland LCT (322); reducing to **Medium-low** within localised areas with restricted visibility, such as at Borve and South Galston/*Gàbhsann* where landform partially screens views of the Offshore Project.	**Significant (Major-moderate)** adverse and long-term along its coastal edge and hinterland formed by Gently Sloping Crofting LCT (317) and Boggy Moorland LCT (322); reducing to **Not Significant (Moderate-Minor)** within localised areas with restricted visibility, such as at Borve/*Borgh* and South Galston/*Gàbhsann* where landform partially screens views of the Offshore Project.
CCA4 Barvas/ *Barabhas* Sands and Àird Bharabhais	7.0 km	**High-medium** Value: Medium	**High** along its coastal edge and hinterland formed by Machair LCT (321), Gently Sloping Crofting (317) and Boggy Moorland (322); reducing to **Medium-low** within localised areas with restricted visibility, such as	**Significant (Major)** adverse and short-term along its coastal edge and hinterland formed by Machair LCT (321), Gently Sloping Crofting	**High** along its coastal edge and hinterland formed by Machair LCT (321), Gently Sloping Crofting (317) and Boggy Moorland (322); reducing	**Significant (Major)** adverse and long-term along its coastal edge and hinterland formed by Machair LCT (321), Gently Sloping Crofting

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (Construction & Decommissioning)	Significance of Effect (Construction & Decommissioning)	Magnitude of Change (Operation & Maintenance)	Significance of Effect (Operation & Maintenance)
Gently Sloping Crofting LCT (317) Machair LCT (321) Boggy Moorland LCT (322)		Susceptibility: High	between Brue/*Brù* and Lower Barvas/*Barabhas*, where landform partially screens views of the Offshore Project.	(317) and Boggy Moorland (322); reducing to **Not Significant (Moderate)** within localised areas with restricted visibility, such as between Brue/*Brù* and Lower Barvas/*Barabhas* where landform partially screens views of the Offshore Project.	to **Medium-low** within localised areas with restricted visibility, such as between Brue/*Brù* and Lower Barvas/*Barabhas*, where landform partially screens views of the Offshore Project.	(317) and Boggy Moorland (322); reducing to **Not Significant (Moderate)** within localised areas with restricted visibility, such as between Brue/*Brù* and Lower Barvas/*Barabhas* where landform partially screens views of the Offshore Project.
CCA5 Bragar/*Bhràdhagair* and Port Arnol/À*rnoil* 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**High** along its coastal edge and hinterland formed by Linear Crofting (318) and Boggy Moorland (322) in places extending the coast.	**Significant (Major)** adverse and short-term along its coastal edge and hinterland formed by Linear Crofting LCT (318) and Boggy Moorland (322) in places extending the coast.	**High** along its coastal edge and hinterland formed by Linear Crofting (318) and Boggy Moorland (322) in places extending the coast.	**Significant (Major)** adverse and long-term along its coastal edge and hinterland formed by Linear Crofting LCT (318) and Boggy Moorland (322) in places extending the coast.
CCA6 Loch Shiaboist 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**High** along its coastal edge and hinterland formed by Linear Crofting (318) and transitioning to Rocky Moorland (323) to the south.	**Significant (Major)** adverse and short-term along its coastal edge and hinterland formed mainly by Linear Crofting LCT (318) and transitioning to Rocky Moorland LCT (323) to the south.	**High** along its coastal edge and hinterland formed by Linear Crofting (318) and transitioning to Rocky Moorland (323) to the south.	**Significant (Major)** adverse and long-term along its coastal edge and hinterland formed mainly by Linear Crofting LCT (318) and transitioning to Rocky Moorland LCT (323) to the south.
CCA7 Dalbeg/*Dhail Beag* and *Dalmore/Dail Mhor* coast to Aird Laimishader/*Àird Laimisiadair* 323 – Rocky Moorland 318 – Linear Crofting	6.0 km	**High** Value: High Susceptibility: High	**High** along the rocky coastline and enclosed bays at the coastal edge, existing along the coastal extremities of Linear Crofting (LCT 318) perpendicular to the coast and elevated areas of Rocky Moorland (LCT 323) hinterland.	**Significant (Major)** adverse and short-term along its coastal edge and hinterland formed mainly by Linear Crofting LCT (318) and transitioning to Rocky Moorland LCT (323) to the south.	**High** along the rocky coastline and enclosed bays at the coastal edge, existing along the coastal extremities of Linear Crofting (LCT 318) perpendicular to the coast and elevated areas of Rocky Moorland (LCT 323) hinterland.	**Significant (Major)** adverse and long-term along its coastal edge and hinterland formed mainly by Linear Crofting LCT (318) and transitioning to Rocky Moorland LCT (323) to the south.
CCA8 Loch Carloway 323 – Rocky Moorland	8.4 km	**Medium** Value: High Susceptibility: Low	**Negligible** due to restricted, intermittent visibility from rocky hinterland Loch Carloway and no visibility from the coastal edge or waters of Loch Carloway, due to containment by landform and the aspect of Loch Carloway facing to the west.	**Not Significant (Minor)** neutral and short-term	**Negligible** due to restricted, intermittent visibility from rocky hinterland Loch Carloway and no visibility from the coastal edge or waters of Loch Carloway, due to containment by landform and the aspect of Loch Carloway facing to the west.	**Not Significant (Minor)** neutral and long-term

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (Construction & Decommissioning)	Significance of Effect (Construction & Decommissioning)	Magnitude of Change (Operation & Maintenance)	Significance of Effect (Operation & Maintenance)
CCA9 Easter Loch Ròg An Ear 323 – Rocky Moorland	9.7 km	**Medium** Value: High Susceptibility: Low	**Negligible** due to restricted, intermittent visibility, limited to 1-7 turbines from some west facing coastlines and rocky hinterland, which are oblique to the Offshore Project, interspersed with majority of coast with no visibility due to containment by landform and the aspect of Loch Ròg An Ear.	**Not Significant (Minor)** adverse and short-term.	**Negligible** due to restricted, intermittent visibility, limited to 1-7 turbines from some west facing coastlines and rocky hinterland, which are oblique to the Offshore Project, interspersed with majority of coast with no visibility due to containment by landform and the aspect of Loch Ròg An Ear.	**Not Significant (Minor)** adverse and long-term.
CCA10 Inner Loch Ròg An Ear and Loch Hulabhaig 323 – Rocky Moorland 318 – Linear Crofting	13.9 km	**High-medium** Value: High Susceptibility: Medium	**Low** due to visibility being contained by landform, intervening islands and rocky terrain and visual containment of Inner Loch Ròg An Ear and Loch Hulabhaig. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts of the CCA, with rotors/blade tips between depressions in the landform, removed from the coastal context.	**Not Significant (Moderate-minor)** adverse and short-term.	**Low** due to visibility being contained by landform, intervening islands and rocky terrain and visual containment of Inner Loch Ròg An Ear and Loch Hulabhaig. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts of the CCA, with rotors/blade tips between depressions in the landform, removed from the coastal context.	**Not Significant (Moderate-minor)** adverse and long-term.
CCA11 Bernera Islands 324 – Cnoc and Lochan 319 – Dispersed Crofting	7.9 km	**High** Value: High Susceptibility: High	**Medium** along the northern coastal edges and more elevated hinterland areas of the Cnoc and Lochan LCT (324); reducing to **Low** from the Loch Rog An Ear coastline, where views are restricted by the intervening headland and terrain; and **Negligible** on the western side of Great Bernera/*Beàrnaraigh Mòr* where there is little to no visibility of the Offshore Project.	**Significant (Major-moderate)**, adverse and short-term along the northern coastal edges and more elevated hinterland areas of the Cnoc and Lochan LCT (324); reducing to **Not Significant (Moderate**), adverse and short-term from the Loch Rog An Ear coastline, where views of the Offshore Project are restricted by the intervening headland and terrain; and **Not Significant (Minor)**, neutral and short-term on the western side of Great Bernera/*Beàrnaraigh Mòr* where there is little to no visibility of the Offshore Project.	**Medium** along the northern coastal edges and more elevated hinterland areas of the Cnoc and Lochan LCT (324); reducing to **Low** from the Loch Rog An Ear coastline, where views are restricted by the intervening headland and terrain; and **Negligible** on the western side of Great Bernera/*Beàrnaraigh Mòr* where there is little to no visibility of the Offshore Project.	**Significant (Major-moderate)**, adverse and long-term along the northern coastal edges and more elevated hinterland areas of the Cnoc and Lochan LCT (324); reducing to **Not Significant (Moderate**), adverse and long-term from the Loch Rog An Ear coastline, where views of the Offshore Project are restricted by the intervening headland and terrain; and **Not Significant (Minor)**, neutral and long-term on the western side of Great Bernera/*Beàrnaraigh Mòr* where there is little to no visibility of the Offshore Project.

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (Construction & Decommissioning)	Significance of Effect (Construction & Decommissioning)	Magnitude of Change (Operation & Maintenance)	Significance of Effect (Operation & Maintenance)
CCA12 Loch *Ròg* Beag 323 – Rocky Moorland	19.2 km	**High-medium** Value: High Susceptibility: Medium	**Negligible** due to limited theoretical visibility of 1-7 WTGs at the head of the loch and western coastline but almost all of the coastline and water of Loch Ròg Beag affords no visibility of the Offshore Project.	**Not Significant (Minor**), neutral and short-term.	**Negligible** due to limited theoretical visibility of 1-7 WTGs at the head of the loch and western coastline but almost all of the coastline and water of Loch Ròg Beag affords no visibility of the Offshore Project.	**Not Significant (Minor**), neutral and long-term.
CCA13 Loch *Ròg* 323 – Rocky Moorland	16.5 km	**High-medium** Value: High Susceptibility: Medium	**Low** due to visibility being contained by landform, intervening islands and rocky terrain and visual containment of Loch Ròg/*Loch Ròg*. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts of the CCA, with rotors/blade tips between depressions in the landform, removed from the coastal context.	**Not Significant (Moderate-minor)** adverse and short-term.	**Low** due to visibility being contained by landform, intervening islands and rocky terrain and visual containment of Loch Ròg/*Loch Ròg*. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts of the CCA, with rotors/blade tips between depressions in the landform, removed from the coastal context.	**Not Significant (Moderate-minor)** adverse and long-term.
CCA14 An Caolas including Reef Beach and Cliff Beach/*Camas na Clibhe* 324 – Cnoc and Lochan 321 - Machair 319 – Dispersed Crofting	13.4 km	**High** Value: High Susceptibility: High	**High-medium** on character of Reef Beach and its Machair LCT (321) hinterland; reducing to **Medium** from elevated hinterland areas of Cnoc and Lochan (LCT 324) such as elevated areas around Camas na Clibhe (near Cliff/*Cliobh*) and areas of Dispersed Crofting LCT (319) (such as around Valtos/Kneep/*Cnìp*). **Low** from beach level at Camas na Clibhe beach and contained areas of the coastal edge along Caolas Phabaigh, which are contained by Pabaigh Mor/Bhacasaigh islands.	**Significant (Major)**, adverse and short-term effect on character of Reef Beach and its Machair LCT (321) hinterland; **Significant (Major-moderate)** from elevated hinterland areas of Cnoc and Lochan (LCT 324) such as elevated areas around Camas na Clibhe (near Cliff/*Cliobh*) and the areas of Dispersed Crofting LCT (319) (such as around Valtos/Kneep); only becoming **Not Significant (Moderate-minor)** from beach level at Camas na Clibhe beach and from contained areas of the coastal edge along Caolas Phabaigh.	**High-medium** on character of Reef Beach and its Machair LCT (321) hinterland; reducing to **Medium** from elevated hinterland areas of Cnoc and Lochan (LCT 324) such as elevated areas around Camas na Clibhe (near Cliff/*Cliobh*) and areas of Dispersed Crofting LCT (319) (such as around Valtos/Kneep/*Cnìp*). **Low** from beach level at Camas na Clibhe beach and contained areas of the coastal edge along Caolas Phabaigh, which are contained by Pabaigh Mor/Bhacasaigh islands.	**Significant (Major)**, adverse and long-term effect on character of Reef Beach and its Machair LCT (321) hinterland; **Significant (Major-moderate)** from elevated hinterland areas of Cnoc and Lochan (LCT 324) such as elevated areas around Camas na Clibhe (near Cliff/*Cliobh*) and the areas of Dispersed Crofting LCT (319) (such as around Valtos/Kneep); only becoming **Not Significant (Moderate-minor)** from beach level at Camas na Clibhe beach and from contained areas of the coastal edge along Caolas Phabaigh.
CCA15 Gallan Head/*Gallan Beag* 323 – Rocky Moorland 322 – Boggy Moorland 318 – Linear Crofting	14.1 km	**High** Value: High Susceptibility: High	**High-medium** around the coastline of Gallan Head/*Àird Uig* and Rubha Mor; reducing to **Negligible** to the south of Gallan Beag from the coastal edge along the western side of Gallan Head/*Àird Uig*, extending south to Tràigh Uige.	**Significant (Major)** adverse and short-term around the coastline of Gallan Head/*Àird Uig* and Rubha Mor; reducing to **Not Significant (Minor)**, neutral and short-term to the south of Gallan Beag from the coastal edge along the western side of Gallan Head/*Àird Uig*, extending south to Tràigh Uige.	**High-medium** around the coastline of Gallan Head/*Àird Uig* and Rubha Mor; reducing to **Negligible** to the south of Gallan Beag from the coastal edge along the western side of Gallan Head/*Àird Uig*, extending south to Tràigh Uige.	**Significant (Major)** adverse and long-term around the coastline of Gallan Head/*Àird Uig* and Rubha Mor; reducing to **Not Significant (Minor)**, neutral and long-term to the south of Gallan Beag from the coastal edge along the western side of Gallan Head/*Àird Uig*, extending south to Tràigh Uige.

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (Construction & Decommissioning)	Significance of Effect (Construction & Decommissioning)	Magnitude of Change (Operation & Maintenance)	Significance of Effect (Operation & Maintenance)
CCA16 *Tràigh Uige* and *Camas Uig* 321 - Machair 319 – Dispersed Crofting	18.9 km	**Medium** Value: High Susceptibility: Low	**Negligible** due to limited theoretical visibility of restricted number of WTGs (1-7) from coastal edge near Carnish, however almost all of the coastal edge and hinterland has no visibility of the Offshore Project due to the containment by intervening landform.	**Not Significant (Minor)** adverse and short-term	**Negligible** due to limited theoretical visibility of restricted number of WTGs (1-7) from coastal edge near Carnish, however almost all of the coastal edge and hinterland has no visibility of the Offshore Project due to the containment by intervening landform.	**Not Significant (Minor)** adverse and long-term
CCA17 Mangersta/ *Mangurstadh* Head 323 – Rocky Moorland 321 - Machair	20.9 km	**High** Value: High Susceptibility: High	**Medium** magnitude of change to the character of the CCA; reducing to low to the south of Àird Mhòr Mhangarstaidh from the coastal edge along the western side of Mangersta/*Mangurstadh* Head, extending south to Àird Feinis.	**Significant (Major-moderate)** adverse and short-term along the coastal edge of Mangersta Head; reducing to **Not Significant (Moderate-minor)**, neutral and short-term from the western side of Mangersta/*Mangurstadh* Head, extending south to Àird Feinis.	**Medium** magnitude of change to the character of the CCA; reducing to low to the south of Àird Mhòr Mhangarstaidh from the coastal edge along the western side of Mangersta/*Mangurstadh* Head, extending south to Àird Feinis.	**Significant (Major-moderate)** adverse and long-term along the coastal edge of Mangersta/*Mangurstadh* Head; reducing to **Not Significant (Moderate-minor)**, neutral and long-term from the western side of Mangersta Head, extending south to Àird Feinis.

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18.9.2.2 Regional CCAs have been defined along the relevant section of coastline in the SLVIA study area between the Butt of Lewis/*Rubha Robhanais* and Mangersta/*Mangurstadh* Head (**Appendix 18.6, Volume 2c - Figure 18.4**) and form the baseline coastal characterisation for the SLVIA. These 17 CCAs have been mapped together with the blade tip ZTV (**Appendix 18.6, Volume 2c - Figure 18.10**), which has been used to inform the assessment of effects, together with assessments from representative coastal viewpoints (**Appendix 18.2, Volume 2c** and **Table 18-20**), visual representations from these viewpoints (**Appendix 18.6, Volume 2c - Figure 18.24** to **Figure 18.65**) and site surveys.

18.9.2.3 The coastal character assessment has identified regional differences in coastal character on the west coast of the Isle of Lewis/*Eilean Leòdhais*, with a transition from the low rocky coast to the north between the Butt of Lewis/*Rubha Robhanais* and Shawbost/*Siabost*, with its linear, simple and exposed coast backed by crofting and boggy moorland (CCA1 to CCA6); to a low rocky coast between Shawbost/*Siabost* and Carloway/*Càrlabhagh* with distinct enclosed bays (such as *Dalmore/Dail Mhor* and Dalbeg/*Dail Beag*) and a more rugged, mountainous backdrop (CCA7 to CCA8). The character of the coast changes further moving into NSA, with its more indented, fragmented and contained coastline with sounds, islands and mountainous setting of the Isle of Harris/*Na Hearadh*, and distinct 'cnoc and lochan' landscape, within and around Loch Rog an Ear, Great Bernera/*Beàrnaraigh Mòr*, Loch Roag/*Loch Ròg*and An Caolos (CCA9 to CCA14); and exposed headlands of rocky, indented high cliffs around Gallan Head/*Àird Uig* (CCA15) and Mangersta/*Mangurstadh* Head (CCA17).

18.9.2.4 Open, expansive views of the seascape of the Atlantic occur from much of the west coast of the Isle of Lewis/*Eilean Leòdhais*, which is generally highly exposed to the Atlantic at the edge of the British Isles, however views become more contained by intervening landform and islands within and around Loch Rog an Ear, the southern part of Great Bernera/*Beàrnaraigh Mòr*, Loch Roag/*Loch Ròg* and An Caolos (CCA9 to CCA14), where views to the open sea are often restricted by landform and islands, providing focal points and visual containment. Much of the Isle of Lewis/*Eilean Leòdhais* coastline also has a strong sense of remoteness, given its island character and position in the Outer Hebrides/*Na h-Eileanan Siar*, however this remoteness is more evident in the NSA, due to the sparser settlement, rocky terrain, uninhabited islands, mountains and rocky moorland landscapes in the Isle of Harris/*Na Hearadh*; compared to the coastline to the north which has a strong of crofting settlement along the coast and flat plateau of boggy moorland in its hinterland.

18.9.2.5 The sensitivity of the coastal character to change is generally assessed as being High-medium for coastline to the north, between the Butt of Lewis/*Rubha Robhanais* and Shawbost/*Siabost* (CCA1 to CCA6), reflecting the medium value of the coast and its high susceptibility to changes associated with the Offshore Project. The sensitivity is moderated to some degree because the Offshore Project will not physically change the coast or its physical landscape elements, instead, changing the visual/perceptual aspects of coastal character in seaward views. Sensitivity of this coastline to the north is also moderated by the relatively simple, linear coastal edge, and large scale of the

seascape, with its exposure to Atlantic swells and winds, with which the Offshore Project could relate.

18.9.2.6 The sensitivity of the coastal character to change is assessed as increasing to high sensitivity along the distinctive Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor* coast (between Shawbost/*Siabost* and Aird Laimisiadair) (CCA7). This CCA is not located within a designated landscape, so is not afforded formal recognition for its value, however it is considered to form a regionally distinctive coastline of rocky, indented cliffs with distinctive coves at Dalbeg/*Dail Beag*, *Dalmore/Dail Mhor* and Garenin/*Na Gearrannan*, with sandy beaches contained by headlands and backed by a hinterland of rocky moorland and some dispersed crofting, with lesser influence than the coastline further north. The position and orientation of this stretch of coastline have a relatively direct relationship with the Offshore Project, which is immediately offshore to the north of this CCA, and the framed views from the beaches at Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor* out to the sea between the enclosing rocky headlands are highly sensitive to changes associated with the Offshore Project.

18.9.2.7 Moving further south, the coastal character of CCAs located within the NSA are commonly assessed as having a high value, given the national recognition of this designation, which includes its valued coastal landscapes, relatively rare landscapes such as the distinctive Cnoc and Lochan LCT (324) and the experience of special qualities that can be gained from the coastline. These special qualities include its '*sea views enclosed by narrow frame of rock, beach or bay'*; *'panoramas over peninsulas, islands, islets and skerries to distant shores'*; '*intricate arrangement of islands, promontories and bays'*; as well as a remoteness and frontier quality, which affords a sense of being at the '*very edge of Europe*'. The susceptibility of CCAs within the NSA varies depending on the relationship of each CCA with the Offshore Project. CCAs within the inner areas of Loch Rog an Ear, Loch Hulabhais, Loch Roag/*Loch Ròg* and Loch Beag (CCA9, CCA10, CCA12 and CCA13) have a less direct relationship with the open seascape, with enclosure afforded by the complex landform and containment by rugged headlands and small islands, which limits sea views and moderates the susceptibility to external changes, particularly from more enclosed areas to the south. On balance, these CCAs (CCA9, CCA10, CCA12 and CCA13) that are more enclosed, have a less direct association with the open seascape and may be subject to changes of a more 'external' influence, are assessed as having a High-medium sensitivity to change.

18.9.2.8 The susceptibility of CCAs within the NSA increases to high where the coast has a more direct association with the open seascape to the north, such as from the northern edges of the coastlines of Great Bernera/*Beàrnaraigh Mòr* (CCA11) and An Caolas (CCA14) that have a strong association with the seascapes of the Atlantic to the north, such that the beaches, indented rocky headlands/islands and distinct Cnoc and Lochan LCT (324) hinterland are susceptible to changes occurring in the open seascape. The susceptibility is assessed as similarly high from the exposed headlands of rocky, indented high cliffs around Gallan Head/*Àird Uig* (CCA15) and Mangersta/*Mangurstadh* Head (CCA17), which have a direct association with the Atlantic, being open and exposed, they have a high susceptibility to changes resulting from the Offshore Project in

seaward views in an otherwise largely empty seascape. On balance, these CCAs that have a greater degree of exposure to the potential changes arising from the Offshore Project (CCA11, CCA14, CCA15 and CCA17) are assessed as having a high sensitivity to change.

18.9.2.9 The magnitude of change and significance of effects of the Offshore Project on coastal character are assessed during construction and decommissioning, and during operation and maintenance for each CCA in detail in **Appendix 18.3, Volume 2c** and these are summarised in **Table 18-24** and as follows in Sections 18.9.3 and 18.9.4.

18.9.3 Summary of Effects during construction and decommissioning

18.9.3.1 Construction and decommissioning phase effects on coastal character will occur as a result of the construction and decommissioning activities, including the presence of jack-up vessels and/or heavy lift vessels during the construction and decommissioning phase for the installation and decommissioning of foundations substructures and WTGs; wind farm service vessels and accommodation vessels; and partially constructed offshore elements; all of which may combine to alter the perceived character of the coast through visibility of the these activities.

18.9.3.2 During the construction and decommissioning phases, the influence of the Offshore Project on coastal character will be greatest towards the end of the construction phase, when there is likely to be a mix of constructed and partially constructed WTGs/jacket foundations present in the sea off the west coast of the Isle of Lewis/*Eilean Leòdhais*, together with large WTG installation vessels (such as jack up installation vessels) and other vessels being used for other offshore construction and decommissioning activities (such as cable laying, drilling and support vessels). Open seaward views from the west coast of the Isle of Lewis/*Eilean Leòdhais* will be partially changed through the introduction of the construction and decommissioning works within the Array Area, which will introduce man-made elements and activities in seaward views. The large scale and modern technology of such structures and vessels will contrast with the strong sense of naturalness and remoteness experienced from the coastline.

18.9.3.3 The physical characteristics of the coast will however remain unchanged. The construction and decommissioning of the Offshore Project may only result in changes to the visual aspects of perceived character. The influence of the construction and decommissioning of the Offshore Project on coastal character is also moderated by its separation from parts of the coast. Although 6 km from the closest point of the Isle of Lewis/*Eilean Leòdhais*, the Turbine Area is approximately 20 km from the Butt of Lewis/*Rubha Robhanais* to the north and Mangersta/*Mangurstadh* Head to the south. The expansive, large-scale seascape in which the Offshore Project will be located also contributes to moderating the magnitude of change on the character of parts of the coast, and long-distance open sea views will remain without offshore wind farm construction influences outside the Turbine Area, particularly from CCAs at greater distance, where the lateral spread of WTGs is narrower in offshore views and the apparent scale of the WTGs reduces with increased

distance. The sense of exposure, naturalness and remoteness of the coastal character will fundamentally continue to be experienced despite the presence of the Offshore Project.

18.9.3.4 The magnitude of change resulting from the construction and decommissioning of the Offshore Project and its significance of effects on coastal character varies according to the extent to which the Offshore Project will change, perceptually, the characteristics and qualities of the coastal character. This varies depending on the seascape context and its scale; the amount of the Offshore Project that will be visible; the distance between the coast and the Turbine Area; and the extent of change, which may be localised, or occurring over wide areas. Broadly, the change arising from the Offshore Project on perceived coastal character occurs from areas with theoretical visibility of the Turbine Area (**Appendix 18.6, Volume 2c - Figure 18.10**) concentrated along the west coast of the Isle of Lewis/*Eilean Leòdhais*, between the Butt of Lewis/*Rubha Robhanais* in the north and Magersta/*Mangurstadh* Head in the south/southwest, along the Atlantic coastline of the Isle of Lewis/*Eilean Leòdhais*.

18.9.3.5 The effects arising as a result of the construction and decommissioning of the Offshore Project are assessed as being of the same magnitude and significance on all coastal character receptors as those arising due to their operation and maintenance as summarised below and in **Table 18-24**. Construction and decommissioning phase effects are described in full in **Appendix 18.3, Volume 2c** and differ primarily as the effects will be short-term and temporary, during the length of the construction and decommissioning phase, and due to some variation in appearance of the these activities, compared to the operational and maintenance phase, mainly due to the influence of offshore jack-up installation vessels and WTG installation, that will not be present during the operational phase. For all coastal character receptors, these impacts during construction are assessed to be of no greater magnitude and effects of no greater significance than the effects assessed during operation and maintenance, which are summarised further below.

18.9.4 Summary of Effects during operation and maintenance

Overview

18.9.4.1 The O&M of the Offshore Project will introduce an array of modern man-made elements within seaward views from the west coast of the Isle of Lewis/*Eilean Leòdhais*, approximately 6-7 km from the closest portion of coastline, but at greater distances of around 20 km from the Butt of Lewis/*Rubha Robhanais* to the north and Mangersta/*Mangurstadh* Head to the south. The large apparent (vertical) scale and lateral spread of the Turbine Area, and modern 'technological' appearance of the WTGs, will occupy a substantial portion of the panorama of seascape from the closest coastline, and contrast with the strong sense of naturalness and remoteness experienced. The operation and maintenance of the Offshore Project will also affect a diversity of coastal characteristics experienced along the western seaboard of the Isle of Lewis/*Eilean Leòdhais*, ranging from the low rocky coast, small-scale traditional crofting, indented enclosed bays, sandy Hebridean beaches, rugged cnoc and lochan islands and hinterland, and remote High-medium cliffs backed by

steep rugged mountains in the south of the Isle of Lewis/*Eilean Leòdhais* and the north of the Isle of Harris/*Na Hearadh*.

18.9.4.2 The physical characteristics of the coast will however remain unchanged. The construction and decommissioning of the Offshore Project may only result in changes to the visual aspects of perceived character. The influence of the operation and maintenance of the Offshore Project on coastal character is also moderated by its separation from parts of the coast and the expansive, large-scale seascape in which the Offshore Project will be located also contributes to moderating the magnitude of change on the character of parts of the coast. Long-distance open sea views will remain without offshore wind farm influences outside the Turbine Area, particularly from CCAs at greater distance, where the lateral spread of WTGs is narrower in offshore views and the apparent scale of the WTGs reduces with increased distance. The sense of exposure, naturalness and remoteness of the coastal character will also fundamentally continue to be experienced despite the presence of the Offshore Project.

18.9.4.3 The magnitude of change resulting from the operation and maintenance of the Offshore Project and its significance of effects on coastal character varies according to the extent to which the Offshore Project will change, perceptually, the characteristics and qualities of the coastal character. This varies depending on the seascape context and its scale; the amount of the Offshore Project that will be visible; the distance between the coast and the Turbine Area; and the extent of change, which may be localised, or occurring over wide areas. Broadly, the change arising from the Offshore Project on perceived coastal character occurs from areas with theoretical visibility of the Turbine Area (**Appendix 18.6, Volume 2c - Figure 18.10**) concentrated along the west coast of the Isle of Lewis/*Eilean Leòdhais*, between the Butt of Lewis/*Rubha Robhanais* in the north and Magersta/*Mangurstadh* Head in the south/south-west, along the Atlantic coastline of the Isle of Lewis/*Eilean Leòdhais*.

CCA1 - Butt of Lewis/*Rubha Robhanais* and CCA2 - Eorpie/*Eòrapaidh*

18.9.4.4 The operation and maintenance of the Offshore Project is assessed as resulting in a medium magnitude of change and **Not Significant (Moderate-minor)** adverse and long-term effect on the coastal character of the Butt of Lewis/*Rubha Robhanais* (CCA1), given the distance, scale and contained spread of the Turbine Area, and that the open seaward views to the west and north across the Atlantic will remain without offshore wind farm construction influences. There will also be no visibility from the north coast to the east of the Butt of Lewis/*Rubha Robhanais*. The effect is assessed as increasing to a **Significant (Moderate)** adverse and long-term effect to the south of the Butt of Lewis/*Rubha Robhanais* from CCA2: Europie/*Eòrapaidh*, where the scale and layout of the Turbine Area and appearance of the WTGs will contrast with the strong sense of naturalness and remoteness gained from the long Hebridean beaches of the CCA (such as Europie/*Eòrapaidh*) and may contrast with the small-scale, traditional crofting character in its hinterland.

CCA3 - Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* to CCA6 - Loch Shiabost

18.9.4.5 To the south of Europie/*Eòrapaidh*, CCA3 to CCA6 form an extensive low rocky coastline, rising to cliffs in places, backed by a flat plateau of moorland behind the coastal fringe of crofting settlements. There are localised differences in character around the distinct crofting communities at Borve/*Borgh,* Shader/*Siadar an Rubha* and Galston/*Gàbhsann* (CCA3); Barvas/*Barabhas* (CCA4); Bragar/*Bhràdhagair* and Arnol/*Àrnoil* (CCA5); and Shawbost/*Siabost* (CCA6). Barvas Sands (CCA4) is also distinct from the wider linear rocky coastline due to its broad bay and dunes at Barvas beach, backed by machair and Loch Mor Bharabhas. The operation and maintenance of the Offshore Project is assessed as resulting in a high magnitude of change and the effect is **Significant (Major-moderate)** adverse and long-term on the coastal character of this low rocky coastline on the west of the Isle of Lewis/*Eilean Leòdhais*, between Galston/*Gàbhsann* and Shawbost/*Siabost* (CCA3 to CCA6) along its coastal edge and hinterland formed by Machair LCT (321), Gently Sloping Crofting (317) and Boggy Moorland (322).

18.9.4.6 Open seaward views of the Atlantic from this exposed, west facing, linear coastline will be substantially changed through the introduction of the operation and maintenance of the Turbine Area, which will introduce an array of operational offshore WTGs in seaward views at distances of approximately 6-7 km from the coast to the nearest part of the Turbine Area. The large scale and modern appearance of the operational WTGs will contrast with the strong sense of naturalness and remoteness experienced from the low rocky coast and coves with beaches backed by small to medium lochs. The wide lateral spread of the WTGs within the Turbine Area is likely to partially enclose the open seascape, and the vertical scale of the operational WTGs would contrast with the horizontal emphasis of the seascape and the small-scale, traditional crofting character of the coastal hinterland. This significant effect arising from the operation and maintenance of the Offshore Project is assessed as being relatively consistent along the length of the coastal edge between Galston/*Gàbhsann* and Shawbost/*Siabost*, only reducing to Medium-low magnitude and **Not Significant (Moderate-minor)** from localised areas contained by small ridges perpendicular to the coast that provide some containment where the landform partially screens views of the Offshore Project.

CCA7 - Dalbeg/*Dalmore/Dail Mhor* Coast and CCA8 - Loch Carloway

18.9.4.7 There is a transition in coastal character between Shawbost/*Siabost* and Carloway/*Càrlabhagh* to a low rocky coast with distinct enclosed coves with sandy beaches (such as *Dalmore/Dail Mhor* and Dalbeg/*Dail Beag*) contained by rocky headlands and a more rugged, mountainous backdrop with dispersed crofting (CCA7 to CCA8). The closest point of this coast is approximately 6 km from the Turbine Area, which makes it one of the closest sections of the Isle of Lewis/*Eilean Leòdhais* coast. The operation and maintenance of the Offshore Project is assessed as resulting in a high magnitude of change and **Significant (Major)** adverse and long-term effect to the character of the CCA along the rocky coastline and enclosed bays at the coastal edge, as well as the closest

hinterland formed mainly by Linear Crofting LCT (318) and Rocky Moorland LCT (323). The coastal edge is more indented and less regular/linear than the coastline further north, and as such, the operation and maintenance activities are likely to contrast with the more indented form of the coast. The seaward views from the coastal edge and enclosed bays at Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor* will be substantially changed, with the operational WTGs introducing a main focal point that is likely to extend across the full extent of the open sea between the headlands of Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor* bays, creating a sense of enclosure by built elements in the seascape framed by the distinct, rocky headlands. The large apparent scale of the WTGs is likely to be emphasised by their proximity to the coast and the relatively direct scale comparison with the rocky headlands and sea stacks against which they are viewed. The operation WTGs will also contrast with the sense of seclusion within the bays at Dalbeg/*Dail Beag* and *Dalmore/Dail Mhor*, and their elemental qualities that result from the combination of distinctive characteristics.

18.9.4.8 The effect of the operation and maintenance of the Offshore Project on the coastal character of Loch Carloway (CCA8) is assessed as negligible and **Not Significant (Minor)**, neutral and long-term due to restricted, intermittent visibility from rocky hinterland Loch Carloway and the lack of any visibility from the coastal edge or waters of Loch Carloway, due to containment by landform and the aspect of Loch Carloway facing to the west.

CCA9, CCA10, CCA12 and CCA13 - Easter Loch Rog an Ear, Inner Loch Rog an Ear, Loch Rog Beag and Loch Rog

18.9.4.9 The effect of the operation and maintenance of the Offshore Project on coastal character within the NSA varies depending on the relationship of each CCA with the Offshore Project. CCAs within the inner areas of Loch Rog an Ear, Loch Hulabhais, Loch Rog and Loch Beag (CCA9, CCA10, CCA12 and CCA13) are likely to be subject to a lower magnitude of change due to these areas having an indirect relationship with the open seascape, with enclosure afforded by the complex landform and containment by rugged headlands and small islands, which limits sea views and reduces the magnitude of change, particularly from more enclosed areas to the south. Although there is a sensitivity associated with intermittent glimpsed views from elevated areas of the 'Cnoc and Lochan' hinterland, the coastline is generally low lying and visibility of the operational WTGs within the Turbine Area is likely to be reduced to the upper elements of a smaller number of structures at the southern/western end of the Turbine Area. On balance, the magnitude of change resulting from the operation and maintenance of the Offshore Project on the coastal character of CCA9 Easter Loch Ròg An Ear and CCA12 Loch Ròg Beag is assessed as negligible and the effect **Not Significant (Minor)** adverse and long-term. This is due to the majority of coast affording no visibility of the Offshore Project due to containment by landform and the aspect/orientation of the coastline of these areas, with only restricted visibility of 1-7 turbines from occasional areas coast and rocky hinterland oblique to the Offshore Project, at long range.

18.9.4.10 The magnitude of change is assessed as increasing to low from Inner Loch Ròg An Ear and Loch Hulabhaig (CCA10) and Loch Ròg (CCA13) and the effect **Not Significant (Minor)** adverse and

long-term. This is due to much of the coast affording no visibility of the Offshore Project due to the landform, intervening islands and rocky terrain, resulting in visual containment of Loch Ròg An Ear, Loch Hulabhaig and Loch Ròg/*Loch Ròg*. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts of the CCA, more often from higher ground (the 'cnocs') rather than the lower lying coastline, with rotors/blade tips of several WTGs visible between depressions in the landform, removed from the coastal context.

CCA11, CCA14, CCA15 and CCA17 - Bernera Islands, An Caolas, Gallan Head/*Àird Uig* and Mangersta/*Mangurstadh* Head

18.9.4.11 CCAs forming the outer areas of the Bernera Islands (CCA11), An Caolas (CCA14), Gallan Head/*Àird Uig* (CCA15) and Mangersta/*Mangurstadh* Head (CCA17) are likely to be subject to a higher magnitude of change due to these areas having a more direct relationship with the open seascape and exposure to the changes associated with the operation and maintenance of the Offshore Project.

18.9.4.12 The magnitude of change resulting from the operation and maintenance of the Offshore Project on the coastal character of CCA11 Bernera Islands is assessed as Medium and the effect **Significant (Major-moderate)** along the northern coastal edges and more elevated hinterland areas of the Cnoc and Lochan LCT (324). Much of the Offshore Project is likely to be screened behind the intervening terrain, with only the WTGs to the southern and western part of the Turbine Area likely to be visible. The open seaward views to the north from the rocky coastline and enclosed bays of Great Bernera/*Beàrnaraigh Mòr* and Little Bernera/*Beàrnaraigh Beag* will however be changed through the introduction of the WTGs within the Turbine Area, which will contrast with the strong sense of naturalness and remoteness experienced from the distinctive enclosed beaches such as Bosta/*Bostadh*, its Cnoc and Lochan LCT hinterland and the small-scale and traditional character of dispersed crofting in its hinterland.

18.9.4.13 The magnitude of change resulting from the operation and maintenance of the Offshore Project on the coastal character of CCA14 An Caolas including Reef Beach and Camas na Clibhe is assessed as High-medium and the effect **Significant (Major)**, adverse and long-term on the character of Reef Beach and its Machair LCT (321) hinterland; reducing to Medium and the effect **Significant (Major-moderate)** from elevated hinterland areas of Cnoc and Lochan (LCT 324) such as elevated areas around Camas na Clibhe (near Cliff/*Cliobh*) and areas of Dispersed Crofting LCT (319) (such as around Valtos/Kneep/*Cnìp*). There will be restricted visibility of the operation and maintenance of the Offshore Project from areas within the rugged 'cnoc and lochan' terrain, and low-lying coastline, due to the presence of localised landform of cnocs, as well as headlands and islands off the coast. Seaward views from the rocky coastline and sandy beaches at Reef Beach and Camas na Clibhe, framed by rocky islands and headlands to the north, will however be changed by the construction and decommissioning of the Offshore Project, which will introduce operational WTGs in seaward views between offshore islands or extend beyond intervening headlands. The large scale and modern appearance of the operational WTGs and will contrast with the strong sense of

naturalness and remoteness experienced from these distinctive Hebridean beaches at Reef Beach/*Camas na Clibhe* and their Machair LCT (321) hinterland. More elevated hinterland areas formed by the Cnoc and Lochan LCT (324) will also experience changes resulting from glimpsed views across this rocky terrain to parts of the Offshore Project in their seascape setting, which will contrast with the small-scale and traditional character of the Dispersed Crofting LCT (319) such as around Valtos/Kneep/*Cnìp*.

18.9.4.14 The magnitude of change resulting from the operation and maintenance of the Offshore Project on the coastal character of CCA15 Gallan Head/*Àird Uig* is assessed as High-medium and the effect **Significant (Major)**, adverse and long-term around the coastline of Gallan Head*/Àird Uig* and Rubha Mor. The influence of the operation and maintenance of the Offshore Project on coastal character is partially moderated by the separation from the CCA (approximately 14 km away), the open sea separation and expansive, large-scale seascape with views to the west across the Atlantic to remaining without construction influence. Open seaward views to the north/northeast from the coast around Gallan Head/*Àird Uig* will however be changed through the introduction of the operational WTGs within the Turbine Area. The large scale and modern technology of such structures and vessels will contrast with the strong sense of naturalness and remoteness experienced from the coastline of the CCA and compete with existing focal points such as the archipelago of Loch Ròg/*Loch Ròg*/Bernera Islands to the northeast, the steep cliff edge at Rubha Mor and the hills of the Isle of Harris/*Na Hearadh* to the southeast. The introduction of modern, man-made WTGs is likely to contrast with the elemental qualities and sense of being at the north-western frontier of Europe with the vast helm of the Atlantic beyond.

18.9.4.15 The magnitude of change resulting from the operation and maintenance of the Offshore Project on the coastal character of CCA17 Mangersta/*Mangurstadh* Head is assessed as medium and the effect **Significant (Major-moderate)**, adverse and long-term; reducing to low and **Not Significant (Moderate-minor)** from the coastal edge along the western side of Mangersta/*Mangurstadh* Head, extending south to Àird Feinis. The influence of the operational WTGs within the Turbine Area on the coastal character of Mangersta/*Mangurstadh* Head is partially moderated by the separation from the CCA (approximately 21 km away), the open sea separation and expansive, large-scale seascape with views to the west across the Atlantic remaining without construction influence. Long distance, open seaward views to the north/northeast from the coast around Mangersta/*Mangurstadh* Head will however be changed through the introduction of the operational WTGs within the Turbine Area. The large scale and modern technology of such structures and vessels will contrast with the strong sense of naturalness and remoteness experienced from the coastline of the CCA and compete with existing focal points such as Gallan Head*/Àird Uig*, Forsnabhal and Tràigh Uige to the northeast, and the steep, dramatic uplands of the Isle of Harris/*Na Hearadh* within the NSA to the east. The introduction of modern, man-made WTGs is likely to contrast with the elemental qualities and sense of being at the northwestern frontier of Europe with the vast helm of the Atlantic beyond.

Summary

18.9.4.16 In summary, NCCTs and seascape units defined by NatureScot at a strategic scale have been used to inform the description of baseline coastal character, with a coastal character assessment undertaken that relates to the blade tip ZTV for the Offshore Project (**Appendix 18.6, Volume 2c - Figure 18.10**) and published LCTs, with an appropriate level of detail at the regional coastal character scale. The coastal character assessment has identified 17 CCAs between the Butt of Lewis/*Rubha Robhanais* and Mangersta/*Mangurstadh* Head (**Appendix 18.6, Volume 2c - Figure 18.4**). The effect resulting from the operation and maintenance of the Offshore Project on the coastal character of 10 of these CCAs has been assessed as significant in EIA terms, with the effect on the remaining CCAs assessed as not significant.

18.9.4.17 The areas of the Isle of Lewis/*Eilean Leòdhais* coast that will experience significant effects are generally of high or High-medium sensitivity to change, due to a combination of their medium or high value, and in general, having a high susceptibility to the changes associated with the operation of the Offshore Project. For the areas of coast that experience significant effects, the change arising from the operation and maintenance of the Offshore Project would generally result in a major or Major-moderate alteration to the perceived coastal character, due to the offshore WTGs within the Turbine Area becoming a prevailing influence in the seascape, with the addition of elements that are uncharacteristic in the receiving seascape. The extent of the lateral spread of WTG across the Turbine Area and vertical scale of WTGs is of a magnitude that significant effects would occur on coastal character over a relatively lengthy section of the coastline between the Butt of Lewis/*Rubha Robhanais* and Mangersta/*Mangurstadh* Head, on the perceptual aspects that are key to the coastal character and the qualities of both non-designated (but regionally valued) coast and areas of designated nationally valued coastal landscape within the NSA.

18.9.4.18 The significance of effects on coastal character is partially moderated by the fact that the operation and maintenance of the Offshore Project will not physically change the pattern or elements of the coast and will change the visual/perceptual aspects of coastal character. The effect of the operation and maintenance of the Offshore Project have also been assessed as not significant from the inner areas of the NSA seascapes around the southern portions of Loch Rog, Loch Rog an Ear and Great Bernera/*Beàrnaraigh Mòr*, where there much of the coast afford no visibility, or limited visibility of the Offshore Project due to the landform, intervening islands and rocky terrain. Although the Offshore Project may be occasionally and partially visible, it will appear as a small number of WTGs from limited parts areas, more often from higher ground (the 'cnocs') rather than the lower lying coastline, with rotors/blade tips of several WTGs visible between depressions in the landform, removed from the coastal context. The northern portion of the west coast of Lewis/*Eilean Leòdhais*, outside the NSA, also has a relatively simple form, large scale, and exposure to the Atlantic swells and winds, with which the Offshore Project could legibly relate; its separation from the coastline (particularly from the Butt of Lewis/*Rubha Robhanais* and Mangersta/*Mangurstadh* Head some 20 km away) and the expansive, large-scale seascape in which it will be located. Long-distance

views along the coast and open seaward views to the west and north across the Atlantic will remain outside the Turbine Area.

18.10 ASSESSMENT OF EFFECTS ON LANDSCAPE CHARACTER

18.10.1 Introduction

18.10.1.1 The effect of the Offshore Project on landscape character is considered for LCTs located outside and inland of the regional CCAs and their associated coastal LCTs (which are assessed in Section 18.8). These LCTs that are not assessed as part of the coastal character assessment, as they cover wider inland areas or locations around the wider SLVIA study area outside the relevant section of coastline. In general, these LCTs are considered less likely to experience significant character effects as a result of Offshore Project, because these landscapes are not located along the relevant section of coastline within the blade tip ZTV, do not have a direct relationship with the Offshore Project or their character is fundamentally defined by other key characteristics unrelated to the seascape.

18.10.1.2 A preliminary assessment of the effects of the Offshore Project on these LCTs is presented in **Table 18-12**, which identified that the Offshore Project has the potential to result in significant effects on 2 LCTs - Boggy Moorland (LCT 322) and Prominent Hills and Mountains (LCT 326). Effects arising during construction and decommissioning, and effects arising during O&M, are assessed in turn for each LCT in Section 18.10.2.

18.10.2 Assessment of Landscape character types (LCT)

Boggy Moorland - Outer Hebrides (LCT 322)

Baseline conditions

18.10.2.1 The Boggy Moorland LCT (322) forms extensive inland areas of the Isle of Lewis/*Eilean Leòdhais*, mainly covering the Isle of Lewis/*Eilean Leòdhais* peatlands in northern Lewis/*Eilean Leòdhais*, extending between the A858 in the south and the Butt of Lewis/*Rubha Robhanais* in the north; with smaller areas interspersed with the rocky moorlands of the Isle of Lewis *Eilean Leòdhais* mountains. The landscape is characterised by large scale, gently undulating peat moorlands, indented with numerous large and small rounded lochs, which are frequently interconnected by narrow, slow-moving rivers. Viewpoint 17 (Shieling between Brue/*Brù* and Arnol/*Àrnoil*) and Viewpoint 21 (A857 inland south of Barvas/*Barabhas*) are located within this LCT set back from coast.

18.10.2.2 The key characteristics of the LCT (NatureScot, 2019) are as follows:

- *"Large scale, gently undulating peat moorlands;*
- *Relatively few landscape elements;*
- *Numerous large and small rounded lochs, interconnected by narrow, slow-moving rivers;*
- *Occasional small, shallow-sided hills;*

- *Sea cliffs with eroded gullies at the coast;*
- *Remote upland character;*
- *Predominantly uninhabited;*
- *Visible cultural elements dominated by shielings and township boundary dykes;*
- *Expansive horizontal scale and remoteness".*

18.10.2.3 The perceptual qualities of the LCT are described (NatureScot, 2019) as *"Relatively few simple and contrasting elements combine to give this character type a remote upland character, which is unusual in a lowland area. These elements include: the muted tones of the heather moorland vegetation, gently rolling topography, frequent and reflective water bodies, and inland locations of much of the Boggy Moorlands. The vast Boggy Moorlands offer a wildness experience that is possibly only matched by the flow country of Caithness in Scotland*". There is a sense of scale and visibility of extensive areas, from the main roads that cross the LCT, without having to walk into the interior.

Sensitivity to change

18.10.2.4 The majority of the LCT is not designated locally or nationally for its scenic value, however, some areas to the south of the LCT are located within the NSA, the Harris – Uig Hills WLA and Eisgein WLA. In terms of public and recreational use, there are relatively few public roads or tracks, indicating that this is not a landscape that is regularly accessed for recreational purposes outside the A857, A858 and Pentland Road, which double as long-distance routes (Hebridean Way and Timeless Way). Overall, the landscape value is considered to be Medium.

18.10.2.5 The vast scale, essentially simple moorland pattern and visual composition, with gently undulating landform and a perception that this LCT is dominated by the foreground context, with the sea forming a background indicates a lower susceptibility. There is also a degree of modification in transitional areas between moor and crofting LCTs, near the main settlement at Stornoway/*Steòrnabhagh*, and some tall structures, including masts, MOD artefacts and some operational and consented wind turbines. The sense of remoteness within much of the LCT, relatively rarity of the landscape, diversity in landscape pattern and high intervisibility increase the susceptibility to wind energy of the type and scale proposed. On balance the susceptibility to change is assessed as Medium.

18.10.2.6 In combining the Medium value with the Medium susceptibility, the sensitivity to change of the LCT is assessed as **Medium**.

Magnitude of change (construction and decommissioning)

18.10.2.7 The construction and decommissioning of the Offshore Project will be located entirely outside of this LCT, in the seascape off the west coast of the Isle of Lewis/*Eilean Leòdhais*, therefore the physical characteristics of the LCT will remain unchanged. Any changes would be limited to indirect effects experienced through views of the construction and decommissioning of the Offshore Project from within the LCT, changing the visual aspects of perceived character of the LCT. **Appendix 18.6, Volume 2c - Figure 18.10** indicates relatively widespread visibility between 6 km

at its closest point (near the coast) to around 25 km away at its more distant points. In the northwestern part of the Isle of Lewis/*Eilean Leòdhais*, areas of higher visibility of the construction and decommissioning will occur from the coastal edges of boggy moorland, extending inland over a wide area of the western portion of the Isle of Lewis/*Eilean Leòdhais* peatlands. Away from the coastal edge, the Offshore Project is likely to be perceived as a background element within the sea, however the introduction of under-construction WTGs in the backdrop is likely to compete with the vast foreground peat moorland context that currently prevails. The construction and decommissioning of the Offshore Project will influence the perceived "remote upland character" and "expansive horizontal scale" and would introduce vertical features into the backdrop of the LCT with "relatively few landscape elements". There is a visibility threshold around 20 km from the Array Area, where the lower-lying eastern portion of the Isle of Lewis/*Eilean Leòdhais* and its eastern coastline between the Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh* will be largely outside the ZTV, having very limited theoretical visibility, with only occasional views from localised areas of higher ground.

18.10.2.8 On balance, the construction and decommissioning of the Offshore Project is assessed as resulting in a medium magnitude of change to the character of the Boggy Moorland LCT (322), within around 20 km of the Turbine Area, reducing to Low to Negligible for the wider LCT beyond that range.

Magnitude of change (operation and maintenance)

18.10.2.9 The operation and maintenance of the Offshore Project will be located entirely outside of this LCT, in the seascape off the west coast of the Isle of Lewis/*Eilean Leòdhais*, therefore the physical characteristics of the LCT will remain unchanged. Any changes would be limited to indirect effects experienced through views of the operation and maintenance of the Offshore Project from within the LCT, changing the visual aspects of perceived character of the LCT. **Appendix 18.6, Volume 2c - Figure 18.10** indicates relatively widespread visibility between 6 km at its closest point (near the coast) to around 25 km away at its more distant points. In the northwestern part of the Isle of Lewis/*Eilean Leòdhais*, areas of higher visibility of the operation and maintenance will occur from the coastal edges of boggy moorland, extending inland over a wide area of the western portion of the Lewis peatlands. Away from the coastal edge, the Offshore Project will likely be perceived as a background element within the sea, however the introduction of operational WTGs in the backdrop is likely to compete with the vast foreground peat moorland context that currently prevails. The operation and maintenance of the Offshore Project will may influence the perceived "remote upland character" and "expansive horizontal scale" and would introduce vertical features into the backdrop of the LCT with "relatively few landscape elements". There is a visibility threshold around 20 km from the Turbine Area, where the lower-lying eastern portion of the Isle of Lewis/*Eilean Leòdhais* and its eastern coastline between the Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh* will be outside the ZTV, having very limited theoretical visibility, with only occasional views from localised areas of higher ground.

18.10.2.10 On balance, the operation and maintenance of the Offshore Project is assessed as resulting in a **Medium** magnitude of change to the character of the Boggy Moorland LCT (322), within around 20 km of the Turbine Area, reducing to Low to Negligible for the wider LCT beyond that range.

Significance of effect (construction and decommissioning)

18.10.2.11 The effect of the Offshore Project on the character of the Boggy Moorland LCT (322) during construction and decommissioning is assessed as **Significant (Moderate)** adverse and short-term within around 20 km extending inland over the western portion of the Isle of Lewis/*Eilean Leòdhais* peatlands between the Butt of Lewis/*Rubha Robhanais* in the north and the A858 in the south; reducing to **Not Significant (Minor)**, neutral and short-term over 20 km from the Turbine Area, including along the eastern side of the north of the Isle of Lewis/*Eilean Leòdhais* between Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh*; and the areas of Boggy Moorland interspersed with the Isle of Lewis/*Eilean Leòdhais* mountains in the NSA, where there will be very limited to no visibility of the construction and decommissioning of the Offshore Project. The level of effect would generally reduce with increased distance from the turbines, such that the effects on the landscape character of the Boggy Moorland LCT (322) would not be significant beyond approximately 20 km.

Significance of effect (operation and maintenance)

18.10.2.12 The effect of the Offshore Project on the character of the Boggy Moorland LCT (322) during O&M is assessed as **Significant (Moderate)** adverse and long-term within around 20 km extending inland over the western portion of the of the Isle of Lewis/*Eilean Leòdhais* peatlands between the Butt of Lewis/*Rubha Robhanais* in the north and the A858 in the south; reducing to **Not Significant (Minor)**, neutral and long-term over 20 km from the Turbine Area, including along the eastern side of north Lewis/*Eilean Leòdhais* between Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh*; and the areas of Boggy Moorland interspersed with the Lewis mountains in the NSA, where there will be very limited to no visibility of the operation and maintenance of the Offshore Project. The level of effect would generally reduce with increased distance from the turbines, such that the effects on the landscape character of the Boggy Moorland LCT (322) would not be significant beyond approximately 20 km.

Prominent Hills and Mountains (LCT 326)

Baseline conditions

18.10.2.13 The Prominent Hills and Mountains LCT (326) forms an upland spine that run along the eastern edge of south Lewis/*Eilean Leòdhais* and is characterised by individual peaks with pronounced summits, long ridges and slopes, rising steadily from the surrounding terrain. Viewpoint 39 (Mealaisbhal), Viewpoint 41 (Sgalabhal) and Viewpoint 42 (An Cliseam) are located within this LCT and are representative of its character.

18.10.2.14 The key characteristics of the LCT (NatureScot, 2019) are as follows:

- *"Individual peaks with pronounced summits, long ridges and slopes;*
- *Rises steadily from surrounding terrain, contrasting in character between the open remote character of the uplands, and the more diverse patterns of settlement of the coastal crofting areas;*
- *Massive vertical scale;*
- *Irregular rock buttresses, ledges, shelves and deep gullies on upper slopes;*
- *Lower slopes of windswept heather moorland;*
- *Uninhabited".*

18.10.2.15 The perceptual qualities of the LCT are described (NatureScot, 2019) as being most influenced by the massive and vertical scale, which is emphasised by the sheerness of some rock walls and smallness of the glens, such that *"Much of the drama and grandeur of the islands, and Harris in particular, is due to the juxtaposition of these surprisingly rugged mountains with their surrounding landscapes and seascapes".*

Sensitivity to change

18.10.2.16 Much of this LCT is located within the NSA, which is designated for its natural beauty/special qualities and the Harris – Uig Hills WLA (30) and Eisgein WLA (31), which are defined for their wildness qualities. In combination these indicate the value that society attaches to the landscape of this LCT and its valued special qualities and perceived remoteness. The south Lewis/*Eilean Leòdhais* mountains are relatively rare for their notable 'transects' from sea level at the coast to mountain tops. The landscape is valued and used for recreational activity, particularly hill walking. Overall, the landscape value is considered to be high.

18.10.2.17 The massive scale of the landscape, simple landcover and lack of settlement may reduce susceptibility to some degree, however the juxtaposition of rugged mountains with their surrounding seascapes, which contributes to the drama and grandeur of the South Lewis/*Eilean Leòdhais* /North Harris/*Na Hearadh* mountains, is susceptible to changes arising from the Offshore Project. The LCT also forms a distinct upland backdrop to surrounding lower lying landscapes and seascapes, which is susceptible to changes arising from the introduction of the Offshore Project as a competing focal point in the seascape context of the mountains. The special qualities of the landscape within the NSA are susceptible to changes, particularly the "*rich variety of exceptional scenery*" (bold rugged hills of South Lewis/*Eilean Leòdhais*), the "*intervisibility*" gained from expansive views from high vantage points and the "*wild, mountainous*" character, which derives partly from the *"impression of considerable altitude"* gained from the *"steep-sided slopes appearing to plunge directly into the sea".* The sense of remoteness, perceived wildness, highly visible nature of the skylines, and areas of distinctive summits near the sea indicate a higher susceptibility to wind energy of the type and scale proposed.

18.10.2.18 In combining the High value with the High susceptibility, the sensitivity to change of the LCT is assessed as **High**.

Magnitude of change (construction and decommissioning)

18.10.2.19 The construction and decommissioning of the Offshore Project will be located entirely outside of this LCT, in the seascape to the north, therefore the physical characteristics of the LCT will remain unchanged. Any changes would be limited to indirect effects experienced through views of the construction and decommissioning of the Offshore Project from within the LCT, changing the visual aspects of perceived character of the LCT. **Appendix 18.6, Volume 2c - Figure 18.10** indicates no visibility from the deeply incised glens and lochs of the LCT, with visibility restricted to areas beyond 20 km from the scattered tops of the prominent mountains and hills, theoretically extending to around 50 km away at its most distant point to the south. The construction and decommissioning of the Offshore Project may influence the perceived *"open remote character of the uplands"* and introduce a new focal point in the backdrop of the LCT that competes with the *"individual peaks with pronounced summits"*, particularly when viewed from the northern portion of the LCT (the Lewis/*Leòdhais*) mountains) where there are *"areas of distinctive summits near the sea"* that have a more direct relationship with the NSA seascape to the north than the more distant Harris/*Na Hearadh* mountains.

18.10.2.20 On balance, the construction and decommissioning of the Offshore Project is assessed as resulting in a **Medium** magnitude of change to the character of the Prominent Hills and Mountains LCT (326), between approximately 20–30 km from the tops of the prominent mountains and hills (such as Viewpoint 39 and 41) where the Offshore Project will appear in the seascape backdrop to the main focus of the south Lewis*/Leòdhais* mountains over the seascape context to the north around Bernera/Loch Rog. The construction and decommissioning of the Offshore Project is assessed as resulting in a **Low** magnitude of change to the character of the Prominent Hills and Mountains LCT (326), beyond approximately 30-35 km from the tops of the prominent mountains and hills (such as Viewpoint 42 An Cliseam) where the Isle of Harris/*Na Hearadh* mountains are set back beyond the intervening Isle of Lewis/*Eilean Leòdhais* mountains. The Offshore Project will not appear as evidently within the seascape context of the LCT, instead appearing as very distant elements with a relatively small apparent scale in wide panoramic views that encompass areas of the NSA within the Isle of Harris/*Na Hearadh* mountains that have a greater degree of drama and interest than the distant view north.

Magnitude of change (operation and maintenance)

18.10.2.21 The operation and maintenance of the Offshore Project will be located entirely outside of this LCT, in the seascape to the north, therefore the physical characteristics of the LCT will remain unchanged. Any changes would be limited to indirect effects experienced through views of the operation and maintenance of the Offshore Project from within the LCT, changing the visual aspects of perceived character of the LCT. **Appendix 18.6, Volume 2c - Figure 18.10** indicates no

visibility from the deeply incised glens and lochs of the LCT, with visibility restricted to areas beyond 20 km from the scattered tops of the prominent mountains and hills, theoretically extending to around 50 km away at its most distant point to the south. The operation and maintenance of the Offshore Project may influence the perceived *"open remote character of the uplands"* and introduce a new focal point in the backdrop of the LCT that competes with the *"individual peaks with pronounced summits",* particularly when viewed from the northern portion of the LCT (the Isle of Lewis/*Eilean Leòdhais* mountains) where there are *"areas of distinctive summits near the sea"* that have a more direct relationship with the NSA seascape to the north than the more distant Isle of Harris/*Na Hearadh* mountains.

18.10.2.22 On balance, the operation and maintenance of the Offshore Project is assessed as resulting in a **Medium** magnitude of change to the character of the Prominent Hills and Mountains LCT (326), between approximately 20–30 km from the tops of the prominent mountains and hills (such as Viewpoint 39 and 41) where the Offshore Project will appear in the seascape backdrop to the main focus of the south Lewis mountains over the seascape context to the north around Bernera/Loch Rog. The operation and maintenance of the Offshore Project is assessed as resulting in a **Low** magnitude of change to the character of the Prominent Hills and Mountains LCT (326), beyond approximately 30-35 km from the tops of the prominent mountains and hills (such as Viewpoint 42 An Cliseam) where the Isle of Harris/*Na Hearadh* mountains are set back beyond the intervening Isle of Lewis/*Eilean Leòdhais* mountains. The Offshore Project will not appear as evidently within the seascape context of the LCT, instead appearing as very distant elements with a relatively small apparent scale in wide panoramic views that encompass areas of the NSA within the Isle of Harris/*Na Hearadh* mountains that have a greater degree of drama and interest than the distant view north.

Significance of effect (construction and decommissioning)

18.10.2.23 The effect of the Offshore Project on the character of the Prominent Hills and Mountains LCT (326) during construction and decommissioning is assessed as **Significant (Major-moderate)** to the character of the Prominent Hills and Mountains LCT (326), between approximately 20–30 km from the scattered tops of the prominent mountains and hills; reducing to **Not Significant (Moderate)** beyond approximately 30-35 km. The level of effect would generally reduce with increased distance from the turbines, such that the effects on the landscape character of the Prominent Hills and Mountains LCT (326) would not be significant beyond approximately 30 km. No effects will occur from the deeply incised glens and lochs of the LCT that afford no visibility of the construction and decommissioning of the Offshore Project.

Significance of effect (operation and maintenance)

18.10.2.24 The effect of the Offshore Project on the character of the Prominent Hills and Mountains LCT (326) during operation and maintenance is assessed as **Significant (Major-moderate)** to the character of the Prominent Hills and Mountains LCT (326), between approximately 20–30 km from the

scattered tops of the prominent mountains and hills; reducing to **Not Significant (Moderate)** beyond approximately 30-35 km. The level of effect would generally reduce with increased distance from the turbines, such that the effects on the landscape character of the Prominent Hills and Mountains LCT (326) would not be significant beyond approximately 30 km. No effects will occur from the deeply incised glens and lochs of the LCT that afford no visibility of the operation and maintenance of the Offshore Project.

18.11 ASSESSMENT OF EFFECTS ON SPECIAL LANDSCAPE QUALITIES (AESLQ) OF DESIGNATED LANDSCAPES – SOUTH LEWIS, HARRIS AND NORTH UIST NSA

18.11.1 Introduction

18.11.1.1 The Offshore Project has potential to give rise to likely significant effects on the SLQ of the NSA during the construction and decommissioning phases and the O&M phase (as indicated in **Table 18-5**). An overview of baseline SLQs is provided in Section 18.6.2. A full description of the baseline conditions for each SLQ is presented together with assessment of effects on the SLQs of the NSA in **Appendix 18.4, Volume 2c** and is summarised in this section of this SLVIA chapter.

18.11.1.2 This section considers the effects of the Offshore Project on the SLQs of the NSA. This assessment follows *Special Landscape Qualities Guidance on Assessing Effects*, produced jointly by Nature Scot, CNPA and LLTNP (January 2025) (herein 'the AESLQ guidance'). The SLQs of the NSA are described within The Special Qualities of the National Scenic Areas (NatureScot, 2010), which defines SLQs as *"…the characteristics that, individually or combined, give rise to an area's outstanding scenery"*. The SLQs are not ranked because no one quality is deemed to be more important that another.

18.11.2 South Lewis, Harris and North Uist NSA – an overview

18.11.2.1 In the preliminary description of the NSA (NatureScot, 2010), the striking contrast between the subdued topography of most of the Isle of Lewis/*Eilean Leòdhais* and the bold rugged hills of South Lewis/*Eilean Leòdhais* and Harris/*Na Hearadh* is described as a key factor in understanding the outstanding scenic quality of the NSA. It is around this central core of rugged hills that a number of different contrasting lowland and coastal landscapes define the NSA, which can broadly be identified as cnoc and lochan, rocky indented coast and wide sandy machair beaches between rocky headlands. The distinctiveness and scenic quality come from the intervisibility and contrast of experience from different combinations of elements with a variety of form, colour and grain, further diversified by changes of scale and aspect to the wide open waters of the Atlantic Ocean on the west and views across the Northern and Little Minch eastwards to the Isle of Skye/*An t-Eilean Sgitheanach* and Mainland Scotland/*Alba* to the east.

18.11.3 AESLQ Study Area and Sub-Areas

18.11.3.1 As advocated by the AESLQ Guidance (NatureScot, 2025) a study area (AESLQ Study Area) has been defined for the assessment of effects on the SLQs, considering the extent and patterns of visibility (hub height and blade tip). The Offshore Project would principally affect to the north and northwest of the NSA, from the summits and slopes of the prominent Isle of Harris/*Na Hearadh* hills northwards. To the south and east there would be theoretical visibility beyond these mountains, however in both these areas it is considered that the SLQs have a far reduced association with the northwest coast of the NSA and the distances involved are too great to give rise to potential significant adverse effects on the appreciation of the SLQs of the NSA.

18.11.3.2 There are 5 sub areas within the AELSQ Study Area that have been defined for detailed assessment, with these areas influenced by the defined LCTs (**Appendix 18.6, Volume 2c** - **Figure18.4**) and assessment of Coastal Character (Section 18.8), the citation for the Uig Hills WLA (30) and Eisgein WLA (31) (which overlap with and underpin the experience of the SLQs, and by the nature and extent of likely views of the Offshore Project, informed by the ZTV (**Appendix 18.6, Volume 2c** - **Figure 18.8**)) and visualisations from representative viewpoints in the NSA. The sub-areas have also been defined in terms of the way the SLQs are expressed and experienced informed by field work. The sub-areas, shown in **Appendix 18.6, Volume 2c** - **Figure 18.5**, comprise:

- Outer Northwest Lewis Coastline (sub-area 1);
- Lewis Coastal Cnoc and Lochan (sub-area 2);
- The Teathabhal and Uig Rocky Peatlands (sub-area 3);
- The Lewis Mountains (sub-area 4);
- The North Harris Mountains (sub-area 5).

18.11.3.3 2 areas of the NSA have been scoped out of further assessment:

- Southern Pairc peninsular – the NSA incorporates the southern half of the Pairc Penninsula, the qualities of which are particularly in relation to the connection with the Minch and mainland Scotland/*Alba*, and the enclosure they afford to Loch Seaforth, the latter of which is a locational specific quality of the NSA. Whilst theoretical visibility to the Offshore Project is predicted at distances of over 40 km, it is considered that experience of the Offshore Project in views would not detract from the appreciation of the SLQ and in particular LSLQs in this area;
- South Harris - extent of separation between this area from the Offshore Project (ranging between 45 km and 55 km), such that this area which has little or no association with the northwestern coast of the NSA (and visibility to it) by virtue of the Harris mountains immediately north which screen views.

18.11.4 Preliminary Assessment of relevant SLq

18.11.4.1 A preliminary assessment was undertaken to identify the specific SLQs likely to be sensitive to changes arising from the Offshore Project, with reference to the SLQ descriptions, coastal characteristics and site surveys. Given the large size of the NSA, the SLQs are in 4 broad groups, and it is the first 2 groups which have been considered further with respect to potential significant effects from the Offshore Project. The first group of SLQs are referred to as 'overarching' SLQs as they can be applicable to the NSA as a whole, whilst the second group are geographically specific to South Lewis/*Eilean Leòdhais* and Harris/*Na Hearadh*. The overall special qualities of the NSA and those special qualities that apply to South Lewis/*Eilean Leòdhais* and Harris/*Na Hearadh* are defined in the baseline conditions in **Table 18-13**. SLQs that are geographically specific to the Sound of Harris/*Caolas na Hearadh* and North Uist/*Uibhist a Tuath* are scoped out of the assessment because views of the Offshore Project from southern parts of the Isle of Harris/*Na Hearadh* and North Uist/*Uibhist a Tuath* are screened by the intervening prominent hills and mountains of Harris/*Na Hearadh* and south Lewis/*Eilean Leòdhais* (**Appendix 18.6, Volume 2c** - **Figure 18.8**). As such there is no potential for significant effects on the SLQs of the Sound of Harris/*Caolas na Hearadh* and North Uist/*Uibhist a Tuath* areas.

18.11.4.2 A preliminary assessment of the overall SLQs of the NSA and those SLQs that apply to South Lewis/*Eilean Leòdhais* and Harris/*Na Hearadh* is set out in **Table 18-25**.

Table 18-25 Preliminary Assessment of SLQs of the NSA

SLQ	Theoretical visibility from areas of the NSA exhibiting this Special Landscape Quality (SLQ)	Needs detailed assessment within SLVIA?
Overall SLQs		
A rich variety of exceptional scenery	Yes, visibility of the Offshore Project varies between the different landscapes within the NSA.	Yes. Potential for significant effects on rich scenic variety requiring further assessment.
A great diversity of seascapes	Yes, but intermittent visibility due to indented coastline and arrangement of promontories and bays.	Yes. Potential for significant effects on diversity of seascape.
Intervisibility between landscapes	Yes, visibility of the Offshore Project in views between different landscape types.	Yes. Potential for significant effects on intervisibility between landscapes.
The close interplay of the natural world, settlement and culture	Yes, but intermittent visibility restricted to elevated upland areas of NSA's interior, uninhabited land mass.	Yes. Potential for significant effects on interplay of natural world and culture.
The indivisible linkage of landscape and history	Yes, visibility of the Offshore Project from landscapes where scenery is permeated by a sense of history.	Yes. Potential for significant effects on linkage between landscape and history through new, modern structures to contribute to the scene

SLQ	Theoretical visibility from areas of the NSA exhibiting this Special Landscape Quality (SLQ)	Needs detailed assessment within SLVIA?
		in the context of historic landscape elements.
The very edge of Europe	Yes, visibility of Offshore Project from the physical edges of Lewis/*Eilean Leòdhais* within the NSA.	Yes. Potential for significant effects on perception of remoteness experienced from coastal edges of Lewis within the NSA.
The dominance of the weather	No, visibility of the Offshore Project will not influence the dominance of the weather.	No potential for significant effects on the dominance of the weather. No further review needed.
South Lewis/*Eilean Leòdhais* and Harris/*Na Hearadh* SLQs		
The wild, mountainous character	Yes, but intermittent visibility restricted to elevated upland, rugged areas of NSA within Lewis/*Eilean Leòdhais* and North Harris/*Na Hearadh*.	Yes. Potential for significant effects on wild mountainous character.
Deep sea lochs that penetrate the hills	Yes, but intermittent visibility due to variety of enclosure afforded by narrow steep sided fjord-like sea lochs and softer, more open sea lochs.	Yes. Potential for significant effects on enclosed sea lochs.
The narrow gorge of Glen Bhaltos	No visibility of Offshore Project from Glen Bhaltos.	No potential for significant effects on narrow gorge of Glen Bhaltos.
The rockscapes of Harris/Na Hearadh	No visibility of Offshore Project from the bays area of Harris's/*Na Hearadh's* east coast.	No potential for significant effects on rockscapes of Harris/*Na Hearadh*.
Extensive machair and dune systems with expansive beaches	Yes, but intermittent visibility due to low-lying beaches and dune systems amongst landscape of rocks, hills and mountains.	Yes. Potential for significant effects on distinctiveness of machair and expansive beaches at Uig in South Lewis/*Eilean Leòdhais*.
The drama of Ceapabhal and Tràigh an Taoibh Thuath	No visibility of Offshore Project from Ceapabhal and Tràigh an Taoibh Thuath.	No potential for significant effects on Ceapabhal and Tràigh an Taoibh Thuath.
The landmark of Amhuinnsuidhe Castle	No visibility of Offshore Project from Amhuinnsuidhe Castle.	No potential for significant effects on Amhuinnsuidhe Castle.
The distinct, well-populated island of Sgalpaigh	No visibility of Offshore Project from island of Sgalpaigh.	No potential for significant effects on island of Sgalpaigh.
The enclosed glens of Choisleitir, Shranndabhal and Roghadail	No visibility of Offshore Project from enclosed glens of Choisleitir, Shranndabhal and Roghadail.	No potential for significant effects on enclosed glens of Choisleitir, Shranndabhal and Roghadail.

SLQ	Theoretical visibility from areas of the NSA exhibiting this Special Landscape Quality (SLQ)	Needs detailed assessment within SLVIA?
The drama of Ceapabhal and Tràigh an Taoibh Thuath	Yes, but intermittent visibility restricted to elevated upland, rugged areas of NSA within Lewis/*Eilean Leòdhais* and North Harris/*Na Hearadh*.	Yes. Potential for significant effects on wild mountainous character.

18.11.4.3 In summary, the following overarching SLQs are identified for further assessment in the AESLQ:

Overarching SLQs:

- A rich variety of exceptional scenery;
- A great diversity of seascapes;
- Intervisibility between landscapes;
- The close interplay of the natural world, settlement and culture;
- The indivisible linkage of landscape and history;
- The very edge of Europe.

Geographically specific SLQs to South Lewis/Eilean Leòdhais and Harris/Na Hearadh:

- The wild mountainous character (informed by the citation of the Uig Hills WLA (30) and Eisgein WLA (31));
- Deep sea lochs that penetrate the hills;
- Extensive machair and dune systems with expansive beaches;
- The drama of Ceapabhal and Tràigh an Taoibh Thuath.

18.11.5 Overview of the SLQ within the AESLQ Study Area

18.11.5.1 In undertaking the preliminary desk study supported by fieldwork on site, it is considered that the northern part of the AESLQ Study Area by virtue of its north-westerly location and single main point of access and egress, has a particular combination of characteristics and features contributing to the SLQs experienced which sets it apart from, and for which it is experienced in a different way to the rest of the NSA, and in this context it is helpful to consider the AESLQ Study Area in the context of the wider NSA.

18.11.5.2 Based on field work with observations made on the presentation and expression of the SLQ within the AESLQ Study Area, it is considered that northern area of the NSA (comprising the sub-areas 1-5) is experienced as a distinctive enclave reflecting the SLQs of the wider NSA in 1 area. Within this enclave the diversity of scenic quality experienced (combinations of coastline, upland mountains, the contrast in character, sea lochs, the balance between sea and land, and the dominance of the natural environment over the narrow coastal strip of settlement) is acute, stemming from the concentration of character and elements into one smaller area (with respect to the NSA as a

whole), where the grain of landform and main aspect of land to sea is northwards (rare in the context of the wider NSA).

18.11.5.3 Frontier qualities are particularly pronounced and experienced intensely by virtue of the fact that the access roads off the main circular Isle of Lewis/*Eilean Leòdhais* trunk roads lead to a dead end at this western coast. The Outer Hebrides/*Na h-Eileanan Sia* as a whole are on the westernmost fringes of Europe. Arrival on the eastern seaboard of the Isle of Lewis*/Eilean Leòdhais* and the Isle of Harris*/Na Hearadh* at any of the main seaports or Stornoway/*Steòrnabhagh* Airport requires a journey inland westward to Garynahine*/Gearraidh na h-aibhne*. Beyond this, to access the coastline of the northwest NSA comprises additional travel through a number of contrasting diverse landscape characters, with approximate journeys of 22 km to get to north Bernera, 32 km to Bhaltos and 40 km to Gallan Head/*Àird Ùig*. These types of 'dead-end' journeys are not unique to the NSA (for example the B887 accessing the southwest Isle of Harris/*Na Hearadh* coastline, or the minor road to Scalpay/*Sgalpaigh*) however when combined with the direction of travel westwards towards the Atlantic coastline, they are scarce and accentuate the already heightened '*very edge of*' quality.

18.11.5.4 The AESLQ Study Area as a whole combines landscapes and waters to express many of the overarching SLQs of the NSA and those specific to the south of the Isle of Lewis/*Eilean Leòdhais*, namely the great diversity of landscapes, rich variety of seascapes, the indelible link between the natural environment and patterns of settlement and culture, and the profound wild land and wildness qualities and character which permeate through all of the experiences of this northwest area of the NSA. The expression of SLQs is strikingly different between the sub-areas moving along the main road route (B8011), such that the intervisibility between these contrasting areas is a key part of the experience of the Study Area. Travelling into this area for the majority of people, the vastness of the Isle of Lewis/*Eilean Leòdhais* peatlands and wider northern coast of the Isle of Lewis/*Eilean Leòdhais* is left behind travelling south through the rocky moorlands towards and into the NSA. Views to the Isle of Lewis/*Eilean Leòdhais* and Isle of Harris/*Na Hearadh* hills and mountains are a seemingly constant backdrop and point of focus.

18.11.5.5 To the north of the rocky moorland, the experience becomes more intimate and of smaller scale entering and travelling through the cnoc and lochan landscape of the NSA, 1 of only 2 areas defined as displaying these key characteristics in the NSA (and only 4 in the Outer Hebrides/*Na h-Eileanan Sia* as a whole). The containment afforded by the complex character is dramatically contrasting with the wider moorland and mountainous character to the south, and upon reaching the northwest coast, the vastness of the open far-reaching waters of the Atlantic coast. This combination of landscapes, over a relatively limited geographical area of the NSA, and their contrasting expression of SLQs capture a microcosm of the rest of the NSA in one physically and visually separated and discrete area. The nature and experience of these qualities' changes, reflecting the differing balance between the ocean waters, coast, settlement and landform.

18.11.5.6 Core to the experiences of these SLQs is the balance of land to water and the profound perceptions of naturalness and lack of views to any large scale development (most settlement and infrastructure, very small in scale, and subservient to landform), with strong wild land character and qualities of remoteness and isolation, prevailing throughout, along the coast, within the archipelago, within the moorland and in the Lewis mountains. Wildness can be experienced in many parts of the NSA and it is this aspect that influences the extent to which dark sky character is experienced across this area of the NSA. Whilst not a defined SLQ, the absence of large-scale development, with only pockets of scattered settlement and crofting townships observed in field work, introduce very limited artificial light and as such dark sky character is a quality experienced within this part of the NSA.

18.11.6 Assessment of Effects on Special Landscape Qualities (AESLQ)

18.11.6.1 The AESLQ of the NSA is set out in full in **Appendix 18.4, Volume 2c** and **Table 18-26** summarises the AESLQ of the NSA for each of the 5 sub-areas.

18.11.6.2 The individual and groups of SLQs are experienced in varying degrees within each of the sub-areas defined for the assessment, depending on the nature of views and the landscape context. Elevated views, for example, from the Lewis Mountains sub-area, reveal a stronger expression of the intervisibility between the SLQs than the generally lower contained view from sub area 2. The scenic related qualities are generally strongly expressed in all of the sub-areas but those relating to cultural attributes are stronger in some sub-areas than in others, whilst in contrast the appreciation of the coastal SLQs is strongly expressed both from within sub areas 1 and 2, but also from elevated views in adjacent elevated areas where plan views are afforded. The assessment focuses on the SLQs which could be potentially significantly affected by the proposal so not all groups of SLQs are considered in every sub-area.

18.11.6.3 The factors considered when making judgements on the level of effects include the susceptibility of the SLQs to the Offshore Project (considering factors such as their scale, aspect and orientations, scarcity or prevalence) and strength of the SLQs likely to be appreciated by receptors within the sub-area and how the perception of the SLQs may be affected by the Offshore Project, taking into account the distance, visible extent and prominence of wind turbines, the array composition, movement and aviation lighting. In line with the methodology summarised in **Appendix 18.4, Volume 2c** and **Table 18-9**, judgements on sensitivity and magnitude of change are combined to arrive at an overall assessment as to whether the Offshore Project will have an effect that is significant or not significant on each SLQ.

Table 18-26 Summary of AESLQ of the NSA

SLQ	Significance of effect
Sub-area 1 – The Outer Northwest Lewis/Leòdhas Coastline	
The very edge of Europe	**Significant (Major-moderate to Major)** adverse effect on the appreciation of this SLQ, varying somewhat with increasing distance, and occurring in particular from Gallan Head/*Àird Uig* eastwards to the edge of the NSA, and to a lesser, but still significant effect from Mangersta/*Mangurstadh*. Short-term during construction and decommissioning and long-term during operation and maintenance.
A rich variety of exceptional scenery *A great diversity of seascapes* *Intervisibility between landscapes* *The close interplay of the natural world, settlement and culture*	**Significant (Major-moderate to Major)** adverse effect on the appreciation of this SLQ on the northwest coastal extremities where this SLQ is most strongly expressed, varying somewhat with increasing distance, and occurring in particular from Gallan Head/*Àird Uig* eastwards to the edge of the NSA, and to a lesser, but still significant effect from Mangersta/*Mangurstad*. The significant effects experienced during the day-time would extend into evening and with lower light levels and into the appreciation of the nightscape on the coastal edges, where frontier qualities are still marked at night. Short-term during construction and decommissioning and long-term during operation and maintenance.
Sub-area 2 – Lewis/Leòdhas Coastal Cnoc and Lochan	
A rich variety of exceptional scenery *A great diversity of seascapes* *Intervisibility between landscapes* *Extensive machair and dune systems with expansive beaches* *The very edge of Europe* *The close interplay of the natural world, settlement and culture* *The indivisible linkage of landscape and history*	**Significant (Major-moderate)** adverse effect on these combined SLQs experienced by the local communities, visitors to this area and people recreating in the cnoc and lochan landscapes, and parts of the coastline and waters, deriving from the effect of the Offshore Project on the experience of containment and reveal that is fundamental to the appreciation of the SLQs. Short-term during construction and decommissioning and long-term during operation and maintenance.
Sub-area 3 - The Teathabhal/*Teathabhal* and Uig/*Ùige* Rocky Peatlands	
A rich variety of exceptional scenery *Intervisibility between landscapes*	**Not significant (Moderate-minor)** adverse effect on the variety of scenery and intervisibility SLQs identified. Short-term during construction and decommissioning and long-term during operation and maintenance.
Deep sea lochs that penetrate the hills *The close interplay of the natural world, settlement and culture*	**Not Significant (Moderate)** adverse effect on the appreciation of the deep-sea loch SLQ. Short-term during construction and decommissioning and long-term during operation and maintenance.

SLQ	Significance of effect
Sub-area 4 - The Lewis*/Leòdhas* Hills and Mountains	
The wild mountainous character	**Significant (Moderate)** adverse effect on the *wild mountainous character of the Lewis Mountains area of the NSA*. Short-term during construction and decommissioning and long-term during operation and maintenance.
A rich variety of exceptional scenery *The great diversity of seascapes* *Intervisibility between landscapes* *The close interplay of the natural world, settlement and culture*	**Significant (Moderate)** adverse and significant effects on the appreciation of this group of SLQs. Short-term during construction and decommissioning and long-term during operation and maintenance.
Sub-area 5 - The North Harris*/Na Hearadh* Hills and Mountains	
The wild mountainous character *Intervisibility between landscapes* *A rich variety of exceptional scenery* *Intervisibility between landscapes*	**Not significant (Moderate-minor)** adverse effect on the wild mountainous character, intervisibility and variety of scenery of the North Harris Mountains area of the NSA. Short-term during construction and decommissioning and long-term during operation and maintenance.

18.11.7 Summary of AESLQ

18.11.7.1 The relevant sub-areas (**Appendix 18.6, Volume 2c** - **Figure 18.5**) within which likely significant effects on SLQs of the NSA are predicted are identified as follows:

- Sub-area 1 – The Outer Northwest Lewis/*Leòdhas* Coastline
- Sub-area 2 – Lewis/*Leòdhas* Coastal Cnoc and Lochan
- Sub-area 4 - The Lewis/*Leòdhas* Hills and Mountains

18.11.7.2 The parts of these sub-areas of the NSA that may experience visibility of the Offshore Array, and therefore be affected, are shown in **Appendix 18.6, Volume 2c** - **Figure 18.10**.

18.11.7.3 The relevant SLQs of the NSA for which likely significant effects are predicted are identified as follows for Sub-area 1 and Sub-area 2:

- *'The very edge of Europe'*
- *'A rich variety of exceptional scenery'*
- *'A great diversity of seascapes'*
- *'Intervisibility between landscapes'*
- *'The close interplay of the natural world, settlement and culture'*

18.11.7.4 Sub-area 2 also has an additional SLQ for which likely significant effects are predicted – *'Extensive machair and dune systems with expansive beaches'* and for Sub-area 4, the *'wild mountainous character'* is also identified as an SLQ for which likely significant effects are predicted.

18.11.7.5 The nature and magnitude of effects on these SLQs are described in full for each sub-area of the NSA in **Appendix 18.4, Volume 2c** and summarised in **Table 18-26**, which describes the nature and pattern of effects on the SLQs and an indication of the range of people who will experience the effects on the SLQs.

18.11.7.6 The likely significant effects on the SLQs of the NSA are particularly concentrated on the experience of the landscape/coast along the western seaboard of the NSA (Sub-area 1 - the Outer Northwest Lewis/*Leòdhas* Coastline) where the experience of the headlands is defined by views along the coast out to the waters of the Atlantic Ocean, and from its transition to Sub-area 2 (Lewis/*Leòdhas* Coastal Cnoc and Lochan) where the open water, and sea to sky horizon, are still clear in views above the coastal edge; where parts of the Turbine Area are likely to be viewed in juxtaposition with and above the relatively low lying fractured coastal edge.

18.11.7.7 The likely significant effects on the SLQs of the NSA are also identified as extending to the *'wild mountainous character'* experienced from individual summits and ridges within parts of the Lewis/*Leòdhas* Hills and Mountains (sub-area 4). Although these areas are located at longer range and set back from the coast, the elevated position of these hills relative to the coast creates a strong association with the western seaboard with expansive views over the Outer Northwest Lewis/*Leòdhas* Coastline. The Offshore Project would introduce a notable new feature that detracts from the perception of wild mountainous character however, the significance of this effect is noted as reducing in magnitude due to the distance of the Turbine Area and the retained strong 'mountainous' character expressed from the summits and within the deep glens, which would still be appreciated. There would also be no visibility of the Offshore Project from the lower lying and more modified floor and lower slopes of Lewis/Leòdhas mountains, from where the wild mountain character SLQ would also be unaffected and appreciated.

18.11.7.8 The AESLQ has identified no significant effects on the SLQs of Sub-area 3 (The Teathaval/*Teathabhal* and Uig/*Ùige* Rocky Peatlands) and Sub-area 5 (The North Harris/*Na Hearadh* Hills and Mountains), where the SLQs will continue to be experienced without significant effects over these wider areas of the NSA. There are considerable areas of the NSA particularly to the south of the Lewis/*Leòdhas* Hills and Mountains (sub-area 4) that will have no visibility of the Offshore Project at all, from where the experience of SLQs will not be affected by the Offshore Project to any degree.

18.11.7.9 The potential adverse effects of the Offshore Project on the SLQs of the NSA have been reduced through design. As described in Section 18.7.2, the Array Area was refined in response to the sensitivity of the NSA. Design iteration included early consideration of the SLQs of the NSA, including the strong wild character, and the relationship of the array to the NSA was a key design objective, aiming to minimise effects on the scenic small-scale settled coast.

18.11.7.10 The design iterations reduced the scale and height of WTGs and maximised the setback distance from the NSA, implementing an 11 km setback from the NSA from the defined Turbine Area within

the Array Area (Commitment M036) to reduce visual and landscape impacts. Increased setback of the Turbine Area from the NSA was achieved with a reduction in footprint through the omission of the southwest portion of the Array Area boundary closest to the NSA. This increased the distance from the NSA and contributed to a likely reduction in landscape and visual effects through a reduction in the lateral spread of development, an increase in open sea separation distance between the Turbine Area and the NSA, and a reduction in spatial scale and visibility of the WTGs and OSP (if required) from the NSA.

18.11.7.11 The Offshore Array lies 11km outwith the NSA at its closest point and will have no direct effects on its physical attributes, so that all effects will be perceived only. This ensures that the SLQs that are dependent upon physical attributes of the NSA will not be affected by the Offshore Array.

18.11.7.12 Visibility of the Offshore Array may affect the SLQs that are reliant on the perceived qualities of the NSA, and the AESLQ has indicated that the effects on some SLQs will be significant. The effect of the Offshore Array on several viewpoints within the NSA is also assessed to be significant and these are representative of locations where the SLQs may be experienced.

18.11.7.13 The nature of parts of the western extremities of the NSA is inherently open to the Atlantic seascape from the main headlands and promontories, and the summit areas of the Lewis/*Leòdhas* Hills have panoramic views over the Outer Northwest Lewis/*Leòdhas* Coastline of the NSA, and therefore these areas are susceptible to the external influence of the Offshore Project in the seascape. Although the landscape is more contained with depth away from the western edge of the NSA into the 'Cnoc and Lochan' landscapes around the Bernera Islands, An Caolas and Loch Rog/Loch Rog an Ear, the intermittent views of the sea along sea lochs, across framed, complex landforms and offshore islands are a key focus of the landscape and susceptible to changes arising from the Offshore Array.

18.11.7.14 The closest point of the Turbine Area is however, located some 11km from the northern edge of the NSA. The Offshore Array lies outwith and distant from the NSA boundary and does not have a physical effect, however it is concluded that, perceptually, if not physically, the development would have significant effects on several SLQs experienced from the closest western extremities of the NSA (sub area 1) and it's transitional areas (sub-area 2), while also extending occasionally to the 'wild mountainous character' experienced from individual summits within parts of the Lewis/*Leòdhas* Hills and Mountains (sub-area 4). It is clear from the AESLQ undertaken in **Appendix 18.4, Volume 2c** and summarised in **Table 18-26**, that the Offshore Project has significant effects on several SLQs experienced from three sub-areas of the NSA and would result in an evident change to some of the NSA's SLQs.

18.12 ASSESSMENT OF EFFECTS OF AVIATION AND NAVIGATION LIGHTING

18.12.1 Introduction and Guidance

18.12.1.1 The CAA requires that 'en route obstacles' at or above 150 m above ground level are lit with visible lighting to assist their detection by aircraft. As such, there is potential that lighting of the Offshore Project may be visible at night.

18.12.1.2 The methodology for the assessment of effects of navigation and aviation lighting is set out in **Appendix 18.1, Volume 2c**. An assessment of the effects of aviation lighting and marine 'navigation' lighting of the Offshore Project is assessed in respect of agreed night-time viewpoints in **Appendix 18.2, Volume 2c**. The assessment of the effects of aviation lighting and marine 'navigation' lighting of the Offshore Project is summarised in the following sections of this chapter.

18.12.1.3 The assessment of aviation lighting and marine navigation lighting has been in undertaken in accordance with Guidance on Aviation Lighting Impact Assessment (NatureScot, 2024), in distinct steps:

- Step 1: Defining the lighting proposal;
- Step 2: Understanding the baseline;
- Step 3: Assessing the effects of the lighting.

18.12.2 Defining the Lighting Proposal

18.12.2.1 The assessment of effects arising from visible lighting requirements (aviation and navigation lighting) of the Offshore Project are based on the project design parameters set out in **Chapter 3, Volume 1a,** the parameters described in **Table 18-17** of this chapter and the **Outline Lighting and Marking Plan, Volume 3**.

18.12.2.2 Under 222(1) The Air Navigation Order 2016 requires en route obstacles to be "*fitted with medium intensity steady red lights positioned as close as possible to the top of the obstacle and at intermediate levels spaced so far as practicable equally between the top lights and ground level with an interval of not more than 52 metres*". Schedule 1 clarifies that medium intensity steady red light should comply with the characteristics described for a Type C light as specified in Annex 14 to the Convention on International Civil Aviation (Volume 1 - Aerodrome Design and Operations) (International Civil Aviation Organization (ICAO), 2018). According to Table 6-1 of Annex 14, the intensity of fixed red lights of medium intensity is defined as 2000 candela (cd).

18.12.2.3 The lowest permissible lighting intensity for onshore wind turbines is further defined in The 2017 CAA Policy Statement (CAA, 2017), which states that *"If the horizontal meteorological visibility in all directions from every wind turbine generator in a group is more than 5 km, the intensity for the light positioned as close as practicable to the top of the fixed structure required to be fitted to any*

generator in the windfarm and displayed may be reduced to not less than 10% of the minimum peak intensity specified for a light of this type".

18.12.2.4 Based on the relevant regulations, guidance, **Outline Lighting and Marking Plan, Volume 3** and project description (**Chapter 3, Volume 1a**) and the maximum parameters for the SLVIA set out in **Table 18-17**, the visual assessment of wind turbine aviation lighting during O&M is therefore based on the following key parameters:

- Red, medium intensity aviation warning lights (2,000 cd) will be located on top of the nacelle of peripheral WTGs marking a regular outline around the perimeter of the layout as shown indicatively on 25 WTGs in **Appendix 18.6, Volume 2c - Figure 18.2**. These warning lights will conform to the ICAO specification as set out in Annex 14 Table 6-3 (ICAO, 2018);
- The red, medium intensity aviation warning lights will be controlled with sensor-controlled dimming, such that when the visibility is greater than 5 km in all directions from all turbine hubs, the brightness of the lights will be reduced to 200 cd (10% of normal intensity). As dimming is included as embedded mitigation, the assessments (and photomontage visualisations) are based on reduced 200 cd intensity aviation lights (rather than 2000 cd) in line with guidance (NatureScot, 2024, para 82). The assessments are based on a worst case assumption of 200 cd light at each viewpoint, but also separately indicate how vertical directional intensity might reduce lighting intensity experienced by viewers at that location, based on the calculations provided in **Appendix 18.5, Volume 2c**;
- Directional intensity is provided for in Air Navigation Order 2016 article 223 (5), which requires that when displayed on offshore WTGs, the angle of the plane of the beam of peak intensity emitted by the light must be elevated to between 3° and 4° above the horizontal plane. This will mean that the intensity of the aviation lights experienced will be less when viewed at or below the horizontal plane (i.e. from below the lights). These light intensity reductions are not, however, factored into the MDS assessed in the SLVIA or shown in the photomontages presented, as the precise model of aviation light to be used for the Offshore Project is not known at this time. Whilst aviation lighting manufacturers must meet the minimum requirements, their products may vary in relation to recommended limits, and the lighting characteristics of different light fittings may therefore vary outside the minimum requirements stipulated. Further consideration of the potential mitigation afforded by this directional intensity is described in the assessment and **Appendix 18.6, Volume 2c - Figure 18.18: Aviation Lighting Intensity ZTV (larger WTG type)** helps to illustrate the potential reduction in lighting intensity within different parts of the study area;
- Marine navigation lights will be fitted at platform level on the external platform of significant peripheral structures (SPS) as shown indicatively on 12 SPS in **Appendix 18.6, Volume 2c - Figure 18.2**. The marine navigation lights on each SPS will have 360° visibility, with synchronised flashing IALA special mark characteristics (Fl.Y.5 s) and range of not less than 5 nautical miles (nm). Intermediate Peripheral Structures (IPS) will also be marked with marine navigation lights with a minimum 2nm range. As stated in the **Outline Lighting and Marking**

Plan, Volume 3 and **Chapter 16**, **Volume 2a**, NLB have agreed that it is acceptable for shore-facing SPS lights to use a range of 2nm rather than the nominal range of 5 nm, subject to the final layout. Other parameters such as flash sequence can also be considered further to reduce visual impacts.

18.12.2.5 As set out in **Table 18-17**, the parameters for the larger WTG layout represent the maximum WTG lighting that may potentially affect seascape, landscape and visual receptors at night. The higher position of the aviation lights on the nacelle of the larger WTG type layout results in a wider ZTV (**Appendix 18.6, Volume 2c - Figure 18.16: Aviation Lighting ZTV (larger WTG type)**) with potential to affect a greater area and spread of receptors than the aviation lights at lower hub height associated with the smaller WTG type (**Appendix 18.6, Volume 2c - Figure 18.15: Aviation Lighting ZTV (smaller WTG type)**). Although the number of aviation and navigation lights likely to be required for the smaller WTG layout is likely to be slightly greater (an additional 5 aviation lights are shown **Appendix 18.6, Volume 2c - Figure 18.1: SLVIA Project Design Envelope (smaller WTG type)**), the higher position of the aviation lights on the nacelle of the larger WTG type and their wider ZTV is considered to represent the worst-case and ensures all potential receptors are considered in the assessment.

18.12.3 Understanding the Baseline

18.12.3.1 The night-time lighting baseline described in Section 18.6.3 establishes the baseline lighting environment, the selection of proposed night-time viewpoints, and identifies the key receptors and characteristics that are sensitive to introduction of lighting. The baseline conditions and sensitivity of people who perceive the landscape at night is also assessed in respect of the agreed night-time viewpoints in **Appendix 18.2, Volume 2c**.

18.12.3.2 Desk-based surveys have been conducted as part of the baseline. Satellite imagery provides an understanding of existing light conditions across the study area at night (**Appendix 18.6, Volume 2c - Figure 18.14**) and is described in the Section 18.6. Aspects of the seascape/landscape which increase or decrease its sensitivity to the introduction of visible lighting are identified and described, including those seascape/landscapes where particular special qualities related to dark night skies are referred to in the citations for designated landscapes.

18.12.3.3 The aviation lighting ZTV in **Appendix 18.6, Volume 2c - Figure 18.16** identifies the likely geographical extent of theoretical visibility of the aviation lights and has been reviewed to inform relevant representative viewpoints. Viewpoints that represent night-time impacts were discussed and agreed with the relevant planning/consenting authority and refined during the EIA process (**Table 18-3**).

18.12.3.4 Fieldwork has been undertaken as a component of the baseline evaluation. Relevant parts of the study area have been visited, and views were surveyed and photographed at night to gain an

appreciation of aspects of the seascape/landscape which may become less perceptible or imperceptible, or more perceptible (i.e. the appreciation of dark skies) during hours of darkness.

18.12.3.5 Representative night-time viewpoints (**Table 18-14**) are accompanied by night-time baseline photography as follows, to represent the key receptors and enable description of the baseline conditions at these locations:

- Viewpoint 4 Melbost Borve/*Mealabost Bhuirgh* **(Appendix 18.6, Volume 2c - Figure 18.28 Viewpoint 4)**;
- Viewpoint 13 Barvas/*Barabhas* **(Appendix 18.6, Volume 2c - Figure 18.37 Viewpoint 13);**
- Viewpoint 23 Shawbost/*Siabost* **(Appendix 18.6, Volume 2c - Figure 18.47 Viewpoint 23);**
- Viewpoint 29 Bosta/*Bostadh* **(Appendix 18.6, Volume 2c - Figure 18.53 Viewpoint 29);**
- Viewpoint 30 Gallan Head **(Appendix 18.6, Volume 2c - Figure 18.54 Viewpoint 30);**
- Viewpoint 32 Reef Reach (**Appendix 18.6, Volume 2c - Figure 18.56 Viewpoint 32);**
- Viewpoint 37 Callanish/*Calanais* (**Appendix 18.6, Volume 2c - Figure 18.61 Viewpoint 37).**

18.12.3.6 Baseline night-time photography is presented from these viewpoints, captured in low light conditions, after the end of civil twilight, when 'night' has been reached and when other artificial lighting, such as streetlights, car headlamps and lights on buildings are on, to show how the aviation lighting would look compared to the existing baseline at such times and worst case for the purposes of the assessment.

18.12.4 Assessment of Effects of Aviation and Navigation Lighting

Types of Effect at Night

18.12.4.1 The effect of the aviation and navigation lights will be dependent on a range of factors, including the intensity of lights used, the clarity of atmospheric visibility, the degree of negative/positive vertical angle of view from the light to the receptor and vary with the time of year and geographic location, as described further in **Appendix 18.5, Volume 2c**.

18.12.4.2 The assessment of the lighting of the Offshore Project is primarily intended to determine the likely significant effects on the visual resource, i.e. it is primarily an assessment of the visual effects of aviation lighting on views experienced by people at night. The matter of aviation and marine navigation lighting assessment is primarily a visual matter, and the assessment presented focusses on that premise.

18.12.4.3 As landscape and coastal features become less distinct in low light conditions, at twilight, during the night and at dawn, perceptions of darkness and remoteness may become heightened as constituent elements, where they are uninterrupted by artificial light. The assessment therefore also considers effects of the aviation lighting on perceived landscape and coastal character, focusing on how distinctive landforms and enclosing skylines, which remain perceptible at dusk and during hours of darkness, add to the perception of night-time character and how these may be affected.

18.12.4.4 Table 6-1 of Annex 14 to the Convention on International Civil Aviation (ICAO, 2018) indicates a requirement for medium-intensity (type C) lighting to be switched on when 'night' has been reached (below 50 cd/m^2). It does not require aviation lighting to be on during 'day' (above 500 cd/m^2) or during 'twilight' (50-500cd/m^2), which is the period when landscape and coastal character may be most discernible.

18.12.4.5 Schedule 1 of the Air Navigation Order 2016 also defines night as *"the time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level"*. This equates approximately to the end of civil twilight and beginning of nautical twilight.

18.12.4.6 In order to consider a possible worst-case, it is assumed that aviation lighting may be seen for a short time towards the end of the twilight period (during nautical and astronomical twilight) when some recognition of landscape and coastal character features and patterns may be possible. It is considered, however, that a level of recognition after the end of civil twilight, when it is technically 'night' (and aviation lighting is switched on), does not amount to an ability to appreciate in any detailed landscape and coastal character differences and subtleties.

18.12.4.7 With respect to landscape and coastal character, the assessment focuses on effects on perceived landscape and coastal character sensitivities, in particular where qualities of wildness, remoteness and lack of man-made elements are features of the landscape/coast; and on areas where a particularly distinctive landform or characteristic may be perceived at night with lights on the skyline (i.e. where a perceived character effect may occur as a component of visual effects); and for designations where dark skies are a specific 'special quality' defined in their citation.

Assessment of Visual Effects of Aviation and Navigation Lighting

Aviation Lighting ZTV

18.12.4.8 Visual effects of the aviation lighting will only occur where their introduction influences the visual amenity and views experienced by people in the area. The geographic areas where these visual effects may occur is defined by the ZTV shown in **Appendix 18.6, Volume 2c - Figure 18.16**The aviation lighting ZTV can be used to identify where the aviation lights may theoretically be visible and how many lights are theoretically visible from different locations.

18.12.4.9 The aviation lighting ZTV is based on the nacelle mounted position of the aviation lights of peripheral wind turbines marking a regular outline of the layout as shown. The aviation lighting ZTV has been calculated using digital terrain data, which does not account for the screening effects of vegetation or built form. It also does not indicate the decrease in visibility of aviation lights that occurs with increased distance from the Turbine Area or atmospheric visibility due to the weather conditions. The aviation lighting ZTV therefore shows a worst-case and is likely to overstate the actual visibility of the Offshore Project, which would be further screened by vegetation or built form and visibility of the lights reduced by prevailing atmospheric conditions.

18.12.4.10 The aviation lighting ZTV **Appendix 18.6, Volume 2c - Figure 18.16** shows that the wind turbine aviation lights will not be visible from large geographic areas shown in 'dark grey' in the mapping with no ZTV colouring, where the terrain prevents views of the wind turbine aviation lights. Notably, these areas where the wind turbine aviation lights will not be visible include:

- Lower-lying eastern portion of the Isle of Lewis/*Eilean Leòdhais* and its eastern coastline between the Butt of Lewis/*Rubha Robhanais* and Stornoway/*Steòrnabhagh*. There is a visibility threshold around 20 km from the Turbine Area, where the landform of the north Lewis peatlands will screen views of the aviation lights for areas to the east of the Isle of Lewis/*Eilean Leòdhais*, between Stornoway/*Steòrnabhagh*, North Tolsta/*Tolastadh bho Thuath* and Port of Ness/*Port Nis*;
- Areas of lower lying ground extending inland from the east coast along watercourses into the peatlands, particularly to the north towards Ness/*Nis*, where the surrounding landform provides visual containment and screens views of the aviation lights;
- Hinterland areas of the east coast to the south of Shawbost, particularly around Carloway and Loch Carloway/*Loch Charlabhaigh*, where the rugged terrain restricts views of the aviation lights;
- The coastline of Easter Log Rog an Ear, extending towards Callanish/*Calanais* and the majority of the waters of Inner Loch Rog an Ear, Loch Hulabaig and Loch Rog;
- The majority of the boggy and rugged moorland hinterland areas of Gallan Head, and Traigh Uige; and the coastline south of Mangersta/*Mangarstadh* Head;
- The majority of the South Lewis, Harris and North Uist NSA beyond 20km has no visibility of the aviation lights, particularly from lower lying areas and incised valleys contained by the prominent hills and mountains of the NSA;
- The aviation lighting ZTV indicates that there will be no theoretical visibility of aviation lights at sea level beyond approximately 75 km from the Turbine Area (due to the influence of earth curvature).

18.12.4.11 The aviation lighting ZTV **Appendix 18.6, Volume 2c - Figure 18.16** shows that the main areas of higher theoretical visibility of the wind turbine aviation lights will be from:

- The open seas within the study area, including the offshore and inshore waters off the west facing coastline of Lewis and Harris/*Leòdhas agus Na Hearadh*, with visibility of 21-25 aviation lights theoretically extending to approximately 50 km to the northwest and 40 km to the southwest and northeast. Theoretical visibility of the aviation lights from the Flannan Isles/*Na h-Eileanan Flannach*, which are located approximately 37 km west of the Turbine Area;
- The west coast of the Isle of Lewis/*Eilean Leòdhais*, between the Butt of Lewis/*Rubha Robhanais* in the north and Magersta/*Mangurstadh* Head in the south/southwest, along the Atlantic coastline of the Isle of Lewis/*Eilean Leòdhais*. In the northwestern part of the Isle of Lewis/*Eilean Leòdhais*, areas of higher visibility of the aviation and navigation lights will occur

from the coastal strip of crofting and flat hinterland of moorland, extending inland over the western portions of the Isle of Lewis/*Eilean Leòdhais* peatlands;

- The ZTV of the aviation lighting is more extensive and continuous along the simpler, straighter coastline between Barvas/*Barabhas* and the Butt of Lewis/*Rubha Robhanais*. South of Barvas/*Barabhas*, the more complex, indented coastline and rugged, mountainous hinterland restrict visibility of the aviation and navigation lights to the immediate coastline, fragmented to bays and sea lochs oriented to the north/northwest, as well as scattered areas of higher ground;
- Between the Butt of Lewis/*Rubha Robhanais* and Garenin/*Na Gearrannan*, there will be views of the aviation and navigation lights out to sea from the coastline, encompasses popular sandy beaches at Eoropie/*Eòrapaidh*, Shawbost/*Siabost*, Dalmore*/Dail Mhor* and Dalbeg/*Dail Beag*; and behind, crofting settlements that are characteristic of the northwestern coastline including the townships of Ness*/Nis* including Europie/*Eòrapaidh*, the Port of Ness/*Port Nis*, Cross/*Cros* and Dell, North Galson/*Gabhsunn Bho Tuath*, Borve/*Borgh*, Shader/*Siadar an Rubha*, Barvas/*Barabhas*, Arnol/*Àrnoil*, Bragar/*Bhràdhagair* and Shawbost/*Siabost;*
- The pattern of the ZTV is more complex to the south of Shawbost/*Siabost*, with varying levels of higher to lower visibility of different numbers of lights visible, changing with the terrain and the opportunities for framed views of the sea and groupings of a smaller number lights from enclosed areas, to more open views of all the aviation and navigation lights from the main headlands. In general, the majority of the hinterland area between Shawbost/*Siabost* and Loch Rog an Ear will have much more restricted visibility of 1-5 or 6-10 aviation lights intermittently from scattered, recurring areas of higher ground*;*
- The ZTV of the aviation lights within the wider area of the southern Isle of Lewis/*Eilean Leòdhais* and northern Isle of Harris/*Na Hearadh* is much more fragmented, with variable visibility of less number of aviation and navigation lights viewed from longer distance and from limited areas of elevated upland, mixed with areas with no visibility from lower-lying areas that are enclosed by the uplands of the wider NSA;
- Beyond 20 km to the south, visibility of the aviation and navigation lights will be restricted to all but the most elevated hill tops of the NSA, with wide areas at lower level affording no visibility due to the intervening mountainous terrain. The viewpoint at Clisham/*An Cliseam* (Viewpoint 42) represents the most distant representative viewpoint to the south from the Isle of Harris/*Na Hearadh* from which there is theoretical visibility of the aviation and navigation lights just over 40km away.

Lighting Intensity ZTV

18.12.4.12 Directional intensity is provided for in Air Navigation Order 2016 article 223 (5), which requires that when displayed (a) the angle of the plane of the beam of peak intensity emitted by the light must be elevated to between 3° and 4° above the horizontal plane; (b) not more than 45% or less than 20% of the minimum peak intensity is to be visible at the horizontal plane; and (c) not more than 10% of the minimum peak intensity is to be visible at a depression of 1.5° or more below the

horizontal plane. This will mean that the peak intensity of the aviation lights will be directed to between 3° and 4° above the horizontal plane (and will only be viewed at its brightest from locations within this narrow angle of view above the lights); and that the intensity of the light experienced will be less when viewed at or below the horizontal plane (i.e. from areas below the aviation lights). This is likely to give rise to the lights being viewed at a reduced intensity depending on the viewpoint location as described further in **Appendix 18.5, Volume 2c**.

18.12.4.13 These vertical intensity reductions are not factored into the MDS assessed in the SLVIA or shown in the photomontages presented, as the precise model of aviation light to be used for the Offshore Project is not known at this time. Whilst aviation lighting manufacturers must meet the minimum requirements, their products may vary in relation to recommended limits set out in ICAO standards and the lighting characteristics of different light fittings may therefore vary outside the minimum requirements stipulated by ICAO. The assessment is therefore appropriately cautious about the potential reductions in brightness of the aviation lights. The night-time photomontages presented do not represent the reduced intensity that may be experienced by receptors at the particular viewpoint locations below the horizontal plane, they are based on an impression of a 200cd aviation light. The assessments are based on a worst case assumption of 200 cd light at each viewpoint, but also separately indicate how vertical directional intensity might reduce lighting intensity experienced by viewers at that location, based on the calculations provided in **Appendix 18.5, Volume 2c**.

18.12.4.14 The 'lighting intensity ZTV' in **Appendix 18.6, Volume 2c** - **Figure 18.18** also illustrate the potential for reduced lighting intensity within different parts of the study area. For this ZTV, the requirements of Air Navigation Order 2016 article 223 (5) and an example aviation light have been extrapolated, to provide an indicative model of the potential reduction in lighting intensity outside the beam of peak intensity (i.e. below 3° and above 4°), as shown in **Table 18-27**. Whilst the precise model of light to be used for the proposed development is not known at this time, it is considered that such an example provides a useful understanding of the potential reduction in the intensity of the aviation lights for receptors viewing them from areas of the study area that are outside the beam of peak intensity.

Table 18-27 Potential intensity of WTG aviation light based on information from Air Navigation Order 2016

Vertical angle	**Potential reduction in turbine lighting intensity (Candelas) (cd) for 200cd light**
Above 8°	<10 cd
6°-8°	140 -10 cd
4°-6°	200-140 cd
3°-4° (angle with beam of peak intensity)	200-250 cd
2°-3°	180-200 cd
1°-2°	70-180 cd
0°-1°	40-70 cd

Vertical angle	Potential reduction in turbine lighting intensity (Candelas) (cd) for 200cd light
0° to -1.5°	20-40 cd
Below -1.5°	< 20cd

18.12.4.15 On the basis of the requirements of Air Navigation Order 2014, therefore, it is evident that the angle of the beam of peak intensity of the aviation lights being at 3° to 4° above the horizontal plane of the light, results in a reduction in lighting intensities from locations outside that beam of peak intensity. The 'lighting intensity ZTV' in **Appendix 18.6, Volume 2c** - **Figure 18.18** illustrates where different lighting intensities (depending on different vertical angles from the nacelle mounted aviation light) would be visible within the surrounding landscape and further commentary is provided on this in **Appendix 18.5, Volume 2c**, with reference to examples of other lights experienced.

18.12.4.16 It is clear from **Appendix 18.6, Volume 2c** - **Figure 18.18** that the peak intensity of the aviation lights (200 cd) would not be experienced from the seascape or ground level within the SLVIA study area. The aviation lights would only be visible at peak intensity to aircraft passing at 3°-4° above the horizontal plane, as intended. There are areas of more elevated ground, particularly the prominent hills and mountains of the NSA, which due to their higher elevation, will theoretically experience a range of lighting intensity of 90-100 cd, however these areas are generally over 20 km from the Turbine Area, and therefore the intensity of the aviation lights is likely to be reduced by the intervening distance and atmospheric clarity. There are areas of mid elevation within the closer parts of NSA that may experience a range of lighting intensity of between 50-60 cd, at distances of 11-20km from the Turbine Area. In general, people experiencing views from the majority of coastal areas at ground level within the study area are likely to experience a range of lighting intensity of between 30 and 60 cd, due to the angle at which they view the aviation lights, and this may reduce further to be below 30 cd from sea level. This is demonstrated in **Appendix 18.6, Volume 2c** - **Figure 18.18** and the likely maximum light intensity (candela) of aviation and marine navigation lights is also presented in **Table 18-28** based on the modelling undertaken in **Appendix 18.5, Volume 2c**. The brightness range of 30-60 cd (at 10% output) is described in **Appendix 18.5, Volume 2c** as comparable to the brightness of a 'middling star'.

18.12.4.17 Another way to compare the brightness of the aviation lights is also described in **Appendix 18.5, Volume 2c**, which compares the emitted candela with other known sources of lighting that are typically visible at night and identifies that the simplest comparison for the red aviation lights are car rear brake lights, which on average are about 80 cd. This is described in **Appendix 18.5, Volume 2c** as somewhat brighter than the apparent output of any of the WTG lights from any of the viewpoints, however, a car brake light at slightly greater distance than the distances to the WTGs is described as likely to be a good match with what to expect in terms of the intensity of the red aviation lighting.

18.12.4.18 With respect to the intensity of marine navigation lighting, **Appendix 18.5, Volume 2c** describes that these yellow marine navigation lights are likely to appear brighter than the red aviation warning lights for those viewpoints where they can be seen. Although the nearest WTGs will be brightest for these yellow marine navigation lights, these lights emit horizontally, and with a large beam, so most locations see the same part of the light and they are viewed closer to maximum intensity. As stated in the **Outline Lighting and Marking Plan, Volume 3** and **Chapter 16, Volume 2a**, NLB have agreed that it is acceptable that shore-facing SPS lights may use a range of 2nm rather than the nominal 5nm, subject to the final layout, which will reduce the intensity of the marine navigation lights when viewed from the coastline.

Viewpoint Assessment

18.12.4.19 The assessment of visual effects of aviation and navigation lighting is undertaken with reference to 7 representative night-time viewpoints that are assessed in full in **Appendix 18.2, Volume 2c**. Night-time photomontage visualisations of the Offshore Project have been used to model the visibility of aviation and navigation lighting from each of these night-time viewpoint locations and inform the assessment of potential effects. These photomontage visualisations showing the aviation and navigation lighting are shown in the following figures:

- Viewpoint 4 Melbost Borve/*Mealabost Bhuirgh* **(Appendix 18.6, Volume 2c - Figure 18.28)**;
- Viewpoint 13 Barvas/*Barabhas* **(Appendix 18.6, Volume 2c - Figure 18.37);**
- Viewpoint 23 Shawbost/*Siabost* **(Appendix 18.6, Volume 2c - Figure 18.47);**
- Viewpoint 29 Bosta/*Bostadh* **(Appendix 18.6, Volume 2c - Figure 18.53)**;
- Viewpoint 30 Gallan Head **(Appendix 18.6, Volume 2c - Figure 18.54)**;
- Viewpoint 32 Reef Reach (**Appendix 18.6, Volume 2c - Figure 18.56**);
- Viewpoint 37 Callanish/*Calanais* (**Appendix 18.6, Volume 2c - Figure 18.61)**.

18.12.4.20 As dimming is included as embedded mitigation, the assessments and photomontage visualisations are based on 200 cd intensity aviation lights in line with guidance (NatureScot, 2024).

18.12.4.21 A narrative assessment of the effects of aviation and navigation lighting of the Offshore Project is assessed in respect of agreed night-time viewpoints in **Appendix 18.2, Volume 2c** and the effects on these night-time viewpoints are summarised in the grey rows in **Table 18-28**. The narrative assessment in **Appendix 18.2, Volume 2c** has informed the assessment of likely significant effects of aviation and marine navigation lighting from all other 'day-time' viewpoints, presented in **Table 18-28**, using reasoned professional judgement. An indication of the number of aviation and navigation lights is provided in **Table 18-28** and WTGs with visible lighting is shown on all wireline visualisations in **Appendix 18.6, Volume 2c - Figure 18.25** to **Figure 18.66**, including day-time viewpoints, to provide an accurate basis for assessing lighting.

Table 18-28 Summary of effects of aviation and navigation lighting on viewpoints

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
1	Butt of Lewis/*Rubha Robhanais*	20.7	Visitors to Butt of Lewis/*Rubha Robhanais* lighthouse Walkers – CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path Cyclists – Hebridean Way Residents – Coig Peighinnean, Europie/*Eòrapaidh*	High-Medium	High	**High**	26	12	49 cd	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
2	Cross/*Cros*	19.9	Residents – Cross/*Cros*, Habost/*Tàbost*, Swainbost/*Suaineabost*	Medium	High	**High-Medium**	26	11 (however some lights likely to be screened by housing)	50 cd	**Medium**	**Significant (Moderate)** adverse and long-term effect
3	North Galston/*Gàbhsann*	12.4	Residents – North Galston/*Gàbhsann*, South Galston/*Gàbhsann* Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path	Medium	High	**High-Medium**	8	2	39 cd	**Medium-low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
4	Melbost Borve/*Mealabost Borgh*	9.6	Residents – Borv/*Borgh* e, Melbost Borve/*Mealabost Borgh* Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path	Medium	High	**High-Medium**	26	12	44 cd	**High**	**Significant (Major)**, adverse and long-term effect
5	Shader/*Siadar an Rubha* Core Path	8.0	Residents – Shader/*Siadar an Rubha* Walkers - CP1 Butt of Lewis West/*Rubha Robhanais* Coast Path Visitors – Teampull Pheadair	Medium	High	**High-Medium**	22	11	42 cd	**High**	**Significant (Major)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
6	Upper Shader/*Siadar Uarach*	9.1	Residents – Borve/*Borgh*, Shader/*Siadar an Rubha* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	26	12	44 cd	**High**	**Significant (Major)** adverse and long-term effect
7	Clach an Truiseil	8.5	Residents - Ballantrushal Visitors - Clach an Trushal standing stone	Medium	High	**High-Medium**	24	5	42 cd	**High**	**Significant (Major)** adverse and long-term effect
8	Upper Barvas/*Barabhas* Cemetery	8.8	Residents - Barvas/*Barabhas* Visitors - Barvas/*Barabhas* Cemetery	Medium	High	**High-Medium**	24	7	42 cd	**High**	**Significant (Major)** adverse and long-term effect
9	Upper Barvas/*Barabhas*	9.9	Residents – Upper Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	26	9	44 cd	**High**	**Significant (Major)** adverse and long-term effect
10	Barvas/*Barabhas* Beach	8.8	Visitors – Barvas/*Barabhas* Beach	Medium	High	**High-Medium**	26	12	40 cd	**High**	**Significant (Major)** adverse and long-term effect
11	North of Brue/*Brù*	8.6	Residents – Brue/*Brù*	Medium	High	**High-Medium**	16	8	37 cd	**High**	**Significant (Major)** adverse and long-term effect
12	Loch na Muilne	8.4	Visitors - Loch na Muilne RSPB	High-Medium	High	**High**	26	12	40 cd	**High**	**Significant (Major)** adverse and long-term effect
13	Barvas/*Barabhas*	11.0	Residents – Barvas/*Barabhas* and Lower Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	Medium	High	**High-Medium**	26	3	40 cd	**High-Medium**	**Significant (Major-Moderate),** adverse and long-term effect
14	Arnol/*Àrnoil* Blackhouse	8.5	Visitors – Arnol/*Àrnoil* Blackhouse	Medium	High	**High-Medium**	26	11	40 cd	**High**	**Significant (Major)** adverse and long-term effect
15	Arnol/*Àrnoil* Village	8.7	Residents - Arnol/*Àrnoil*	Medium	High	**High-Medium**	26	12	41 cd	**High**	**Significant (Major)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
16	Bragar/*Bhràdhagair* Beach	7.7	Visitors – Bragar/*Bhràdhagair* Beach and Tempull Eoin	Medium	High	**High-Medium**	12	4	33 cd	**High-Medium**	**Significant (Major-Moderate)** adverse and long-term effect
17	Sheiling near Loch Urghag (between Brue/*Brù* and Arnol/*Àrnoil*)	10.2	Visitors – Sheilin Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	26	12	42 cd	**High**	**Significant (Major)** adverse and long-term effect
18	Shawbost/*Siabost* Core Path	6.8	Residents – North Shawbost/*Siabost* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	Medium	High	**High-Medium**	26	12	36 cd	**High**	**Significant (Major)** adverse and long-term effect
19	A858 Abhainn Arnol/*Àrnoil*	9.3	Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	17	2	38 cd	**High**	**Significant (Major)** adverse and long-term effect
20	Bragar/*Bhràdhagair*	8.6	Residents - Bragar/*Bhràdhagair*	Medium	High	**High-Medium**	26	6	39 cd	**High**	**Significant (Major)** adverse and long-term effect
21	A857 (inland south of Barvas/*Barabhas*)	13.1	Road users	Medium	Medium	**Medium**	26	2	43 cd	**High-Medium**	**Significant (Major-Moderate)** adverse and long-term effect
22	Flannan Isles/*Na h-Eileanan Flannach*	37.3	Visitors – Flannan Isles/*Na h-Eileanan Flannach*	High-Medium	High	**High**	26	12	55 cd	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
23	Shawbost/*Siabost*	8.0	Residents – Shawbost/*Siabost*, South Shawbost/*Siabost*, New Shawbost/*Siabost* Road users – A858 Cyclists - Hebridean Way	Medium	High	**High-Medium**	15	5	37 cd	**High-Medium**	**Significant (Major-Moderate)**, adverse and long-term effect
24	Dalbeg/*Dhail Beag* Beach	7.0	Visitors – Dalbeg/*Dhail Beag* Beach	High-Medium	High	**High**	7	2	31 cd	**High-Medium**	**Significant (Major)** adverse and long-term effect

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
			Residents – Dalbeg/*Dhail Beag* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*								
25	Dalmore/*Dail Mhor* Beach	7.3	Visitors – Dalmore/*Dail Mhor* Beach Residents - Dalmore/*Dail Mhor* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	High-Medium	High	**High**	17	6	37 cd	**High**	**Significant (Major)** adverse and long-term effect
26	Beinn na Cloich	8.8	Walkers - Beinn na Cloich	Medium	High	**High-Medium**	17	7	46 cd	**High**	**Significant (Major)** adverse and long-term effect
27	Garenin/*Na Gearrannan* Blackhouse	7.3	Visitors - Garenin/*Na Gearrannan* Blackhouse village Residents – Garenin/*Na Gearrannan* Walkers – Timeless Way, CP3 Na Gearrannan to Bragar/*Bhràdhagair*	High-Medium	High	**High**	2	2	32 cd	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
28	Doune Carloway/*Càrlabhagh*	10.0	Visitors – Doune Carloway/*Càrlabhagh broch*	Medium	High	**High-Medium**	24	5	45 cd	**High**	**Significant (Major)** adverse and long-term effect
29	Bosta/*Bostadh*	11.7	Visitors – Bosta/*Bostadh* Beach, Iron Age Village Cyclists – Great Bernera/*Beàrnaraigh Mòr* Cycle route	High	High	**High**	7	2	34 cd	**Medium**	**Significant (Major-Moderate)**, adverse and long-term effect
30	Gallan Head/*Àird Uig*	14.4	Visitors/walkers – Gallan Head/*Àird Uig* Residents – Gallan Head/*Àird Uig*	High	High	**High**	26	12	49 cd	**Medium**	**Significant (Major - Moderate)**, adverse and long-term effect
31	Valtos	15.7	Residents – Valtos, Kneep/*Cnìp*	High	High	**High**	12	5	47 cd	**Medium**	**Significant (Major-Moderate)**

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
											adverse and long-term effect
32	Reef Beach	16.6	Visitors – Reef Beach	High	High	**High**	15	1	44 cd	**Medium**	**Significant (Major-Moderate)**, adverse and long-term effect
33	Forsnabhal	17.2	Walkers - Forsnabhal	High	High	**High**	26	12	56 cd	**Medium**	**Significant (Major-Moderate)** adverse and long-term effect
34	Camas na Clibhe	16.8	Visitors – Camas na Clibhe beach Residents - Cliff/*Cliobh*	High	High	**High**	9	2	43 cd	**Medium**	**Significant (Major-Moderate)**, adverse and long-term effect
35	Shulishader/*Siadar an Rubha*	33.1	Residents - Shulishader/*Siadar an Rubha*	Medium	High	**High-Medium**	6	0	50 cd	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
36	Carishader/*Cairsiadar*	19.6	Residents - Carishader/*Cairsiadar*	High	High	**High**	2	0	40 cd	**Low**	**Not Significant (Moderate-minor)**, adverse and long-term effect
37	Callanish/*Calanais*	18.7	Visitors – Callanish/*Calanais* Standing Stones Walkers – Timeless Way	High-Medium	High	**High**	4	0	42 cd	**Low**	**Not Significant (Moderate-minor)**, adverse and long-term effect
38	Mangersta/*Mangurstadh* Head	21.9	Visitors/walkers – Mangersta/*Mangurstadh* Head	High	High	**High**	17	4	50 cd	**Medium-low**	**Not Significant (Moderate)** adverse and long-term effect
39	Mealaisbhal	26.8	Hill walkers - Mealaisbhal	High	High	**High**	26	12	94 cd	**Medium-low**	**Not Significant (Moderate)** adverse and long-term effect
40	Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	40.6	Ferry users - Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	Medium	High	**High-Medium**	0	0	N/A	**No change**	**Not Significant (No effect)**, neutral and long-term

No	Viewpoint	Distance Nearest WTG (km)	Reason for Selection (visual receptor)	Sensitivity			Effect of aviation and navigation lighting				
				Value	Susceptibility	Sensitivity	Number of lights theoretically visible		Likely maximum light intensity (candela)	Operation & Maintenance	
							Aviation lights	Navigation lights	Aviation lights	Magnitude of Change	Significance of Effect
41	Sgalabhal	31.2	Hill walkers - Sgalabhal	High	High	**High**	21	6	61 cd	**Low**	**Not Significant (Moderate-Minor)** adverse and long-term effect
42	An Cliseam	44.0	Hill walkers - An Cliseam	High	High	**High**	26	11	97 cd	**Negligible**	**Not Significant (Minor)** adverse and long-term effect

Assessment of Effects of Aviation and Navigation Lighting on Coastal Character

18.12.4.22 The assessment of likely visual effects arising from aviation and navigation lighting has informed the assessment of effects of this lighting on coastal character and SLQs. These effects are assessed for each relevant CCA receptor in **Appendix 18.3, Volume 2c** and for the relevant sub-areas of the NSA in **Appendix 18.4, Volume 2c**.

18.12.4.23 The effects arising from aviation lighting on coastal character and SLQs rests to a large extent on a perceptual appreciation of the lighting effects that someone might experience in different levels of darkness at night in the context of the features that define coastal character (such as the skyline and coastal landforms).

18.12.4.24 The SLVIA study area includes rural coastal areas that are both intrinsically darker at night (**Appendix 18.6, Volume 2c** - **Figure 18.14**), afford opportunity to perceive coastal character at night and see the proposed aviation lighting (**Appendix 18.6, Volume 2c - Figure 18.16**). In particular, these areas afford potential to experience the sea skyline and its relationship with foreground landforms, including distinctive rocky foreshores, cliffs and inshore islands, contributing to character, where effects on perceived character may occur as a component of visual effects. The absence of large-scale development, with only pockets of scattered settlement and crofting townships observed in fieldwork, introduce very limited artificial light. These areas consist of parts of the coastlines within the following CCAs (which are assessed further in **Appendix 18.3, Volume 2c** and the effects summarised in **Table 18-29**.

Table 18-29 Summary of effects of aviation and marine navigation lighting on coastal character (CCAs)

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
CCA1 Butt of Lewis/*Rubha Robhanais* Gently Sloping Crofting LCT (317)	19.8 km	**Medium** Value: Medium Susceptibility: Medium	**Medium-low** magnitude of change to the perceived character of the CCA at night, as a result of the introduction of distant aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the dark seascape and landform outline of the rugged, rocky coastline of caves and rock arches of this CCA	**Not Significant (Moderate-minor)** adverse and long-term effect on the perceived character of the CCA at night, as a result of the contrast between the distant aviation and navigation lighting with the dark seascape and landform outline of the rugged, rocky coastline of the CCA at night
CCA2 Eoropie	15.4 km	**High-medium**	**Medium** magnitude of change to the perceived character of parts of the CCA	**Significant (Moderate)** adverse and long-term effect on the perceived

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
Gently Sloping Crofting LCT (317) Machair LCT (321)		Value: Medium Susceptibility: High	at night, as a result of the introduction of distant aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the dark seascape in open views towards the Atlantic and the sense of remoteness gained from the low rocky headlands, coves and long sandy Hebridean beaches of the CCA at night.	character of parts of the CCA at night, as a result of the contrast of the distant aviation and navigation lighting with the dark seascape in open views towards the Atlantic and the sense of remoteness gained from the low rocky headlands, coves and long sandy Hebridean beaches of the CCA at night
CCA3 Borve, Shader and Galston low rocky coast Gently Sloping Crofting LCT (317) Boggy Moorland LCT (322)	7.2 km	**Medium** Value: Medium Susceptibility: Medium	**High** magnitude of change to the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the dark seascape in the open expanse of dark seascape visible from the linear coastline, in combination with the presence of lights occurring across the head of narrow inlets and small coves.	**Significant (Major-Moderate)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the contrast of the aviation and marine navigation lights with the open expanse of dark seascape viewed from the linear coastline, in combination with the presence of these lights occurring across the head of narrow inlets and small coves
CCA4 Barvas Sands and Àird Bharabhais Gently Sloping Crofting LCT (317) Machair LCT (321)	7.0 km	**High-medium** Value: Medium Susceptibility: High	**High** magnitude of change to the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the dark seascape in the open expanse of dark seascape visible from the low, rocky coastline, in combination with the presence of lights	**Significant (Major)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the contrast of the aviation and marine navigation lights with the open expanse of dark seascape viewed from the low, rocky coastline, in combination with the presence of these lights occurring across the sea

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
Boggy Moorland LCT (322)			occurring across the sea backdrop of the dunes and machair found at Barvas/*Barabhas beach*, and backed by *Loch Mor Bharabhas*.	backdrop of the dunes and machair found at Barvas/*Barabhas beach*, and backed by *Loch Mor Bharabhas*.
CCA5 Bragar and Port Arnol 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**High** magnitude of change to the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the dark seascape in the open expanse of dark seascape visible from the low, rocky coastline, in combination with the presence of lights occurring across the head of distinctive coves, bays at Bragar/*Bhràdhagair beach* and Port Arnol/*Àrnoil* and pebbly beaches backed by lochs. Due to the largely west facing coastline of the CCA.	**Significant (Major)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the contrast of the aviation and marine navigation lights with the open expanse of dark seascape viewed from the low, rocky coastline, in combination with the presence of these lights occurring across the head of across the head of distinctive coves, bays pebbly beaches backed by lochs.
CCA6 Loch Shiaboist 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**High** magnitude of change to the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, which is likely to contrast with the open expanse of dark seascape visible from the indented coastline, in combination with the presence of lights occurring across the head of small coves and indented cliffs	**Significant (Major)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the contrast of the aviation and marine navigation lights with the open expanse of dark seascape visible from the indented coastline, in combination with the presence of these lights occurring across the head of occurring across the head of small coves and indented cliffs

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
CCA7 Dalbeg and *Dalmore/Dail Mhor* coast to Àird Laimisiadair 323 – Rocky Moorland 318 – Linear Crofting	6.0 km	**High** Value: High Susceptibility: High	**High** magnitude of change to the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, due to the presence of lights occurring across the head of distinctive coves such as Dalbeg/*Dhail Beag* and Dalmore/*Dail Mhor* bays, with lights being viewed against the outline of rocky headlands and sea stacks.	**Significant (Major)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the presence of the aviation and marine navigation lights across the head of distinctive coves such as Dalbeg/*Dhail Beag* and Dalmore/*Dail Mhor* bays, with lights being viewed against the outline of rocky headlands and sea stacks
CCA11 Bernera Islands 324 – Cnoc and Lochan 319 – Dispersed Crofting	7.9 km	**High** Value: High Susceptibility: High	**Medium** magnitude of change to the perceived character of the northern coastal edges of the CCA at night, due to the presence of aviation and navigation lighting on the dark sea skyline backdrop to the indented coastal edge, narrow, indented lochs/sea lochs and small rocky islands that surround Great Bernera/*Beàrnaraigh Mòr* and Little Bernera/*Beàrnaraigh Beag*. Changes will result from a relatively small number of aviation and navigation lights visible in the southern and western end of the Turbine Area, occurring in the backdrop to views over Little Bernera/*Beàrnaraigh Beag* and the open sea between headlands and distinct, rocky islands.	**Significant (Major-Moderate)** adverse and long-term effect on the perceived character of the northern coastal edges of the CCA at night, as a result of the presence of aviation and navigation lighting on the dark sea skyline backdrop to the indented coastal edge, narrow, indented lochs/sea lochs and small rocky islands that surround Great Bernera/*Beàrnaraigh Mòr* and Little Bernera/*Beàrnaraigh Beag*. The effect on character at night occurs as a result of a relatively small number of aviation and navigation lights visible occurring on the highly sensitive character of the CCA, in the backdrop to views over Little Bernera/*Beàrnaraigh Beag* and the open sea

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
				between headlands and distinct, rocky islands.
CCA14 An Caolas including Reef Beach and Camas na Clibhe 324 – Cnoc and Lochan 321 - Machair 319 – Dispersed Crofting	13.4 km	**High** Value: High Susceptibility: High	**High-Medium** magnitude of change on the perceived character of the indented coastal edge, sea lochs, small rocky islands and sandy Hebridean beaches within the Caolas/*An Caolas* area. Changes arise from the introduction of aviation and navigation lighting in framed seaward views between offshore islands, extending beyond the dark profile of intervening headlands, with the lights contrasting with the tranquillity of the coast/seascape experienced at night from the sandy Hebridean beaches at Reef Beach and Cliff Beach/*Camas na Clibhe*.	**Significant (Major)** adverse and long-term effect on the perceived character of parts of the CCA at night, as a result of the presence of aviation and navigation lighting in framed seaward views between offshore islands, extending beyond the dark profile of intervening headlands, with the lights contrasting with the tranquillity of the coast/seascape experienced at night from the sandy Hebridean beaches at Reef Beach and Cliff Beach/*Camas na Clibhe*.
CCA15 Gallan Head 323 – Rocky Moorland 322 – Boggy Moorland 318 – Linear Crofting	14.1 km	**High** Value: High Susceptibility: High	**Medium** magnitude of change on the perceived character of the northern coastal edges of the CCA at night, which are intrinsically dark with limited baseline lighting influences, and have a more open aspect to the sea. Changes to the perceived character of these parts of the CCA at night will occur as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, viewed in the context of the rugged, dramatic coastline, introducing focal points of lighting off the archipelago of	**Significant (Major)** adverse and long-term effect on the perceived character of the north facing coast of the CCA at night, as a result of the presence of aviation and navigation lighting in the distant seascape to the north in the context of the rugged, dramatic coastline, and archipelago of Loch Roag/*Ròg* or Bernera/*Beàrnaraigh* Islands, which will contrast with the dark night skies and remoteness experienced from Gallan Head/*Gallan Beag*.

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Magnitude of Change (O&M)	Significance of Effect (Operation & Maintenance)
			Loch Roag/*Ròg* or Bernera/*Beàrnaraigh* Islands and contrasting with the dark night skies and remoteness experienced from Gallan Head.	
CCA17 Mangersta Head 323 – Rocky Moorland 321 - Machair	20.9 km	**High** Value: High Susceptibility: High	**Medium** magnitude of change on the perceived character of the northern areas of Mangersta/*Mangurstadh* Head at night, which are intrinsically dark with limited baseline lighting influences, and have a more open aspect to the sea. Changes to the perceived character of these parts of the CCA at night will occur as a result of the presence of aviation and navigation lighting on the sea skyline within the Turbine Area, viewed extending out to sea beyond Gallan Head/*Gallan Beag* in the context of rugged, dramatic coastline and uplands of Harris within the wider view, contrasting with the dark night skies and remoteness experienced from Mangersta/*Mangurstadh* Head	**Significant (Major-moderate)** adverse and long-term effect on the perceived character of the north facing coast of the CCA at night, as a result of the presence of aviation and navigation lighting within the Turbine Area extending out to sea beyond Gallan Head/*Gallan Beag* in the context of rugged, dramatic coastline and uplands of Harris within the wider view, contrasting with the dark night skies and remoteness experienced from Mangersta/*Mangurstadh* Head

18.12.4.25 Wildness can be experienced in many parts of the NSA and it is this aspect that influences the extent to which dark sky character is experienced across this area of the NSA. Whilst dark night skies are not a defined SLQ, the general absence of lighting along the coastline of the NSA and its prominent hills and mountains is such that dark sky character is a quality experienced within parts of the NSA. These effects of aviation and navigation lighting on SLQs are assessed for each of the sub-areas of the NSA in **Appendix 18.4, Volume 2c** and summarised in **Table 18-30.**

Table 18-30 Summary of effects of aviation and marine navigation lighting on SLQs

Sub Area	SLQs	Significance of Effect (Operation & Maintenance)
Sub-area 1 Outer NW Lewis/*Leòdhas* Coastline	*A rich variety of exceptional scenery* *A great diversity of seascapes* *Intervisibility* *The close interplay of the natural world, settlement and culture*	**Significant (Major), adverse** and **long-term** effect due to the influence of aviation and navigation lighting affecting the appreciation of this group of SLQs during periods of lower light at dusk and dawn. The potential significant effect would affect the nightscape along the coastal edge where frontier qualities are still expressed with the dark waters act as a foil to the clarity of night sky, where the visible aviation lights are likely to contrast with the remoteness of the rugged coast and headlands, and the dark profiles of headlands and islands of this part of the NSA.
Sub-area 2 Lewis/*Leòdhas* Coastal Cnoc and Lochan	*A rich variety of exceptional scenery* *A great diversity of seascapes* *Extensive machair and dune systems with expansive beaches* *The very edge of Europe* *The close interplay of the natural world, settlement and culture* *The indivisible linkage of landscape and history*	**Significant (Major), adverse** and **long-term** effect due to the influence of aviation lighting affecting the appreciation of this group of SLQs during periods of lower light at dusk and dawn. Changes will result from a relatively small number of aviation and navigation lights visible intermittently in the southern and western end of the Turbine Area, occurring in the backdrop to views to the dark sea between headlands and dark profiles of distinctive, rocky islands that contribute to the diversity of seascape experienced, and contrast with the tranquillity experienced at night from sandy Hebridean beaches (such as Reef Beach and Cliff Beach/Camas na Clibhe).
Sub-Area 3 – The Teathaval and Uig Rocky Peatlands	*A rich variety of exceptional scenery* *Intervisibility between landscapes*	**Not Significant (Moderate-Minor), adverse** and **long-term** effect due to the influence of distant aviation lighting into the seascape to the north, where the 'variety of exceptional scenery' and 'intervisibility between landscapes' qualities may still be appreciated during periods of lower light at dusk and dawn, from more elevated landforms of knolls and small hills orientated to the north.
Sub-Area 4 Lewis/*Leòdhas* Hills and Mountains	*The wild mountainous character* *A rich variety of exceptional scenery* *The great diversity of seascapes* *Intervisibility between landscapes*	**Significant (Moderate), adverse** and **long-term** effect due to the influence of aviation lighting affecting the appreciation of this group of SLQs during periods of lower light at dusk and dawn from the closest parts of the north Lewis/*Leòdhas* mountains sub-area 4 (such as areas represented by Viewpoint 39). Effects of the aviation and marine navigation lighting on the appreciation of SLQs from this sub-area are assessed as reducing to **Not Significant (Moderate-Minor)** from more distant parts of the north Lewis/Leòdhas

	The close interplay of the natural world, settlement and culture	mountains to the south towards their transition with the north Harris/*Na Hearadh* Hills and Mountains.
Sub-area 5 – The North Harris/*Na Hearadh* Hills and Mountains	*The wild mountainous character* *Intervisibility between landscapes* *A rich variety of exceptional scenery*	**Not Significant (Moderate-Minor), adverse** and **long-term** effect due to the influence of aviation lighting affecting the appreciation of this group of SLQs during periods of lower light at dusk and dawn from the Harris/*Na Hearadh* mountains sub-area 5.

18.13 ASSESSMENT OF COMBINED EFFECTS

18.13.1.1 The combined effects assessment considers likely significant effects from multiple impacts and activities from the construction, operation and maintenance, and decommissioning phases of the Offshore Project on the same receptor, or group of receptors. The overall method following in identifying and assessing potential Combined Effects in relation to the offshore environment is set out in **Chapter 5, Volume 1a**.

18.13.1.2 Combined effects could potentially arise in one of two ways. The first type of combined effect is a Project lifetime effect, where multiple phases of the Offshore Project (construction, operation and maintenance, and decommissioning) interact to create a potentially more significant effect on a receptor than in one phase alone.

18.13.1.3 The second type of combined effect is receptor-led effects. Receptor-led effects are where effects from different environmental aspects combine spatially and temporally on a receptor. These effects may be short-term, temporary, transient, or longer-term. Effects on seascape, landscape and visual receptors also have the potential to have secondary effects on other receptors and these effects are fully considered in the topic-specific chapters. These receptors and effects are:

- **Chapter 15, Volume 2a -** Temporary (during construction, operation and maintenance, and decommissioning phases), long-term (during operation and maintenance phase only) and reversible (post-decommissioning) addition of the Offshore Project resulting in direct effect to views from and indirect effect to perceived character of Gardens and Designed Landscapes (GDLs) and setting of Scheduled Ancient Monuments;
- **Chapter 6: Socio-economics, Volume 2a -** Temporary (during construction, operation and maintenance and decommissioning phases), long-term (during operation and maintenance phase only) and reversible (post-decommissioning) addition of the Offshore Project resulting in indirect effect to visitor and tourist use of the coast including receptors such as beaches, recreational routes, golf courses and visitor attractions.

18.13.1.4 Full results of the Project lifetime effects and receptor-led effects assessment can be found in **Chapter 23: Combined Effects Assessment, Volume 2a**.

18.14 CONSIDERATION OF ONSHORE TRANSMISSION WORKS PROJECT

18.14.1 Introduction

18.14.1.1 A separate application for the Project's onshore elements (the OTW Project) that includes all infrastructure landwards of Mean Low Water Springs (MLWS) within the Onshore Transmission Works Boundary will be made, under the Town and Country Planning (Scotland) Act 1997 to CnES. The OTW Project EIAR will provide a full description of the onshore elements of the Project landward of MLWS, and include an assessment of the associated likely significant effects.

18.14.1.2 This EIAR has considered the additive interactions between the Offshore Project and OTW Project to understand if there is the potential for any change to the assessment outcomes as a result of both elements of the Project. The approach to identify and consider potential interactions between the Offshore Project and OTW Project is set out in **Chapter 5, Volume 1a** and key design parameters associated with the OTW Project are summarised in **Chapter 3**, **Volume 1a**.

18.14.1.3 The potential for effects identified in **Table 18-5** to interact with effects associated with the OTW Project at a common receptor has been considered for seascape, landscape and visual receptors. **Table 18-31** provides a summary of the pathways considered in this chapter and the potential for interaction. Where required, this table provides the relevant MDS information for the OTW Project that has been used to inform this assessment.

18.14.1.4 As illustrated in **Figure 3.1, Volume 1b**, the Grid Substation will be located northwest of Loch Conc a'Choilich approximately 5 km southwest of Stornoway/*Steàrnabhagh*. Due to the geographical separation of the Grid Substation, there is no potential to interact significantly with effects associated with the Offshore Project at common seascape, landscape or visual receptors. There is no visibility of the Grid Substation from any of the Offshore Project viewpoints located along the western coast of the Isle of Lewis/*Eilean Leòdhais* listed in **Table 18-10** (and shown in **Figure 18.7, Volume 2c**). The only exception is potential long-range views from the lone hills and mountains of the NSA to the south (**Figure 18-5, Volume 2c**) such as Viewpoints 39 Mealaisbhal, Viewpoint 41 Sgalabhal and Viewpoint 42 An Cliseam, which have theoretical visibility of the Grid Substation, however these viewpoints in the NSA are located at distances over 28km from the Grid Substation and as such there is no potential for the additive effect associated with the Grid Substation to be significant on any seascape, landscape or visual receptors including the special qualities of the NSA, over and above those effects already assessed for the Offshore Project in Section 18.8–18.12.

18.14.1.5 The additive effects of the Grid Substation are therefore scoped out of further assessment in the following Whole Project assessment, which focuses on the potential additive effects of the interactions between the Offshore Project with the Landfall, Landfall Substation and Onshore Cable Corridor components of the OTW Project, to common receptors on the west coast of the Isle of Lewis/*Eilean Leòdhais*.

Table 18-31 Summary of seascape, landscape and visual impact pathways and potential for interaction with the OTW Project

Assessment pathways considered and receptors	Maximum Design Scenario
Construction and Decommissioning	
Visual impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to visual receptors/views on the west coast of the Isle of Lewis/*Eilean Leòdhais*. Impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to coastal character and landscape character receptors on the west coast of the Isle of Lewis/*Eilean Leòdhais*. Impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to the special qualities of designated landscapes.	<u>Offshore Project</u> - See **Table 18-17** Maximum parameters and assessment assumptions for impacts on seascape, landscape and visual receptors. <u>OTW Project</u> - **Onshore Landfall**. Construction activity and works related to Onshore Landfall, within the Onshore Landfall Area and HDD Onshore Working Area with HDD entry points near a coastal cliff at Barvas/*Barabhas*. - An onshore temporary construction HDD compound (approximately 465 m x 480 m). - Construction of Transition Joint Bays (TJBs). - Up to 12 circuits of buried Onshore Cables will connect from the TJBs to the Landfall Substation. - **Landfall Substation (Scenario 2)**. Construction of HVAC substation onshore, northeast of Barvas/*Barabhas*. Construction of a Landfall Substation with a platform of 150 m by 150 m and a maximum substation height of 15m, plus several smaller buildings housing electrical and other equipment. Within the substation compound, there will also be safety features such as lightning masts and access paths/roads. If the Offshore Substation is constructed (Scenario 1) rather than the Landfall Substation (Scenario 2 - MDS) all permanent works at the landfall will be underground. - **Onshore Cable Corridor**. Construction activity and works including trenched installation of the onshore cables with trenchless installation (HDD) where crossing roads, utilities and main watercourses; TCCs at designated locations; lay down, storage and stockpile areas;; new access road; construction haul road; and conversion of the haul road to a multiuse pathway between Barvas/*Barabhas* with Stornoway/*Steàrnabhagh*. - Duration of construction: up to 5 years.
Operation and maintenance	
Visual impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to visual receptors/views on	<u>Offshore Project</u> - See **Table 18-17** Maximum parameters and assessment assumptions for impacts on seascape, landscape and visual receptors.

Assessment pathways considered and receptors	Maximum Design Scenario
the west coast of the Isle of Lewis/*Eilean Leòdhais*..	OTW Project - **Onshore Landfall**. Backfilled TJBs and HDD entry pits, with reinstated topsoil following removal of all equipment and facilities and temporary fencing. Reinstated Onshore Landfall Area and HDD Onshore Working Area. - **Landfall Substation (Scenario 2)**. Operation of HVAC substation onshore, northeast of Barvas/*Barabhas*. Platform of 150 m x 150 m and a maximum substation building height of 15m, plus several smaller buildings and electrical equipment located in the open including transformers, shunt reactors and harmonic filters, as illustrated in indicative Landfall Substation layout shown in **Figure 3.1, Volume 1b** . Within the substation compound, there will also be safety features such as lightning masts and access paths/roads. - Duration of operation: up to 35 years. - **Onshore Cable Corridor**. Reinstated Onshore Cable Corridor (and associated TCCs) Section 1 between the Landfall Substation and Grid Substation and Section 2 between the Grid Substation and SSEN Lewis Hub. - Operational multiuse pathway between Barvas/*Barabhas* with Stornoway/*Steàrnabhagh*.
Impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to coastal character and landscape character receptors on the west coast of the Isle of Lewis *Eilean Leòdhais*.	
Impact (daytime) resulting from the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the proposed Onshore Project, to the special qualities of designated landscapes (South Lewis, Harris and North Uist NSA).	
Impact (night-time) of O&M phase marine navigation and aviation lighting of the Offshore Project together with external lighting of the Landfall Substation on coastal / landscape character receptors and visual receptors at night.	Offshore Project - See **Table 18-17** Maximum parameters and assessment assumptions for impacts on seascape, landscape and visual receptors. OTW Project - **Lighting**. It is assumed that operational lighting will be limited in the Landfall Substation (in Scenario 2). External lighting is likely to be directional and limited to essential security and safety requirements. External works are expected to be scheduled during daylight hours. If night working is required, it is expected that portable directional task lighting would be deployed.

18.14.2 Assessment of Effects on Visual Receptors/Views

18.14.2.1 There is potential for adverse visual impacts (daytime) resulting from the construction, operation and decommissioning of the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the OTW Project, to visual receptors/views on the west coast of the Isle of Lewis/*Eilean Leòdhais*. The operational and maintenance phase of the OTW project will overlap

with the operational and maintenance phase of the Offshore Project; and the construction and decommissioning phases will also overlap.

18.14.2.2 Visual receptors located outside the Zone of Theoretical Visibility (ZTV) of the Landfall Substation, are assessed as having no potential for significant additive effects associated with the OTW Project, over and above the effects assessed for the Offshore Project in **Section 18.8**, due to the limited influence and interaction of the OTW Project. The additive effects of the OTW Project on receptors outside the ZTV of the Landfall Substation are therefore scoped out of further assessment in the following Whole Project assessment, which focuses on common receptors within close proximity to the Landfall Substation that have visibility of both the Offshore Project and Landfall Substation.

18.14.2.3 Common visual receptors for the Offshore Project and OTW Project are primarily those located in close proximity to the Landfall Substation on the west coast of the Isle of Lewis/ *Eilean Leòdhais* that will have visibility of the Landfall Substation (within its ZTV). Visual receptors within this area have potential to experience relatively close-range views of the Landfall Substation together with views of the Offshore Project in the seascape off the west coast of the Isle of Lewis/*Eilean Leòdhais*.

18.14.2.4 The key visual receptors within this area are the crofting settlements at Baile an Truiseil/*Ballantrushal*, Upper Barvas/*Barabhas Uarach,* Barvas/*Barabhas* and Brue/*Brù*; motorists and cyclists using the A857 between Baile an Truiseil/*Ballantrushal and* Barvas/*Barabhas;* and visitors to Clach an Trushal/*Truseil* standing stone, Barvas/*Barabhas* Beach and Barvas/*Barabhas* Cemetery. Viewpoints were selected from these receptors in the Landfall Substation Study Area to be representative of the potential for Whole Project effects of the Offshore Project and OTW Project. Photomontages showing both the OTW Project and Landfall Substation (Scenario 2) are presented from representative viewpoints within the Landfall Substation Study Area in **Figures 18.67 – 18.73, Volume 2c** to support the assessment of Whole Project Effects.

18.14.2.5 The potential for visual effects of the Offshore Project to interact with visual effects associated with the OTW Project at these common receptors are assessed as follows. The assessment is based on the OTW Project MDS described in **Table 18-17** with a Landfall Substation (Scenario 2). If an Offshore Substation is constructed (Scenario 1) rather than a Landfall Substation (Scenario 2 - MDS) all permanent works at the landfall will be underground and O&M phase cumulative whole project impacts will therefore be unchanged from those assessed for the Offshore Project.

18.14.3 Assessment of Whole Project Visual Effects

Baile an Truiseil/*Ballantrushal* and Clach an Trushal/*Truseil* standing stone

18.14.3.1 Viewpoint 7: Clach an Trushal/*Truseil* is located at Clach an Trushal/*Truseil* standing stone and is representative of views experienced by both residents of Baile an Truiseil/*Ballantrushal* and visitors to Clach an Trushal/*Truseil* standing stone. The view experienced by these receptors is considered to be of high-medium sensitivity in the Offshore Project assessment. This receptor is located

approximately 8.5 km from the Turbine Area and approximately 2.5km from the Landfall Substation.

Construction and Decommissioning

18.14.3.2 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on views experienced by receptors at Viewpoint 7: Clach an Trushal/*Truseil* is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.3 The assessed visual effect of the construction and decommissioning works associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact on both residents of Baile an Truiseil/*Ballantrushal* and visitors to Clach an Trushal/*Truseil* standing stone is expected to be negligible during construction and decommissioning. While there is potential visibility of construction cranes over the skyline, the screening of intervening landform means the main construction works at the Landfall Substation and compound are not expected to be visible from this viewpoint. Onshore Landfall and Cable Corridor construction activity and works are also not expected to be visible from this viewpoint due to the intervening landform screening.

18.14.3.4 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of visual effects during the construction and decommissioning phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the visual impact for residents of Baile an Truiseil/*Ballantrushal* and visitors to Clach an Trushal/*Truseil* standing stone as a result of the Offshore Project in addition with the OTW Project remains as major, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.5 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on views experienced by receptors at Viewpoint 7: Clach an Trushal/*Truseil* is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.6 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact on both residents of Baile an Truiseil/*Ballantrushal* and visitors to Clach an Trushal/*Truseil* standing stone is expected to be none (no effect) during operation and maintenance due to the screening of intervening landform such that the Landfall Substation would not be visible from this viewpoint.

18.14.3.7 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of visual effects during the operation and maintenance phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the visual impact for residents of Baile an Truiseil/*Ballantrushal* and

visitors to Clach an Trushal/*Truseil* standing stone as a result of the Offshore Project in addition with the OTW Project remains as major, adverse and long-term, which is considered **Significant** in EIA terms.

Upper Barvas/Barabhas Uarach

18.14.3.8 Viewpoint 8: Upper Barvas/*Barabhas* Cemetery (**Figure 18.67, Volume 2c**) and Viewpoint 9: Upper Barvas/*Barabhas Uarach* (**Figure 18.68, Volume 2c**) are representative of views experienced by both residents of Upper Barvas/*Barabhas* and visitors to the cemetery. The view experienced by these receptors is considered to be of high-medium sensitivity in the Offshore Project assessment. Receptors at Upper Barvas/*Barabhas* Cemetery are located approximately 8.8 km from the Turbine Area and approximately 0.6 km from the Landfall Substation. Receptors at Upper Barvas/*Barabhas* are located approximately 9.9 km from the Turbine Area and approximately 1.7 km from the Landfall Substation.

Construction and Decommissioning

18.14.3.9 The Offshore Project assessment concluded that for both Viewpoint 8: Upper Barvas/*Barabhas* Cemetery and Viewpoint 9: Upper Barvas/*Barabhas Uarach*, which are representative of receptors in the Upper Barvas area, the impact of the construction and decommissioning of the Offshore Project is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.10 The assessed visual effect of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact on both residents of Upper Barvas/*Barabhas* and visitors to the cemetery is expected to be high-medium to high during construction and decommissioning, due to the proximity and extent of the Landfall Substation construction activity and works visible in the view, together with potential views of the Onshore Landfall and Cable Corridor construction activity and works. In combination, these construction and decommissioning works will contrast with the scale of exiting agricultural buildings and open, undeveloped character of the moorland landscape near the coast.

18.14.3.11 The magnitude of change to views experienced by residents of Upper Barvas/*Barabhas* and visitors to the cemetery resulting from the Offshore Project in combination with the OTW Project during construction and decommissioning is therefore expected to increase due to the influence of the OTW Project construction works visible near the coast, in combination with the Offshore Project construction works out to sea, but will remain major. Therefore, the visual impact for residents of Upper Barvas/*Barabhas* and visitors to the cemetery as a result of the Offshore Project with the addition of the OTW project is assessed as major, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.12 The Offshore Project assessment concluded that for both Viewpoint 8: Upper Barvas/*Barabhas* Cemetery and Viewpoint 9: Upper Barvas/*Barabhas Uarach*, which are representative of receptors in the Upper Barvas area, the impact of the operation and maintenance of the Offshore Project is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.13 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact on both residents of Upper Barvas/*Barabhas* and visitors to the cemetery is expected to be medium to high during operation and maintenance, due to the amount of the operational Landfall Substation visible, its contrasting scale compared to nearby agricultural buildings and the lightly developed character of the surrounding landscape.

18.14.3.14 The magnitude of change to views experienced by residents of Upper Barvas/*Barabhas* and visitors to the cemetery resulting from the Offshore Project in combination with the OTW Project during operation and maintenance is therefore expected to increase but will remain major. Therefore, the visual impact for residents of Upper Barvas/*Barabhas* and visitors to the cemetery as a result of the Offshore Project with the addition of the OTW Project is assessed as major, adverse and long-term, which is considered **Significant** in EIA terms.

Barvas/*Barabhas* Beach

18.14.3.15 Viewpoint 10: Barvas/*Barabhas* beach (**Figure 18.69, Volume 2c**) is representative of views experienced by visitors to Barvas/*Barabhas* beach. The view experienced by these receptors is considered to be of high-medium sensitivity in the Offshore Project assessment. This receptor is located approximately 8.8 km from the Turbine Area and approximately 1.5km from the Landfall Substation.

Construction and Decommissioning

18.14.3.16 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on views experienced by receptors at Viewpoint 10: Barvas/*Barabhas* beach is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.17 The assessed visual effect of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact on visitors to Barvas/*Barabhas* beach is expected to be low during construction and decommissioning. While there is potential visibility of construction cranes and the lightning masts on the skyline, the screening of intervening landform means the main construction works at the Landfall Substation and compound are not expected to be visible from this viewpoint. Onshore Landfall and Cable

Corridor construction activity and works are also not expected to be visible from this viewpoint due to the intervening landform screening to the north of Barvas/*Barabhas* Beach.

18.14.3.18 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of visual effects during the construction and decommissioning phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the visual impact for visitors to Barvas/*Barabhas* beach as a result of the Offshore Project with the addition of the OTW Project remains major, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.19 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on views experienced by receptors at Viewpoint 10: Barvas/*Barabhas* beach is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.20 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact on visitors to Barvas/*Barabhas* beach is expected to be negligible during operation and maintenance due to the intervening landform that will screen the Landfall Substation such that it is unlikely to be visible from this viewpoint (with the exception of the top of two lighting masts on the skyline).

18.14.3.21 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of visual effects during the operation and maintenance phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the visual impact for visitors to Barvas/*Barabhas* beach as a result of the Offshore Project in addition with the OTW Project remains as major, adverse and long-term, which is considered **Significant** in EIA terms.

Brue/*Brù*

18.14.3.22 Viewpoint 11: North of Brue/Brù (**Figure 18.70, Volume 2c**) is representative of views experienced by both residents of Brue/Brù. The view experienced by these receptors is considered to be of high-medium sensitivity in the Offshore Project assessment. Receptors at Brue/Brù are located approximately 8.6 km from the Turbine Area and approximately 2.8 km from the Landfall Substation.

Construction and Decommissioning

18.14.3.23 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on views experienced by receptors at Viewpoint 11: North of Brue/*Brù* is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.24 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact on both residents of Upper North of Brue/Brù is expected to be medium during construction and decommissioning, due to the distance and scale of the operational Landfall Substation visible and contrasting appearance of the Landfall Substation on the coastal skyline backdrop to Loch Mòr Bharabhais from this viewpoint.

18.14.3.25 The magnitude of change to views experienced by residents of Brue/*Brù* resulting from the Offshore Project in combination with the OTW Project during construction and decommissioning is therefore expected to increase slightly, due to some limited additional influence of the OTW Project construction works visible on the skyline but will remain major. Therefore, the visual impact for residents of Brue/*Brù* as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.26 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on views experienced by receptors at Viewpoint 11: North of Brue/*Brù* is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.27 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact on both residents of Upper North of Brue/Brù is expected to be medium-low during operation and maintenance, due to the distance and scale of the operational Landfall Substation visible and contrasting appearance of the Landfall Substation on the coastal skyline backdrop to Loch Mòr Bharabhais from this viewpoint.

18.14.3.28 The magnitude of change to views experienced by residents of Brue/*Brù* resulting from the Offshore Project in combination with the OTW Project during operation and maintenance is therefore expected to increase but will remain major. Therefore, the visual impact for residents of Brue/*Brù* as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and long-term, which is considered **Significant** in EIA terms.

Barvas/Barabhas

18.14.3.29 Viewpoint 13: Barvas/*Barabhas* is located on the A857 in Lower Barvas/*Barabhas* and is representative of views experienced by both residents of Lower Barvas/*Barabhas* and motorists/cyclists on the A857. The view experienced by these receptors is considered to be of high-medium sensitivity in the Offshore Project assessment. This receptor is located approximately 11 km from the Turbine Area and approximately 3.1km from the Landfall Substation.

Construction and Decommissioning

18.14.3.30 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on views experienced by receptors at Viewpoint 13: Barvas/*Barabhas* is major-moderate, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.31 The assessed visual effect of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact on both residents of Barvas/*Barabhas* and motorists/cyclists on the A857 at this location is expected to be low during construction and decommissioning due to potential visibility of construction cranes over the skyline, however due to the screening of intervening landform, the main construction works at the Onshore Landfall and Landfall Substation are not expected to be visible from this viewpoint. Onshore Cable Corridor construction activity and works are also not expected to be visible from this viewpoint due to the intervening landform screening to the north, however Cable Corridor construction activity and works to the east of Barvas/*Barabhas* may be visible from other viewpoints in Barvas/*Barabhas*.

18.14.3.32 The magnitude of change to views experienced by residents of Barvas/*Barabhas* resulting from the Offshore Project in combination with the OTW Project during construction and decommissioning is therefore expected to increase slightly, due to some limited additional influence of the OTW Project construction works but will remain major-moderate. Therefore, the visual impact for residents of Barvas/*Barabhas* as a result of the Offshore Project in addition with the OTW Project is assessed as major-moderate, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.33 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on views experienced by receptors at Viewpoint 13: Barvas/*Barabhas* is major-moderate, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.34 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact on both residents of Barvas/*Barabhas* and motorists/cyclists on the A857 at this location is expected to be none (no effect) during operation and maintenance due to the screening of intervening landform such that the Landfall Substation would not be visible from this viewpoint.

18.14.3.35 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of visual effects during the operation and maintenance phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the visual impact for residents of Barvas/*Barabhas* and motorists/cyclists

on the A857 as a result of the Offshore Project in addition with the OTW Project remains major-moderate, adverse and long-term, which is considered **Significant** in EIA terms.

A857

18.14.3.36 Viewpoint 43: Druim nan Carnan (**Figure 18.71, Volume 2c**) and Viewpoint 44: Morven, Minor Road (**Figure 18.72, Volume 2c**) are representative of views experienced by both motorists and cyclists on the closest section of the A857 to the Landfall Substation. The view experienced by these receptors is considered to be of high-medium sensitivity. Receptors on the A857 at Viewpoint 43: Druim nan Carnan are located approximately 9.1 km from the Turbine Area and approximately 1.5 km from the Landfall Substation. Receptors just off the A857 at Viewpoint 44: Morven, Minor Road are located approximately 9.2 km from the Turbine Area and approximately 1.2 km from the Landfall Substation.

Construction and Decommissioning

18.14.3.37 Viewpoint 43: Druim nan Carnan and Viewpoint 44: Morven, Minor Road are specific to the Whole Project Assessment and were not assessed in the Offshore Project assessment, however it is assessed that for both viewpoints, which are representative of receptors using the A857, the impact of the construction and decommissioning of the Offshore Project is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.3.38 The assessed visual effect of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated visual impact to motorists/cyclists using the A857 from the closest section of the route to the Landfall Substation, represented by Viewpoint 43 and 44, is expected to be high-medium during construction and decommissioning, due to the proximity and extent of the Landfall Substation construction activity and works visible in the view, together with views of the Onshore Landfall and the Onshore Cable Corridor construction activity and works in the foreground of the view. In combination, these construction and decommissioning works will contrast with the scale of exiting agricultural buildings and open, undeveloped character of the moorland landscape near the coast.

18.14.3.39 The magnitude of change to views experienced by motorists/cyclists using the closest section of the A857 (as represented by Viewpoint 43 and 44) resulting from the Offshore Project in combination with the OTW Project during construction and decommissioning is therefore expected to increase due to the influence of the OTW Project construction works visible near the coast, in combination with the Offshore Project construction works out to sea, but will remain major. Therefore, the visual impact for motorists/cyclists using the closest section of the A857 to the Landfall Substation as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.3.40 Viewpoint 43: Druim nan Carnan and Viewpoint 44: Morven, Minor Road are specific to the Whole Project Assessment and were not assessed in the Offshore Project assessment, however it is assessed that for both viewpoints, which are representative of receptors using the A857, the impact of the operation and maintenance of the Offshore Project is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.3.41 The assessed visual effect of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated visual impact to motorists/cyclists using the A857 from the closest section of the route to the Landfall Substation, represented by Viewpoint 43 and 44, is expected to be high-medium during operation and maintenance, due to the amount of the operational Landfall Substation visible, its contrasting scale compared to nearby agricultural buildings and the lightly developed character of the surrounding landscape.

18.14.3.42 The magnitude of change to views experienced by motorists/cyclists using the closest section of the A857 (as represented by Viewpoint 43 and 44) resulting from the Offshore Project in combination with the OTW Project during operation and maintenance is therefore expected to increase but will remain major. Therefore, the visual impact for motorists/cyclists on the closest section of the A857 to the Landfall Substation as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.4 Assessment of Whole Project Effects on Coastal and Landscape Character

Introduction

18.14.4.1 There is potential for adverse impacts (daytime) on coastal character and landscape character resulting from the construction, operation and decommissioning of the Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the OTW Project, to visual receptors on the west coast of the Isle of Lewis. The operational and maintenance phase of the OTW project will overlap with the operational and maintenance phase of the Offshore Project; and the construction and decommissioning phases will also overlap.

18.14.4.2 Coastal Character Areas (CCAs) and Landscape Character Types (LCTs) located outside the Landfall Substation ZTV or located at long distances from the OTW Project, are assessed as having no potential for significant additive effects associated with the OTW Project, over and above the effects assessed for the Offshore Project in Section 18.9, due to the limited influence and interaction of the OTW Project. The additive effects of the OTW Project on receptors outside the 3 km Landfall Substation Study Area are therefore scoped out of further assessment in the following Whole Project assessment, which focuses common receptors within the Landfall Substation ZTV/Study Area.

18.14.4.3 Common coastal character and landscape character receptors for the Offshore Project and OTW Project are primarily those located in close proximity to the Landfall Substation on the west coast of the Isle of Lewis/*Eilean Leòdhais* that will have visibility of the Landfall Substation. Coastal character and landscape character receptors within this area have potential to experience changes to the perceived character arising from relatively close-range views of the Landfall Substation together with views of the Offshore Project in the seascape off the west coast of the Isle of Lewis/*Eilean Leòdhais*.

18.14.4.4 The common CCAs and LCT receptors within this area that have potential for additive effects arising from the Offshore Project and the OTW Project are identified as follows:

- CCA3 Borve/Borgh, Shader/Siadar an Rubha and Galston/Gàbhsann low rocky coast;
- CCA4 Barvas/ *Barabhas* Sands and *Àird Bharabhais;*
- LCT Gently Sloping Crofting LCT (317);
- Machair LCT (321);
- Boggy Moorland LCT (322).

18.14.4.5 The potential for coastal character and landscape character effects of the Offshore Project to interact with effects associated with the OTW Project at these common receptors are assessed as follows.

CCA3 Borve/Borgh, Shader/Siadar an Rubha and Galston/Gàbhsann low rocky coast

18.14.4.6 The character of CCA3 is considered to be of medium sensitivity in the Offshore Project assessment. CCA3 is located approximately 7.2 km from the Turbine Area and approximately 1.9 km from the Landfall Substation.

Construction and Decommissioning

18.14.4.7 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on the coastal character of CCA3 is major-moderate, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.4.8 The assessed effect on coastal character of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated impact on the coastal character of CCA3 is expected to be negligible during construction and decommissioning, due to the intervening landform that will screen the Landfall Substation works, such that it is unlikely to be visible from this coastline, as illustrated in the nearest viewpoints at Viewpoint 6: Upper Shader/*Siadar Uarach* and Viewpoint 7: Clach an Trushal/*Truseil*.

18.14.4.9 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of character effects on CCA3 during the construction and decommissioning phase is expected to be no greater than the effects of the

Offshore Project alone. Therefore, the effect on coastal character of CCA3 as a result of the Offshore Project with the addition of the OTW Project remains major-moderate, adverse and short-term, which is considered **Significant** in EIA terms.

Operation and Maintenance

18.14.4.10 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on the coastal character of CCA3 is major-moderate, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.4.11 The assessed effect on coastal character of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated impact on the coastal character of CCA3 is expected to be negligible during operation and maintenance, due to the intervening landform that will screen the Landfall Substation such that it is unlikely to be visible from this coastline, as illustrated in the nearest viewpoints at Viewpoint 6: Upper Shader/*Siadar Uarach* and Viewpoint 7: Clach an Trushal/*Truseil*.

18.14.4.12 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW project in terms of character effects on CCA3 during the operation and maintenance phase is expected to be no greater than the effects of the Offshore Project alone. Therefore, the effect on coastal character of CCA3 as a result of the Offshore Project with the addition of the OTW Project remains major-moderate, adverse and long-term, which is considered **Significant** in EIA terms.

CCA4 Barvas/ Barabhas Sands and Àird Bharabhais

18.14.4.13 The character of CCA4 is considered to be of high-medium sensitivity in the Offshore Project assessment. CCA4 is located approximately 7.0 km from the Turbine Area and covers the closest section of coastline to the Landfall Substation, which is situated in its immediate hinterland in the area between Àird Bharabhais (to the north), Stac na Faoileig and Rubh' á Bhiogair (to the south).

Construction and Decommissioning

18.14.4.14 The Offshore Project assessment concluded that the impact of the construction and decommissioning of the Offshore Project on the coastal character of CCA4 is major, adverse and short-term, which is considered **Significant** in EIA terms.

18.14.4.15 The assessed effect on coastal character of the construction and decommissioning of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, based on the scale of the proposed works, the level of anticipated impact on the coastal character of CCA4 during operation and maintenance is expected to be high, locally within the area of coastline and immediate hinterland defined by Àird Bharabhais (to the north) and Rubh' á Bhiogair (to the south) to the edge of the Machair (LCT 321). This reflects the scale and contrast of the Onshore Landfall, Landfall Substation and Onshore Cable Corridor construction

activity and works, with the open character of the coastal edge (which is open to the seascape of the Atlantic to the west) and the contrast with the context of indented cliffs, low rocky coastline and crofting land extending to the coastal edge at Barvas/*Barabhas*. The high magnitude of anticipated impact on the coastal character is expected to extend inland to the hinterland areas of the Boggy Moorland LCT (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317) immediately adjacent to the Landfall Substation, where the character of these LCTs will be directly affected by the Landfall Substation as well as indirect changes to the perceived character arising from views of the Offshore Project in open views out to sea.

18.14.4.16 The level of anticipated impact of the Landfall Substation on the coastal character of CCA4 during construction and decommissioning is expected to be reduce to low on the dunes and machair coastline found at Barvas/*Barabhas* beach, formed by the Machair LCT (LCT 321), where the rising landform to the north of the Machair provides substantial intervening screening that will limit the influence of the Landfall Substation on coastal character.

18.14.4.17 The level of anticipated impact of the Landfall Substation on the coastal character of CCA4 during construction and decommissioning is expected to be medium further along the coast to the south when viewed more distantly from CCA4 near Brue/*Brù* in the context of the broad bay viewed from across Loch Mor Bharabhais.

18.14.4.18 Based on the information available at this stage, the magnitude of change to the coastal character of CCA4, its associated coastal areas of Boggy Moorland (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317) resulting from the Offshore Project in combination with the OTW Project during operation and maintenance is therefore expected to increase, particularly in the localised area of coastline near to the Landfall Substation, but will remain major. Therefore, the effect on coastal character of CCA4, its associated coastal areas of Boggy Moorland (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317) as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and short-term, which is considered **Significant** in EIA terms, on the localised area of coastline between by Àird Bharabhais and Rubh' á Bhiogair.

Operation and Maintenance

18.14.4.19 The Offshore Project assessment concluded that the impact of the operation and maintenance of the Offshore Project on the coastal character of CCA4 is major, adverse and long-term, which is considered **Significant** in EIA terms.

18.14.4.20 The assessed effect on coastal character of the operation and maintenance of the Landfall Substation associated with the OTW Project is not publicly available at the time of writing this assessment. However, the level of anticipated impact on the coastal character of CCA4 during operation and maintenance is expected to be high locally within the area of coastline and immediate hinterland defined by Àird Bharabhais (to the north) and Rubh' á Bhiogair (to the south) to the edge of the Machair (LCT 321). This reflects the scale and contrast of the Landfall Substation

with the open character of the coastal edge (which is open to the seascape of the Atlantic to the west) and contrast with the context of indented cliffs, low rocky coastline and crofting land extending to coastal edge at Barvas/*Barabhas*. The high magnitude of anticipated impact on the coastal character is expected to extend inland to the hinterland areas of the Boggy Moorland LCT (LCT 322) and the area of Gently Sloping Crofting (LCT 317) immediately adjacent to the Landfall Substation, where the character of these LCTs will be directly affected by the Landfall Substation as well as indirect changes to the perceived character arising from views of the Offshore Project in open views out to sea.

18.14.4.21 The level of anticipated impact of the Landfall Substation on the coastal character of CCA4 during operation and maintenance is expected to be reduce to low on the dunes and machair coastline found at Barvas/*Barabhas* beach, formed by the Machair LCT (LCT 321), where the rising landform to the north of the Machair provides substantial intervening screening that will limit the influence of the Landfall Substation on coastal character.

18.14.4.22 The level of anticipated impact of the Landfall Substation on the coastal character of CCA4 during operation and maintenance is expected to be medium-low further along the coast to the south when viewed more distantly from CCA4 near Brue/*Brù* in the context of the broad bay viewed from across Loch Mor Bharabhais.

18.14.4.23 Based on the information available at this stage, the magnitude of change to the coastal character of CCA4, its associated coastal areas of Boggy Moorland (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317) resulting from the Offshore Project in combination with the OTW Project during operation and maintenance is therefore expected to increase, particularly in the localised area of coastline near to the Landfall Substation, but will remain major. Therefore, the effect on coastal character of CCA4, its associated coastal areas of Boggy Moorland (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317) as a result of the Offshore Project in addition with the OTW Project is assessed as major, adverse and long-term, which is considered **Significant** in EIA terms, on the localised area of coastline between by Àird Bharabhais and Rubh' á Bhiogair.

18.14.5 Assessment of Whole Project Effects on Special Qualities of Landscape Designations

18.14.5.1 Theoretically, there is potential for impacts (daytime) resulting from the combined influence of Offshore Project, together with the Landfall, Landfall Substation and Onshore Cable Corridor of the OTW Project, on the special qualities of the South Lewis, Harris and North Uist NSA.

18.14.5.2 The potential for impacts on the special qualities of the NSA is, however, very limited due to the long distance of the NSA, which is located approximately 23 km from the closest point of the OTW Project Boundary and approximately 25 km from the Landfall Substation.

18.14.5.3 The level of anticipated impact of the OTW Project on the special qualities of the NSA during construction, operation and maintenance, and decommissioning phases is expected to be negligible at worst from limited elevated areas of the NSA during optimum viewing conditions, but

with the majority of the NSA having no visibility of the OTW Project and no potential for the OTW Project to have significant effects on its special qualities.

18.14.5.4 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of effects on the special qualities of the NSA during construction, operation and maintenance, and decommissioning phases is expected to be no greater than the effects of the Offshore Project alone.

18.14.5.5 Therefore, the effect on the special qualities of the NSA during construction, operation and maintenance, and decommissioning as a result of the Offshore Project in addition with the OTW Project is as assessed in Section 18.11.6 (and summarised in **Table 18-26**).

18.14.6 Assessment of Whole Project Effects of Offshore Project Lighting and OTW Project Lighting

18.14.6.1 There is potential for adverse impacts resulting from the marine navigation and aviation lighting of the Offshore Project, together with the external lighting of the Landfall Substation of the OTW Project, to coastal / landscape character receptors and visual receptors at night. The O&M phase of the OTW Project will overlap with the O&M phase of the Offshore Project.

18.14.6.2 Operational external lighting of the Landfall Substation is expected to be directional and limited to essential security and safety requirements. External works is likely to be scheduled during daylight hours. If night working is required, it is expected that portable directional task lighting would be deployed.

18.14.6.3 The assessed effect of external lighting of the Landfall Substation on coastal / landscape character receptors and visual receptors at night is not publicly available at the time of writing this assessment. However, the level of anticipated impact of portable directional task lighting of the Landfall Substation during operation and maintenance is expected to be low at worst and experienced only from receptors within localised areas in close proximity to the Landfall Substation.

18.14.6.4 Based on the information available at this stage, the significance of the cumulative effects of the Offshore Project in combination with the OTW Project in terms of effects of marine navigation and aviation lighting of the Offshore Project together with external lighting of the Landfall Substation during operation and maintenance is expected to be no greater than the effects of the Offshore Project alone.

18.14.6.5 Therefore, the impact (night-time) of operation and maintenance phase marine navigation and aviation lighting of the Offshore Project together with external lighting of the Landfall Substation on coastal / landscape character receptors and visual receptors at night is as assessed in Section 18.12.

18.15 ASSESSMENT OF CUMULATIVE EFFECTS

18.15.1 Approach and Scope of Cumulative Effect Assessment (CEA)

18.15.1.1 The CEA assesses the combined impacts of the Offshore Project (including the OTW Project) in combination with other (3rd party) developments (and the contribution of the Offshore Project to those impacts) on the same single receptor or resource. The conclusions of the assessment of the Offshore Project and any additional effect arising from the OTW Project as identified in this chapter have been considered in this CEA. The overall method followed in identifying and assessing potential cumulative effects is set out in **Chapter 5, Volume 1a** and **Appendix 5.3: Cumulative effects assessment detailed search and screening criteria, Volume 1c**. The methodology for the CEA undertaken as part of this SLVIA chapter is set out fully in **Appendix 18.1, Volume 2c**.

18.15.1.2 The CEA methodology is divided into four stages and follows the Planning Inspectorate's Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment (2025):

- Stage 1: Establishing the long list of 'other developments';
- Stage 2: Establishing the short list of 'other developments';
- Stage 3: Information gathering;
- Stage 4: Assessment.

18.15.1.3 The first stage of the CEA is to produce a 'long list' of other relevant projects, plans and activities ('other developments'). For offshore specifically, 'other developments' on the 'long list' include those in Scotland, England and adjoining international jurisdictions and is based on publicly available information at the time of preparation.

18.15.1.4 A screening evaluation of the long list to determine the potential for cumulative effects was then undertaken for seascape, landscape and visual effects, ensuring that the potential for relevant receptor-impact pathways is identified.

18.15.1.5 A topic specific Zone of Influence (ZOI) is then applied at Stage 2 with impact-specific screening ranges for individual topics applied to define a short-list of 'other developments' relevant to the SLVIA. For seascape, landscape and visual, a ZOI for the CEA covering a 60 km radius 'search area' has been applied, to ensure direct and indirect cumulative effects can be appropriately identified and assessed. The seascape, landscape and visual ZOI is shown in **Appendix 18.6, Volume 2c - Figure 18.19**.

18.15.1.6 A short list of 'other developments' that may interact with the Project ZOIs during their construction, operation or decommissioning is presented in **Appendix 5.3, Volume 1c**. This list has been generated applying criteria set out in **Chapter 5, Volume 1a** and **Appendix 5.3, Volume 1c** and has been collated up to the finalisation of the EIA through desk study, consultation, and engagement.

18.15.1.7 Only those 'other developments' in the short list that are screened into the topic specific assessment for the SLVIA and fall within the seascape, landscape and visual ZOI (**Appendix 18.6, Volume 2c - Figure 18.19**) have the potential to result in cumulative effects with the Offshore Project on seascape, landscape and visual receptors. All 'other developments' screened out of the long-list due to lack of receptor-impact pathways, and falling outside the seascape, landscape and visual ZOI, are excluded from this assessment.

18.15.1.8 A cut-off date of 1st October 2025 has been applied to the establishment of the short-list of other developments. Any changes in the status of other development after this date are not incorporated in the CEA.

18.15.1.9 For seascape, landscape and visual, the CEA focuses on the addition of the Offshore Project to other onshore and offshore wind farm development, based on NatureScot's guidance, which highlights that "*the focus of the cumulative assessment will be on the additional effect of the project in conjunction with other developments of the same type (as for example, in the case of wind farms)" (NatureScot, 2021)*. Onshore infrastructure projects such as the Western Isles HVDC link project and Stornoway Port Deep Water Terminal are scoped out of the CEA for the SLVIA on this basis in order to focus on the likely significant effects arising from other offshore and onshore wind farm projects.

18.15.1.10 NatureScot guidance also highlights that *"The assessment should be proportionate to the likely impacts and all CLVIA should accord with the guidelines within GLVIA3. The emphasis should be on the production of relevant and useful information, highlighting why the proposals assessed have been included and why others have been excluded, rather than the provision of a large volume of information*" (NatureScot 2021, p8).

18.15.2 Tiered Approach to CEA

18.15.2.1 In undertaking this CEA for the Offshore Project, it is important to bear in mind that other projects and plans under consideration will have differing potential for proceeding to an operational stage and hence a differing potential to ultimately contribute to a cumulative impact alongside the Offshore Project. Therefore, a tiered approach has been adopted. This provides a framework for placing relative weight upon the potential for each project/plan to be included in the CEA to ultimately be realised, based upon the project/plan's current stage of maturity and certainty in the projects' parameters. The tiered approach which will be utilised within the CEA employs the following tiers (as defined fully in **Chapter 5, Volume 1a**):

- Tier 1 assessment – all consented and submitted applications, but not yet implemented;
- Tier 2 assessment – projects where a scoping report has been submitted;
- Tier 3 assessment – pre-planning projects where a scoping report has not been submitted; identified in the relevant Development Plan; and identified in other plans and programmes that set the framework for future development consents/approach, where such development is

reasonably likely to come forward (recognising that there will be limited information available on the relevant proposals).

18.15.2.2 No pre-planning projects are screened into the short-list for the CEA for seascape, landscape and visual.

18.15.2.3 In line with GLVIA3 (Landscape Institute and IEMA 2013, para 3.3 and 7.8) and NatureScot (2021), the cumulative SLVIA focuses on the cumulative effects arising from the Offshore Project interacting with the effects of other proposed developments under the Tier 1 (Consented and Application Stage) ad Tier 2 (Scoping Stage) scenarios. Operational wind energy developments are included as part of the topic baseline, with consideration of the effects of the Offshore Project in the context of these operational wind energy developments undertaken in the main assessment of **Chapter 18, Volume 2a**.

18.15.2.4 GLVIA3 (para 7.13) advises in relation to the baseline, that *"taking 'the Project' to mean the main proposal that is being assessed, it is considered that existing schemes and those which are under construction should be included in the baseline for both landscape and visual effects assessments (the SLVIA baseline). The baseline for assessing cumulative landscape and visual effects should then include those schemes considered in the SLVIA and in addition potential schemes that are not yet present in the landscape but are at various stages in the development and consenting process".*

18.15.2.5 The SLVIA follows this approach, with the cumulative effects assessed arising from the addition of the Offshore Project into a context that includes existing or under construction wind farms, with the effects considered against the landscape and visual baseline.

18.15.2.6 The Cumulative Landscape and Visual Impact Assessment (CLVIA) separately assesses the cumulative effects of the Offshore Project arising in each of the following relevant scenarios:

- Tier 1 (Consented and Application Stage scenario): the CEA assesses the effect of the Offshore Project in addition to all consented and submitted applications (but not yet implemented). The Tier 1 CEA identifies the magnitude of change that would arise due to the contribution of the Offshore Project, when considered with 'other developments' at consented and application stage in the seascape/landscape. The effects identified are considered as having some likelihood to arise, on the assumption that consented wind farms will be built and become operational; however, it is sometimes the case that consented wind farms are not ultimately built, which reduces the likelihood of consented scenario effects arising;
- Tier 2 (Scoping Stage scenario): a further hypothetical scenario is also assessed, that not only takes into the account the operational, consented and application stage wind farms, but also those that have submitted Scoping Reports (but are as yet not submitted planning applications). The Tier 2 CEA identifies the magnitude of additional cumulative change that would arise due to the contribution of the Offshore Project, when considered with 'other developments' at Scoping Stage in the seascape/landscape. A high-level assessment is undertaken due to design uncertainties at the pre-application stage, meaning that the potential

cumulative impacts of Scoping Stage sites are generally not reasonably foreseeable and are uncertain due to a lack of data confidence.

18.15.3 Short-list of 'other developments' for the CEA

18.15.3.1 On the basis of the approach described above, the 'other developments' that are screened into the CEA for seascape, landscape and visual are shown in **Appendix 18.6, Volume 2c - Figure 18.19** and set out in **Table 18-32**, with projects categorised according to their tier. The short-listed 'other developments' that are screened into the CEA for seascape, landscape and visual are also illustrated in the wireline visualisations in **Appendix 18.6, Volume 2c - Figure 18.25** to **Figure 18.66.**

Table 18-32 Developments considered as part of the seascape, landscape and visual CEA

ID	Development Type	Application Reference	Description of development	Status	Timescale[2]	Confidence in assessments	Tier[3]	Distance from Array Area
1	Onshore Wind Turbine	ONWF-015	Horshader - 1 WTG 81 m blade tip height	Operational	Operational since 2012. Decommissioning unknown.	High - Considered as part of the baseline	1	7 km
2	Onshore Wind Farm	ONWF-013	Baile en Truseil Onshore Wind Farm (Loch Sminig) – 3 WTGs 77 m blade tip height	Operational	Operational since 2015. Decommissioning assumed 2040.	High - Considered as part of the baseline	1	8 km
3	Onshore Wind Farm	ONWF-004	Pentland Road Wind Farm – 6 WTGs 121 m blade tip height	Operational	Operational since 2013. Decommissioning assumed 2038.	High - Considered as part of the baseline	1	21 km

[2] *The Planning Inspectorate Advice Note 17 states 'Where other developments are expected to be completed before construction of the proposed Major Infrastructure Project and the effects of those projects are fully determined, effects arising from them should be considered as part of the baseline and may be considered as part of both the construction and operational assessment.'*

[3] *Chapter 5 sets out the full definitions of the tiers. Tier 1: high level of certainty or information availability (including under construction or where a planning application has been approved or is awaiting decision). Tier 2: medium level of certainty or information (such as developments where a Scoping Report has been submitted). Tier 3: low level of certainty or information available (no planning applications submitted or identified for potential future development only).*

ID	Development Type	Application Reference	Description of development	Status	Timescale[2]	Confidence in assessments	Tier[3]	Distance from Array Area
4	Onshore Wind Turbine	ONWF-010	Tolsta Community Wind Farm – 1 WTG 72 m blade tip height	Operational	Operational since 2013. Decommissioning assumed 2038.	High - Considered as part of the baseline	1	23 km
5	Onshore Wind Farm	ONWF-003	Beinn Ghrideag Wind Farm - 3 WTGs 125 m blade tip height	Operational	Operational since 2015. Decommissioning assumed 2040.	High - Considered as part of the baseline	1	25 km
6	Onshore Wind Turbine	ONWF-016	Creed Business Park - 1 WTG 61 m blade tip height	Operational	Unknown	High - Considered as part of the baseline	1	28 km
7	Onshore Wind Farm	ONWF-011	Arnish Moor Wind Farm - 3 WTGs 76 m blade tip height	Operational	Operational since 2006. Decommissioning assumed 2031.	High - Considered as part of the baseline	1	29 km
8	Onshore Wind Farm	ONWF-018	Lemreway - 1 WTG 42 m blade tip height	Operational	Operational	High - Screened out of CEA for seascape, landscape and visual due to height of WTG (less	1	41 km

ID	Development Type	Application Reference	Description of development	Status	Timescale[2]	Confidence in assessments	Tier[3]	Distance from Array Area
						than 50m) and distance from Array Area (41 km).		
9	Onshore Wind Farm	ONWF-012	Monan Onshore Wind Farm - 3 WTGs 46m blade tip	Operational	Operational since 2015.	High - Screened out of CEA for seascape, landscape and visual due to height of WTG (less than 50m) and distance from Array Area (43 km).	1	43 km
10	Onshore Wind Farm	ONWF-005	Druim Leathan Wind Farm – 17 WTGs 140 m blade tip height	Consented	Consented in 2021. Assumed start of operation 2028. Decommissioning assumed 2053.	High	1	24 km
11	Onshore Wind Farm	ONWF-002	Stornoway Wind Farm - 35 WTGs 156–180 m blade tip height	Consented	Consented in 2022. Assumed start of operation 2031. Decommissioning assumed 2056.	High	1	23 km
12	Onshore Wind Farm	ONWF-006	Uisenis Wind Farm - 25 WTGs 180–200 m blade tip height	Consented	Consented in 2025. Assumed start of operation 2030. Decommissioning assumed 2056.	High	1	31 km

ID	Development Type	Application Reference	Description of development	Status	Timescale[2]	Confidence in assessments	Tier[3]	Distance from Array Area
13	Onshore Wind Farm	ONWF-017	Ceann an Ora – 3 WTGs 86 m blade tip height	In Planning – Application Submitted	Recommended for approval in December 2024. Assumed start of operation and decommissioning unknown.	High	1	43 km
14	Onshore Wind Farm	ONWF-009	Carloway, Galson and Barvas Community Wind Farm[4] - 9 WTGs 180 m blade tip height	Pre Planning	Scoping to conclude in 2025. Assumed start of operation 2033. Decommissioning assumed 2068.	Medium	2	14 km
15	Onshore Wind Farm	ONWF-007	Grimshader Wind Farm - 19 WTGs 200 m blade tip height	In Planning – Scoping Report Submitted	Submitted scoping opinion request to Scottish Governments Energy Consents Unit (ECU) in December 2023. Scoping opinion issued by ECU in March 2024. Operation and decommissioning unknown.	Medium	2	28 km
16	Offshore Wind Farm	OWF-026	Havbredey - 110 WTGs 385 m blade tip height	Scoping	Expected date of submission of planning application in 2027. Assumed start of operation 2035. Decommissioning assumed 2060.	Medium	2	55 km

[4] This Project is also known as West Coast Community Energy Project, as per **Appendix 5.3**, **Volume 1c**

ID	Development Type	Application Reference	Description of development	Status	Timescale[2]	Confidence in assessments	Tier[3]	Distance from Array Area
17	Onshore Wind Farm	ONWF-008	Heastabhal Wind Farm – 14 WTGs 200 m blade tip height	Scoping	Submitted scoping opinion request to Scottish Governments ECU in December 2023. Scoping opinion issued by ECU in April 2024. Operation and decommissioning unknown.	Medium	2	27 km
18	Offshore Wind Farm	OWF-018	Talisk – 33 WTGs 340 m blade tip height	Scoping	Consent application anticipated in 2026. Assumed start of operation 2032. Decommissioning assumed 2077.	Medium	2	28 km

18.15.4 Tier 1 Cumulative Effects Assessment

18.15.4.1 The tier 1 assessment considers all plans/projects assessed under Tier 1, plus projects which are operational (and therefore part of the baseline), as listed in **Table 18-32**. A description of the significance of cumulative effects upon seascape, landscape and visual receptors arising from each identified impact is undertaken below.

Cumulative Effects on Visual Receptors/Views (Tier 1)

18.15.4.2 The potential for cumulative effects on views and visual amenity arising in the tier 1 CEA is informed by the assessments undertaken in the visual assessment undertaken in Section 18.8 and **Appendix 18.2, Volume 2c**. The range of potential cumulative effects that are identified and included in this CEA are a subset of those considered for the Offshore Project alone assessment, in the context of an assumed baseline with operational and under-construction projects.

18.15.4.3 Some of these potential impacts on views and visual receptors identified and assessed for the Offshore Project alone (in Section 18.8 and **Appendix 18.2, Volume 2c**) are of negligible or low magnitude or of localised geographic extent, and certain visual receptors do not require further detailed assessment due to the unlikelihood of significant effects occurring. It is considered likely that these potential impacts have limited or no potential to interact with similar changes associated with other plans or projects, and therefore only the views and visual receptors assessed in detail Section 18.8 and **Appendix 18.2, Volume 2c** are assessed further for potential cumulative effects in this tier 1 CEA. This CEA is undertaken as follows for all representative viewpoints in **Table 18-33**.

Table 18-33 Tier 1 CEA for Viewpoints

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	Significance of Cumulative Effect	Cumulative Magnitude of Change	Significance of Cumulative Effect
1	Butt of Lewis/*Rubha Robhanais*	20.7 km	Visitors to Butt of Lewis/*Rubha Robhanais* lighthouse Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path Cyclists – Hebridean Way Residents – Coig Peighinnean, Europie/*Eòrapaidh*	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
2	Cross/*Cros*	19.9 km	Residents – Cross/*Cros*, Habost/*Tàbost*, Swainbost/*Suaineabost*	**High-Medium**	**Negligible** (limited visibility of Druim Leathan blade tips)	**Not Significant (Minor)**	**Negligible** (limited visibility of Druim Leathan blade tips)	**Not Significant (Minor)**
3	North Galston/*Gàbhsann*	12.4 km	Residents – North Galston/*Gàbhsann*, South Galston/*Gàbhsann*	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
			Walkers - CP1 Butt of Lewis/*Rubha Robhanais* West Coast Path					
4	Melbost Borve */Mealabost Borgh*	9.6 km	Residents – Borve/*Borgh*, Melbost Borve/*Mealabost Borgh* Walkers - CP1 Butt of Lewis/*Rubha Robhanais*	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
5	Shader/*Siadar an Rubha* Core Path	8.0 km	Residents – Shader/*Siadar an Rubha* Walkers - CP1 Butt of Lewis West/*Rubha Robhanais* Coast Path	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
6	Upper Shader/*Siadar Uarach*	9.1 km	Residents – Borve/*Borgh*, Shader/*Siadar an Rubha* Road users – A857	**High-Medium**	**Negligible** (limited visibility of Stornoway Wind Farm blade tips 18.6 km to the south)	**Not Significant (Minor)**	**Negligible** (limited visibility of Stornoway Wind Farm blade tips 18.6 km to the south)	**Not Significant (Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
			Cyclists - Hebridean Way					
7	Clach an Truiseil	8.5 km	Residents - Ballantrushal Visitors - Clach an Trushal standing stone	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
8	Upper Barvas/*Barabhas* Cemetery	8.8 km	Residents - Barvas/*Barabhas* Visitors - Barvas/*Barabhas* Cemetery	**High-Medium**	**Low** (distant visibility of Stornoway Wind Farm blade tips 16.5 km to the south	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Stornoway Wind Farm blade tips 16.5 km to the south	**Not Significant (Moderate-Minor)**
9	Upper Barvas/*Barabhas*	9.9 km	Residents – Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
10	Barvas/*Barabhas* Beach	8.8 km	Visitors – Barvas/*Barabhas* Beach	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	Significance of Cumulative Effect	Cumulative Magnitude of Change	Significance of Cumulative Effect
11	North of Brue/*Brù*	8.6 km	Residents – Brue/*Brù*	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
12	Loch na Muilne	8.4 km	Visitors - Loch na Muilne RSPB	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
13	Barvas/*Barabhas*	11.0 km	Residents – Barvas/*Barabhas* Road users – A857 Cyclists - Hebridean Way	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
14	Arnol/*Àrnoil* Blackhouse	8.5 km	Visitors – Arnol/*Àrnoil* Blackhouse	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
15	Arnol/*Àrnoil* Village	8.7 km	Residents - Arnol/*Àrnoil*	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
16	Bragar/*Bhràdhagair* Beach	7.7 km	Visitors – Bragar/*Bhràdhagair* Beach and Tempull Eoin	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
17	Sheiling near Loch Urghag	10.2 km	Visitors – Sheiling Road users – A858	**High-Medium**	**Negligible** (distant visibility	**Not Significant (Minor)**	**Negligible** (distant visibility	**Not Significant (Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
	(between Brue/*Brù* and Arnol/*Àrnoil*)				of a small number of turbines in Stornoway Wind Farm 13.6 km to the south)		of a small number of turbines in Stornoway Wind Farm 13.6 km to the south)	
18	Shawbost/*Siabost* Core Path	6.8 km	Residents – North Shawbost/*Siabost* Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*	**High-Medium**	**Negligible** (distant visibility of a one turbine in Stornoway Wind Farm 16.8 km to the southeast)	**Not Significant (Minor)**	**Negligible** (distant visibility of a one turbine in Stornoway Wind Farm 16.8 km to the southeast)	**Not Significant (Minor)**
19	A858 Abhainn Arnol/*Àrnoil*	9.3 km	Road users – A858 Cyclists - Hebridean Way	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
20	Bragar/*Bhràdhagair*	8.6 km	Residents - Bragar/*Bhràdhagair*	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
21	A857 (inland south of Barvas/*Barabhas*)	13.1 km	Road users	**Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
22	Flannan Isles/*Na h-Eileanan Flannach*	37.3 km	Visitors – Flannan Isles/*Na h-Eileanan Flannach*	**High**	**Negligible/none** (theoretical distant visibility of Druim Leathan at 78.5 km and Stornoway Wind Farm at 63.7 km shown in the wireline, however these wind farms are unlikely to be visible at such long range)	**Not Significant (Negligible)**	**Negligible** (theoretical distant visibility of Druim Leathan at 78.5 km and Stornoway Wind Farm at 63.7 km shown in the wireline, however these wind farms are unlikely to be visible at such long range)	**Not Significant (Negligible)**
23	Shawbost/*Siabos*	8.0 km	Residents - Shawbost/*Siabos* Road users – A858 Cyclists - Hebridean Way	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
24	Dalbeg/*Dhail Beag* Beach	7.0 km	Visitors – Dalbeg/*Dhail Beag* Beach Residents – Dalbeg/*Dhail Beag*	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
			Walkers - CP3 Na Gearrannan to Bragar/*Bhràdhagair*					
25	*Dalmore/Dail Mhor* Beach	7.3 km	Visitors – *Dalmore/Dail Mhor* Beach Residents - *Dalmore/Dail Mhor* Walkers - CP3 Na Gearrannan to Bragar/ *Bhràdhagair*	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
26	Beinn na Cloich	8.8 km	Walkers - Beinn na Cloich	**High-Medium**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
27	Garenin/*Na Gearrannan* Blackhouse	7.3 km	Visitors - Garenin/*Na Gearrannan* Blackhouse village Residents – Garenin/*Na Gearrannan* Walkers - CP3 Na Gearrannan to Bragar/ *Bhràdhagair*	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
28	Doune Carloway */Càrlabhagh*	10.0 km	Visitors – Doune Carlowa/*Càrlabhagh* y broch	**High-Medium**	**Negligible** (distant visibility of Stornoway Wind Farm 18.4 km to the east)	**Not Significant (Minor)**	**Negligible** (distant visibility of Stornoway Wind Farm 18.4 km to the east)	**Not Significant (Minor)**
29	Bosta/*Bostadh*	11.7 km	Visitors – Bosta/*Bostadh* Beach, Iron Age Village Cyclists – Great Bernera/*Beàrnaraigh Mòr* Cycle route	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
30	Gallan Head */Àird Uig*	14.4 km	Visitors/walkers – Gallan Head/*Àird Uig* Residents – Gallan Head/*Àird Uig*	**High**	**Negligible** (distant visibility of Stornoway Wind Farm 30.4 km to the east)	**Not Significant (Minor)**	**Negligible** (distant visibility of Stornoway Wind Farm 30.4 km to the east)	**Not Significant (Minor)**
31	Valtos	15.7 km	Residents – Valtos, Kneep/*Cnìp*	**High**	**Negligible** (distant visibility of Stornoway Wind Farm	**Not Significant (Minor)**	**Negligible** (distant visibility of Stornoway Wind Farm	**Not Significant (Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
					26.1 km to the east)		26.1 km to the east)	
32	Reef Beach	16.6 km	Visitors – Reef Beach	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
33	Forsnabhal	17.2 km	Walkers - Forsnabhal	**High**	**Low** (distant visibility of Stornoway Wind Farm 28.7 km to the east and Druim Leathan 46.4 km to the northeast)	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Stornoway Wind Farm 28.7 km to the east and Druim Leathan 46.4 km to the northeast)	**Not Significant (Moderate-Minor)**
34	Camas na Clibhe	16.8 km	Visitors – Camas na Clibhe beach Residents - Cliff	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
35	Shulishader	33.1 km	Residents - Shulishader Gently Sloping Crofting LCT (317)	**High-Medium**	**Negligible** (Stornoway and Druim Leathan are visible on low moorland skyline but limited	**Not Significant (Minor)**	**Negligible** (Stornoway and Druim Leathan are visible on low moorland skyline but limited	**Not Significant (Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
					visibility of Offshore Project)		visibility of Offshore Project)	
36	Carishader/*Cairsiadar*	19.6 km	Residents - Carishader/*Cairsiadar*	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
37	Callanish/*Calanais*	18.7 km	Visitors – Callanish/*Calanais* Standing Stones	**High**	**Low** (distant visibility of Stornoway Wind Farm 13.3 km to the east and blade tips of Uisenis to the south)	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Stornoway Wind Farm 13.3 km to the east and blade tips of Uisenis to the south)	**Not Significant (Moderate-Minor)**
38	Mangersta/*Mangurstadh* Head	21.9 km	Visitors/walkers – Mangersta/*Mangurstadh* Head	**High**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
39	Mealaisbhal	26.8 km	Hill walkers - Mealaisbhal	**High**	**Low** (distant visibility of Druim Leathan 52.9 km to the north and Stornoway Wind	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Druim Leathan 52.9 km to the north and Stornoway Wind	**Not Significant (Moderate-Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
					Farm 32.6 km to the east)		Farm 32.6 km to the east)	
40	Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	40.6 km	Ferry users - Ullapool/*Ulapul* Stornoway/*Steòrnabhagh* Ferry Route	**High-Medium**	**Negligible** (Stornoway Wind Farm is visible 15.6 km to the east on low moorland skyline but almost no visibility of Offshore Project)	**Not Significant (Minor)**	**Negligible** (Stornoway Wind Farm is visible 15.6 km to the east on low moorland skyline but almost no visibility of Offshore Project)	**Not Significant (Minor)**
41	Sgalabhal	31.2 km	Hill walkers - Sgalabhal	**High**	**Low** (distant visibility of Druim Leathan 45.7 km to the north and Stornoway Wind Farm 23.4 km to the east)	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Druim Leathan 45.7 km to the north and Stornoway Wind Farm 23.4 km to the east)	**Not Significant (Moderate-Minor)**
42	An Cliseam	44.0 km	Hill walkers - An Cliseam	**High**	**Low** (distant visibility of Druim Leathan 53.1 km to the northeast, Stornoway Wind	**Not Significant (Moderate-Minor)**	**Low** (distant visibility of Druim Leathan 53.1 km to the northeast, Stornoway Wind	**Not Significant (Moderate-Minor)**

No	Viewpoint	Distance to Nearest WTG	Reason for Selection (visual receptor)	Sensitivity	Construction & Decommissioning		Operation & Maintenance	
					Cumulative Magnitude of Change	**Significance of Cumulative Effect**	**Cumulative Magnitude of Change**	**Significance of Cumulative Effect**
					Farm 30.8 km to the north-east and Uisensis 15.1 km to the east, as well as the Offshore Project being some 44 km from the viewpoint)		Farm 30.8 km to the north-east and Uisensis 15.1 km to the east, as well as the Offshore Project being some 44 km from the viewpoint)	

Cumulative Effects on Coastal Character (Tier 1)

18.15.4.4 The potential for cumulative effects on coastal character arising in the tier 1 CEA is informed by the assessments undertaken in the assessment of effects on coastal character in Section 18.8 and **Appendix 18.3, Volume 2c**. This assessment of relevant CCAs is undertaken in **Table 18-34** and is informed by the cumulative ZTVs for Stornoway Wind Farm (**Appendix 18.6, Volume 2c - Figure 18.20: Cumulative ZTV**), Druim Leathan Wind Farm (**Appendix 18.6, Volume 2c - Figure 18.21: Viewpoint 1**) and Uisensis Wind Farm (**Appendix 18.6, Volume 2c -Figure 18.22: Viewpoint 2**) as well as the cumulative wirelines showing Tier 1 projects from representative coastal viewpoints in **Appendix 18.6, Volume 2c - Figure 18.24** to **Figure 18.65**. This assessment of relevant CCAs is informed by the Tier 1 CEA of viewpoints (**Table 18-33**), which has identified that there is generally no cumulative effect from coastal viewpoints, as there are in general, no tier 1 projects visible from coastal viewpoints on the west coast of the Isle of Lewis/*Eilean Leòdhais*, due to the location of these Tier 1 onshore wind farms to the east and south of the SLVIA study area. The CEA of representative viewpoints identifies only minor or moderate-minor effects at worst, from occasional areas of higher ground on the hinterland of the west coast. Tier 1 consented and application stage onshore wind farms may on occasion be visible in the wider panorama from coastal viewpoints, however they are all located at long distance from the Offshore Project and the west coast and are not visible in offshore views towards the Offshore Project. The Tier 1 CEA of coastal character is therefore informed by these findings of the Tier 1 CEA for viewpoints and is presented in **Table 18-34**.

Table 18-34 Cumulative effects assessment for CCAs (Tier 1)

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
CCA1 Butt of Lewis/*Rubha Robhanais* Gently Sloping Crofting LCT (317)	19.8 km	**Medium** Value: Medium Susceptibility: Medium	**Negligible** (limited visibility of Druim Leathan blade tips)	**Not Significant (Minor)**	**Negligible** (limited visibility of Druim Leathan blade tips)	**Not Significant (Minor)**
CCA2 Eoropie/*Eòrapaidh* Gently Sloping Crofting LCT (317) Machair LCT (321)	15.4 km	**High-medium** Value: Medium Susceptibility: High	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
CCA3 Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* low rocky coast Gently Sloping Crofting LCT (317)	7.2 km	**Medium** Value: Medium Susceptibility: Medium	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
Boggy Moorland LCT (322)						
CCA4 Barvas/*Barabhas* Sands and Àird Bharabhais Gently Sloping Crofting LCT (317) Machair LCT (321) Boggy Moorland LCT (322)	7.0 km	**High-medium** Value: Medium Susceptibility: High	**Low** (potential for some distant inland visibility of Stornoway Wind Farm at long range to the south) from elevated hinterland, but no cumulative change from coastal edge (where there will be no tier 1 projects visible).	**Not Significant (Moderate-Minor)**	**Low** (potential for some distant inland visibility of Stornoway Wind Farm at long range to the south) from elevated hinterland, but no cumulative change from coastal edge (where there will be no tier 1 projects visible).	**Not Significant (Moderate-Minor)**
CCA5 Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil* 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**Low** (potential for some distant inland visibility of Stornoway Wind Farm at long range to the south) from elevated hinterland, but no cumulative change from coastal edge (where there will be	**Not Significant (Moderate-Minor)** from elevated hinterland and no cumulative effect from coastal edge.	**Low** (potential for some distant inland visibility of Stornoway Wind Farm at long range to the south) from elevated hinterland, but no cumulative change from coastal edge (where there will be	**Not Significant (Moderate-Minor)** from elevated hinterland and no cumulative effect from coastal edge.

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
			no tier 1 projects visible).		no tier 1 projects visible).	
CCA6 Loch Shiaboist 318 – Linear Crofting	6.0 km	**High-medium** Value: Medium Susceptibility: High	**Negligible** from hinterland with potential for distant visibility of small amounts of Stornoway Wind Farm at long range to the south-east, but no cumulative change from coastal edge (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from elevated hinterland and no cumulative effect from coastal edge.	**Negligible** from hinterland with potential for distant visibility of small amounts of Stornoway Wind Farm at long range to the south-east, but no cumulative change from coastal edge (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from elevated hinterland and no cumulative effect from coastal edge.
CCA7 Dalbeg/*Dhail Beag* and *Dalmore/Dail Mhor* coast to Àird Laimisiadair 323 – Rocky Moorland 318 – Linear Crofting	6.0 km	**High** Value: High Susceptibility: High	**Negligible** from hinterland and no cumulative change from coastal edge and enclosed bays of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge and enclosed bays of the CCA (where there will be no tier 1 projects visible).	**Negligible** from hinterland and no cumulative change from coastal edge and enclosed bays of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge and enclosed bays of the CCA (where there will be no tier 1 projects visible).

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
CCA8 Loch Carloway 323 – Rocky Moorland	8.4 km	**Medium** Value: High Susceptibility: Low	**Negligible** from hinterland and no cumulative change from coastal edge and enclosed loch of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge and enclosed loch of the CCA (where there will be no tier 1 projects visible).	**Negligible** from hinterland and no cumulative change from coastal edge and enclosed loch of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge and enclosed loch of the CCA (where there will be no tier 1 projects visible).
CCA9 Easter Loch Ròg An Ear 323 – Rocky Moorland	9.7 km	**Medium** Value: High Susceptibility: Low	**Negligible** from hinterland and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Negligible** from hinterland and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from hinterland and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).
CCA10 Inner Loch Ròg An Ear and Loch Hulabhaig 323 – Rocky Moorland 318 – Linear Crofting	13.9 km	**High-medium** Value: High Susceptibility: Medium	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
			and Uisenis Wind Farms) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	amounts of Stornoway and Uisenis Wind Farms) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	and Uisenis Wind Farms) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	amounts of Stornoway and Uisenis Wind Farms) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).
CCA11 Bernera Islands 324 – Cnoc and Lochan 319 – Dispersed Crofting	7.9 km	**High** Value: High Susceptibility: High	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway and Uisenis Wind Farms) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway and Uisenis Wind Farms) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway and Uisenis Wind Farms) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway and Uisenis Wind Farms) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
CCA12 Loch Ròg Beag 323 – Rocky Moorland	19.2 km	**High-medium** Value: High Susceptibility: Medium	**No cumulative change** from coastal edge of the CCA (where there will be no tier 1 projects visible).	**No cumulative effect** from coastal edge of the CCA (where there will be no tier 1 projects visible).	**No cumulative change** from coastal edge of the CCA (where there will be no tier 1 projects visible).	**No cumulative effect** from coastal edge of the CCA (where there will be no tier 1 projects visible).
CCA13 Loch Ròg/*Loch Ròg* 323 – Rocky Moorland	16.5 km	**High-medium** Value: High Susceptibility: Medium	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).
CCA14 An Caolas including Reef Beach and Camas na Clibhe	13.4 km	**High** Value: High	**Negligible** from limited and occasional areas of hinterland (where there may be	**Not Significant (Minor)** from limited and occasional areas of hinterland (where	**Negligible** from limited and occasional areas of hinterland (where there may be	**Not Significant (Minor)** from limited and occasional areas of hinterland (where

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
324 – Cnoc and Lochan 321 - Machair 319 – Dispersed Crofting		Susceptibility: High	occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).
CCA15 Gallan Head/*Àird Uig* 323 – Rocky Moorland 322 – Boggy Moorland 318 – Linear Crofting	14.1 km	**High** Value: High Susceptibility: High	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Negligible** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative change from coastal edge of the CCA (where there will be no tier 1 projects visible).	**Not Significant (Minor)** from limited and occasional areas of hinterland (where there may be occasional distant inland views of small amounts of Stornoway Wind Farm) and no cumulative effect from coastal edge of the CCA (where there will be no tier 1 projects visible).

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
CCA16 Tràigh Uige and Camas Uig 321 - Machair 319 – Dispersed Crofting	18.9 km	**Medium** Value: High Susceptibility: Low	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**
CCA17 Mangersta/*Mangurstadh* Head 323 – Rocky Moorland 321 - Machair	20.9 km	**High** Value: High Susceptibility: High	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**	**No cumulative change** (no tier 1 projects visible)	**No cumulative effect**

Cumulative Effects on Landscape Character (Tier 1)

18.15.4.5 The potential for cumulative effects on landscape character arising in the tier 1 CEA is informed by the assessments undertaken in the assessment of effects on landscape character in Section 18.10. This assessment of relevant LCTs is undertaken in **Table 18-35** and is informed by the Tier 1 CEA of viewpoints (**Table 18-33**), the cumulative ZTVs for Stornoway Wind Farm (**Appendix 18.6, Volume 2c - Figure 18.20**), Druim Leathan Wind Farm (**Appendix 18.6, Volume 2c -Figure 18.21**) and Uisensis Wind Farm (**Appendix 18.6, Volume 2c - Figure 18.22**) as well as the cumulative wirelines showing Tier 1 projects from representative coastal viewpoints in **Appendix 18.6, Volume 2c - Figure 18.24** to **Figure 18.65**.

Table 18-35 Cumulative effects assessment for LCTs

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
Boggy Moorland - Outer Hebrides/*Na h-Eileanan Sia* (LCT 322)	6.1 km	**Medium** Value: Medium Susceptibility: Medium	**Low** within 20 km of the Turbine Area, reducing to Negligible for the wider LCT beyond that range. Druim Leathan Wind Farm and Stornoway Wind Farm are both located within this LCT and there is potential for these construction periods to overlap with the construction of the Offshore Project. Changes of low magnitude occurring within around 20 km due to the limited intervisibility of the construction of the Offshore Project out to sea from the northwestern parts of the LCT, together with those arising from the	**Not Significant (Minor)** adverse and short-term within around 20 km extending inland over the western portion of the Isle of Lewis/*Eilean Leòdhais* peatlands between the Butt of Lewis/*Rubha Robhanais* in the north and the A858 in the south, due to the limited intervisibility of the construction of the Offshore Project out to sea from the northwestern parts of the LCT, together with those arising from the construction and decommissioning activities associated with Druim Leathan and Stornoway Wind Farms in	**Low** within 20 km of the Turbine Area, reducing to Negligible for the wider LCT beyond that range. Druim Leathan Wind Farm and Stornoway Wind Farm are both located within this LCT and there is potential for their operational periods to overlap with the operational phase of the Offshore Project. Changes of low magnitude occurring within around 20 km due to the limited intervisibility of the Offshore Project out to sea from the northwestern parts of the LCT, together with those arising from the operational Druim	**Not Significant (Minor)** adverse and long-term within around 20 km extending inland over the western portion of the Isle of Lewis/*Eilean Leòdhais* peatlands between the Butt of Lewis/*Rubha Robhanais* in the north and the A858 in the south, due to the limited intervisibility of the Offshore Project out to sea from the northwestern parts of the LCT, with Druim Leathan and Stornoway Wind Farms in the eastern part of the LCT. Effect reduces to **Not Significant (Minor)**, neutral and short-term over 20 km from the Turbine Area.

CCA and associated coastal LCTs	Distance (closest WTG)	Sensitivity	Cumulative Magnitude of Change (Construction & Decommissioning)	Significance of Cumulative Effect (Construction & Decommissioning)	Cumulative Magnitude of Change (Operation & Maintenance)	Significance of Cumulative Effect (Operation & Maintenance)
			construction and decommissioning activities associated with Druim Leathan and Stornoway Wind Farms in the eastern part of the LCT.	the eastern part of the LCT. Effect reduces further to **Not Significant (Minor)**, neutral and short-term over 20 km from the Turbine Area.	Leathan and Stornoway Wind Farms in the eastern part of the LCT. Effect reduces further to **Not Significant (Minor)**, neutral and short-term over 20 km from the Turbine Area.	
Prominent Hills and Mountains (LCT 326)	20.5 km	**High** Value: High Susceptibility: High	**Low** from the tops of the prominent mountains and hills where construction of the Offshore Project will appear in the distant seascape backdrop, together with distant views of the construction of other Tier 1 wind farms in the wider landscape outside the LCT, appearing small in scale at long range - Druim Leathan to the northeast, Stornoway Wind Farm to the northeast and Uisensis to the east.	**Not Significant (Moderate-Minor)** adverse and short-term	**Low** from the tops of the prominent mountains and hills where the Offshore Project will appear in the distant seascape backdrop, together with distant views of the other Tier 1 wind farms in the wider landscape outside the LCT, appearing small in scale at long range - Druim Leathan to the northeast, Stornoway Wind Farm to the northeast and Uisensis to the east.	**Not Significant (Moderate-Minor)** adverse and long-term

Cumulative Effects on NSA SLQs

18.15.4.6 The cumulative ZTVs for Stornoway Wind Farm (**Appendix 18.6, Volume 2c - Figure 18.20**), Druim Leathann (**Appendix 18.6, Volume 2c - Figure 18.21**) and Uisensis (**Appendix 18.6, Volume 2c - Figure 18.22**) indicate some fragmented and generally distant theoretical visibility of these wind farms, mainly from the elevated areas of the Lewis Hills and Mountains (sub-area 4) and North Harris Hills and Mountains (sub-area 5) of the NSA. There will be very limited visibility of Stornoway Wind Farm, Druim Leathann and Uisensis from the Outer Northwest Lewis coastline (sub-area 1) and the Lewis Coastal Cnoc and Lochan (sub-area 2) areas of the NSA, due to the seaward aspect of these landscapes of the NSA to the north and west; the intervening topography of the southern Lewis*/Leòdhais* and the long distances to these onshore wind farms situated outside along the eastern side of Lewis.

18.15.4.7 Given the significant distances involved, the very limited predicted visibility from the coastal sub-areas 1 and 3 of the NSA, the spatial relationship between Stornoway Wind Farm, Druim Leathann and Uisensis and the NSA, and the nature of the SLQs affected by the Offshore Project (which relate more to the coastal qualities experienced on the west coast and the interrelationship between the deeply fissured coastline of sea lochs, islands and rocky moorland), the cumulative magnitude of change of the Offshore Project together with Tier 1 projects is assessed as low and the cumulative effect on the SLQs of the NSA expressed in the identified sub-areas is assessed as **Not Significant (Minor)**.

18.15.5 Tier 2 Cumulative Effects Assessment (CEA)

18.15.5.1 The Tier 2 CEA considers all plans/projects assessed under Tier 2, together with Tier 1 projects and those which are operational (and therefore part of the baseline), as listed in **Table 18-32**. Guidance for the assessment of cumulative landscape and visual impacts (NatureScot, 2021) is pragmatic about assessing the cumulative effect of Scoping stage sites, advising that it is only occasionally appropriate to Scoping stage sites in CEA, particularly where clusters of development or "hotspots" emerge, or where proposals are adjacent to one another. The onus in CEA would also generally be on Scoping stage projects that are behind in the planning process, to undertake a CEA of the Offshore Project in their EIAR.

18.15.5.2 GLVIA3 (Landscape Institute, 2013) also supports the approach of assessing projects with planning consent and those that are subject of a valid planning application, stating (7.14) that *'schemes that are at the pre-planning or scoping stage are not generally considered in the assessment of cumulative effects because of uncertainty about what will actually occur, that is, is not 'reasonably foreseeable'.*

18.15.5.3 A preliminary assessment of the position and spatial extent of scoping stage offshore wind farms, listed in **Table 18-32** and shown in **Appendix 18.6, Volume 2c - Figure 18.19**, indicates that they are located at relative distance from the Offshore Project and at relatively long distance from the coast of Isle of Lewis/*Eilean Leòdhais*. There are no Scoping stage sites in the immediate vicinity of

the Offshore Project, with the closest Scoping stage offshore wind farm being Talisk Offshore Wind Farm, some 28.9 km to the north of the Offshore Project, and Havbredey Offshore Wind Farm, more distant at 55 km to the northeast.

18.15.5.4 There are 3 Scoping stage onshore wind farms (**Appendix 18.6, Volume 2c - Figure 18.19**) in the Study Area, consisting of Carloway, Galson and Barvas Community Wind Farm 14.3 km to the south-east of the Offshore Project, as well as the Grimshader Wind Farm to the south of Stornoway and Heastabhal Wind Farm further south near Arivruaich/*Airidh a Bhruaich*.

18.15.5.5 A high-level CEA of the Offshore Project in addition to these Scoping stage sites has been undertaken due to the design uncertainties associated with pre-application stage projects, meaning that the potential cumulative impacts of Scoping Stage sites are not fully foreseeable and are uncertain due to a lack of data confidence. The totality of the potential effects arising in respect of Scoping stage projects (Tier 2) is also considered unlikely to arise, as it is likely that at least some scoping stage projects will not ultimately be taken forward to application, gain consent or become operational, which reduces the likelihood of Tier 2 effects arising in full.

18.15.5.6 A broad description of the likely significance of Tier 2 cumulative effects of the Offshore Project upon seascape, landscape and visual receptors arising from each identified impact is undertaken below.

Cumulative Effects on Visual Receptors/Views (Tier 2)

18.15.5.7 The closest part of Lewis/*Leòdhais* at the Butt of Lewis/*Rubha Robhanais* (**Appendix 18.6, Volume 2c - Figure 18.25**) is located approximately 26km from Talisk Offshore Wind Farm and 37 km from Havbredey. This, combined with a proposed turbine height of around 340 m for Talisk and 385 m for Havbredey would result in widespread theoretical visibility over the north coast and northwest coast of Lewis, and areas of the Boggy Moorland interior of the north Lewis peatlands, in combination with the Offshore Project, as illustrated by the cumulative ZTVs for Talisk (**Appendix 18.6, Volume 2c - Figure 18.23**) and Havbredey (**Appendix 18.6, Volume 2c - Figure 18.24**).

18.15.5.8 The cumulative ZTV for Talisk (**Appendix 18.6, Volume 2c - Figure 18.23**) indicates that there is combined theoretical visibility with the Offshore Project from the northern tip of the Isle of Lewis/*Eilean Leòdhais*, around the Butt of Lewis/*Rubha Robhanais*, potentially extending to Gallan Head in the south, however due to its distance offshore, the cumulative effect of the two projects is likely to be concentrated to the coastline within 40 km of Talisk, approximately between the Butt of Lewis/*Rubha Robhanais* and Barvas/*Barabhas*. Although there is theoretical cumulative visibility, the position of Talisk to the north of the Isle of Lewis/*Eilean Leòdhais,* relative to the narrow coastal edge at the Butt of Lewis/*Rubha Robhanais* and the distance of Talisk from the coast, is such that cumulative visual effects are likely to be limited primarily to the northern portion of the island. The spatial relationship between Talisk, the Offshore Project and the northern peninsula of Lewis/ *Leòdhais*, mitigates more widespread cumulative effects on sensitive coastal and visual receptors further to the south.

18.15.5.9 The cumulative ZTV for Havbredey (**Appendix 18.6, Volume 2c - Figure 18.24**) indicates that there is also potential for combined theoretical visibility with the Offshore Project from the northern tip of the Isle of Lewis/*Eilean Leòdhais*, around the Butt of Lewis*/Rubha Robhanais* and the Boggy Moorland interior, however the distance of Havbredey offshore to the north-east and its spatial relationship with the northern coast of Lewis/*Leòdhais*, mitigates effects on coastal and visual receptors along the west coast of Lewis. Views to the Havbredey from the coast will always be broadly north-east, which is oblique to the coastal aspects of the west coast of Lewis (from which the Offshore Project is viewed) and therefore Havbredey tends to be outwith the main viewing direction and at very long distance, or not visible at all from the indented coastline.

18.15.5.10 This north-westerly area of Lewis/*Leòdhais,* as represented by Viewpoint 1 Butt of Lewis (**Appendix 18.6, Volume 2c - Figure 18.25**), Viewpoint 2 Cross (**Appendix 18.6, Volume 2c - Figure 18.26**) and Viewpoint 3 South Galston (**Appendix 18.6, Volume 2c - Figure 18.27**) in the closest areas, and extending down the north-west coast approximately to Viewpoint 7 Clach an Truiseil (**Appendix 18.6, Volume 2c - Figure 18.31**), is therefore likely to experience a degree of cumulative effect as a result of the Offshore Project in addition to Talisk and Havbredey occuring as repeating offshore wind farm elements in the open sea views to the north and west of the Lewis/*Leòdhais*. Although Talisk and Havbredey, when viewed in succession with the Offshore Project, may be perceived as extending the offshore wind farm influence on the north, they are likely to be visually recessive, distant elements at such long range from this area (Talisk being over 26km and Havbredey 37km offshore). They will also occur oblique to the main views west out to sea from the coastline affected by the Offshore Project, in a different part of the view (to the north) than the Offshore Project and tend to only be viewed in sequence in the wider view, rather than in the same viewing direction as the Offshore Project. It is assessed that there is potential for the Offshore Project to contribute to an additional cumulative magnitude of change of medium-low magnitude on views from this north-westerly area of Lewis/*Leòdhais* (approximately between the Butt of Lewis*/Rubha Robhanais* and Ballantrushal/*Baile an Truiseil*), and for the identified medium-high sensitivity visual receptors in this the closest northerly area of Lewis/*Leòdhais,* the additional cumulative effect of the Offshore Project is assessed as **Not Significant (Moderate)** with Tier 2 projects. On balance, the cumulative effect is considered Not Significant given the various mitigating factors described, including the relatively long distance of the Offshore Project, Talisk and Havbredey from this northern area of Lewis, such that they are likely to be visually recessive, their position as separate distant elements in the wide, open seascape with retained views out across the Atlantic.

18.15.5.11 This cumulative effect is likely to be compounded to some degree by the presence of the onshore Carloway, Galson and Barvas Community Wind Farm located on the southern fringes of the Boggy Moorland of northern Lewis/*Leòdhais,* however due to its inland location, is often not visible from the coastal viewpoints and receptors that are most susceptible to the Offshore Project.

18.15.5.12 Moving progressively south along the west coast of Lewis/*Leòdhais,* the angle of view becomes increasingly oblique to Talisk and Havbredey and their distance from receptors along the coast becomes greater, such that their influence is likely to be diminished at very long range offshore and their WTGs are also likely to be subsumed behind the Offshore Project from areas south of Barvas/*Barabhas*, such that the cumulative magnitude of change of the Offshore Project to views diminishes to low and negligible levels from the coastline to the south of Ballantrushal/*Baile an Truiseil*, and the effect becomes **Not Significant (Minor)** at worst.

Cumulative Effects on Coastal and Landscape Character (Tier 2)

18.15.5.13 The potential for cumulative effects on coastal character arising in the tier 2 CEA is informed by the project alone assessments undertaken in the assessment of effects on coastal character in Section 18.8 and **Appendix 18.3, Volume 2c**, the cumulative ZTVs for Talisk (**Appendix 18.6, Volume 2c - Figure 18.23**) and Havbredey (**Appendix 18.6, Volume 2c - Figure 18.24**) and cumulative wireline visualisations from representative viewpoints around the north-westerly part of Lewis/*Leòdhais,* particularly Viewpoint 1 Butt of Lewis (**Appendix 18.6, Volume 2c - Figure 18.25**), Viewpoint 2 Cross (**Appendix 18.6, Volume 2c - Figure 18.26**), Viewpoint 3 South Galston (**Appendix 18.6, Volume 2c - Figure 18.27**) and Viewpoint 7 Clach an Truiseil (**Appendix 18.6, Volume 2c - Figure 18.31**).

18.15.5.14 The assessment indicates potential for the Offshore Project to have combined theoretical visibility with Talisk and Havbredey mainly from three northern-most CCAs (**Appendix 18.6, Volume 2c - Figure 18.4**) consisting of CCA1 Butt of Lewis; CCA2 Eoropie and CCA3 Borve, Shader and Galston Low Rocky Coast. These CCAs form the coastline between the Butt of Lewis/*Rubha Robhanais* in the north extending approximately to Ballantrushal/*Baile an Truiseil* in the south and are most susceptible to the cumulative changes resulting from the Offshore Project in combination with Talisk and Havbredey.

18.15.5.15 There is potential for the Offshore Project to contribute to an additional cumulative magnitude of change of medium-low magnitude on the perceived character of CCA1 Butt of Lewis; CCA2 Eoropie and CCA3 Borve, Shader and Galston Low Rocky Coast, due to the Offshore Project, Talisk and Havbredey occuring as repeating offshore wind farm elements in the open sea views off the north west coast of the Lewis/*Leòdhais.* It is likely that the Offshore Project, Talisk and Havbredey will result in effects on the distinctive settled coastal fringe and crofting communities with a strong connection to the sea of the north-west Lewis coast, partially diminishing the strong perceptual frontier qualities (or 'edge of the world' feeling) of the north-west coast and Butt of Lewis, and the perception of remoteness at the coast and further inland within the Boggy Moorlands of northern Lewis. For the identified medium and medium-high sensitivity CCAs around this northerly area of Lewis/*Leòdhais*, the additional cumulative effect of the Offshore Project on the perceived character of CCA1, CCA2 and CCA3 and their hinterland/interior of Gently Sloping Crofting (LCT 317 and Boggy Moorland (LCT 322) is assessed as Not Significant (Moderate) with Tier 2 projects. Accordant with the visual assessment, the cumulative effect is considered **Not Significant** given the various

mitigating factors described, including the relatively long distance of the Offshore Project, Talisk and Havbredey from this northern area of Lewis, such that their influence on perceived character of the coast is diminished, and their position as separate distant elements in the wide, open seascape is such that the frontier qualities and remoteness will continue to be experienced.

Cumulative Effects on NSA SLQs

18.15.5.16 The closest point of the NSA is located approximately 80 km from Havbredey Offshore Wind Farm, therefore the potential for cumulative effects on the SLQs of the NSA as a result of interactions with Havbredey are scoped out the assessment.

18.15.5.17 The cumulative ZTV for Talisk (**Appendix 18.6, Volume 2c - Figure 18.23**) indicates some fragmented theoretical visibility of the WTGs, along the northern extent of Great Berneray, from north facing slopes of the island and associated skerries. Given the significant distances involved, the very limited predicted visibility to the northern extent of the NSA, the spatial relationship between the Talisk and southern Lewis, and the nature of the defined SLQs (which relate more to interrelationship between the deeply fissured coastline of deep sea lochs and rocky moorland), the cumulative magnitude of change of the Offshore Project effect together with Talisk Offshore Wind Farm is assessed as negligible and the cumulative effect on the SLQs of the NSA assessed as **Not Significant (Minor)** with Tier 2 projects. This cumulative effect is likely to be compounded to some degree by the presence of the onshore Heastabhal Wind Farm located just outside the eastern edge of the NSA, and the more distant Grimshader Wind Farm near Stronoway and Carloway, Galson and Barvas Community Wind Farm within the Boggy Moorland of northern Lewis, however these onshore wind farms are rarely visible from the key coastal areas of the NSA that are affected by the Offshore Project, due to the location of these Tier 2 onshore wind farms to the south and east of the SLVIA study area, and therefore have limited cumulative interaction with the Offshore Project on the relevant SLQs of the NSA.

18.16 TRANSBOUNDARY EFFECTS

18.16.1.1 Transboundary effects occur when a development in 1 European Economic Area (EEA) State impacts the environment of another EEA State(s). A screening of potential transboundary effects was undertaken within the **Scoping Report** and it was found that that there was no potential for significant transboundary effects with regard to seascape, landscape and visual receptors from the Offshore Project upon the interests of other EEA States.

18.17 SUMMARY OF RESIDUAL EFFECTS

18.17.1.1 The seascape, landscape and visual impact assessment (SLVIA) considers how local people, as well as visitors will be able to see the Offshore Project during all of its project phases (construction, operation and maintenance and decommissioning) from various viewpoints. This includes coastal settlements, roads, high points (elevated sites and locations) and coastal viewpoints, recreational

cycling and walking routes, visitor attractions such as beaches, historic sites and nature reserves, and caravan and camping sites.

18.17.1.2 It also considers how the Offshore Project could impact the Regional Coastal Character, the Landscape Character, and any Landscape Planning Designations such as National Scenic Areas and Wild Land Areas (as designated through relevant legislation and NatureScot guidance).

18.17.1.3 Effects on seascape, landscape and visual receptors arise because the Offshore Project will be visible during daylight hours from some of the viewpoints identified. Construction activities and the subsequent presence of structures such as the Wind Turbine Generators and Offshore Substation Platform during the operation of the Offshore Project could be perceived to change the character and qualities of the seascape and landscape.

18.17.1.4 During hours of darkness, lighting on vessels and structures needed for navigational and aviation safety will also be visible from some areas of the coast, which may also affect those with views out to sea.

18.17.1.5 The effects identified during the construction phase are typically short-term and temporary, while those during the operation and maintenance stage are typically longer-term but reversible.

Baseline environment

18.17.1.6 Data to inform the SLVIA was sourced from publicly available information regarding landscape, the descriptions of Regional Coastal and Landscape Characters and landscape designations. Field surveys were also undertaken that involved day and night-time viewpoint photography across the Study Area to establish the baseline environment.

18.17.1.7 Detailed terrain models were used together with the photography to create wireline imagery. This enabled the presence of the Offshore Project to be visualised in relation to the existing environment. It also established the Zones of Theoretical Visibility, which are the places from where people would be able to see the Offshore Project.

18.17.1.8 The baseline environment for the SLVIA is established as "the area in which the development may be visible" (in line with GLVIA3, Landscape Institute and Institute for Environmental Management and Assessment, 2013). The Study Area therefore encompasses the Isle of Lewis/Eilean Leòdhais, the majority of the Isle of Harris/Na Hearadh and its surrounding seascape and islands, including the Flannan Isles/Na h-Eileanan Flannach, off the northwest coast of Scotland/Alba and forming the northern most of the Outer Hebrides/Na h-Eileanan Siar (also referred to as the 'Western Isles').

18.17.1.9 There is great visual diversity across the SLVIA Study Area, with north Lewis/Eilean Leòdhais embodying a plateau of low-lying peatland extending southwards to bold, rugged hills in South Lewis/Eilean Leòdhais and North Harris/Na Hearadh. The sea has a strong influence as, from many viewpoints, there is often as much seascape visible as landscape.

18.17.1.10 The coastline nearest to the Turbine Area within the SLVIA Study Area is generally rural in character, predominated by the linear patterns of crofting and is strongly associated with the sea. There are numerous settlements along the coastline, including the crofting townships in Ness/Nis including Eoropie/Eòrapaidh, the Port of Ness/Port Nis and Cross/Cros, North and South Galson/Gàbhsann bho Dheas, Borve/Borgh, Shader/Siadar an Rubha, Barvas/Barabhas, Arnol/Àrnoil, Bragar/Bhràdhagair, Shawbost/Siabost) and Carloway/Càrlabhagh.

18.17.1.11 The coastal character of the SLVIA Study Area is defined at the national level as Type 13: Low Rocky Island Coasts. 17 Regional Coastal Character Areas are defined along the coastline and hinterland of the SLVIA Study Area, which identify a strong visual relationship with the sea and tidal waters and coastal landscapes.

18.17.1.12 Much of the SLVIA Study Area experiences very low levels of light radiance at night, particularly across uninhabited areas of moorland and hills. However, in some specific areas, light sources during hours of darkness are identified as coming from houses, villages, and industrial and commercial locations. Lighting on onshore wind turbines and navigational safety lighting on buoys at sea can also be seen at night.

Embedded environmental measures

18.17.1.13 A range of environmental measures which relate to the SLVIA are embedded as part of the Offshore Project design to remove or reduce significant environmental effects as far as possible. Key measures for the SLVIA are:

- M014: Marking and lighting of the Array Area in agreement with Northern Lighthouse Board (NLB) and as per the requirements of International Association of Lighthouse Authorities (IALA) Recommendation O-139 (IALA, 2021a) and Guidance G1162 (IALA, 2021b). This will include a buoyed construction area;
- M033: A Lighting and Marking Plan (LMP) will be developed prior to commencement of construction (building on the Outline LMP, Volume 3) in compliance with legislative requirements and best practice standards and guidance and adhered to;
- M036: The Project will only install Wind Turbine Generators and Offshore Substation Platform (if required) above sea infrastructure within the Turbine Area;
- M040: Due regard will be given to landscape and visual design principles in the Design Specification Layout Plan post consent, with consideration of the seascape, landscape and visual impacts of the Offshore Project on the NSA.

Likely significant residual effects

18.17.1.14 Despite the application of appropriate embedded measures, the potential for Significant adverse effects to occur has been assessed in relation to a number of viewpoints during the construction, operation and maintenance and decommissioning phases of the Offshore Project. **Table 18-36** presents a summary of assessment outcomes from the Seascape, Landscape and Visual Impact Assessment.

Table 18-36 Summary of residual effects

Activity and impact		Assessment Outcome
All phases: Construction, operation and maintenance and decommissioning		
Effects on visual receptors/views		**Significant effects occurring during the day-time at Viewpoint:** 1 Butt of Lewis/*Rubha Robhanais;* 2 Cross/*Cros;* 3 North Galston/*Gàbhsann*; 4, Melbost Borve/*Mealabost Borgh;* 5 Shader/*Siadar an Rubha* Core Path; 6 Upper Shader/*Siadar Uarach; 7* Clach an Truiseil; 8 Upper Barvas/*Barabhas* Cemetery; 9 Upper Barvas/*Barabhas;* 10 Barvas/*Barabhas* Beach; 11 North of Brue/*Brù;* 12 Loch na Muilne; 13 Barvas/*Barabhas;* 14 Arnol/*Àrnoil* Blackhouse; 15 Arnol/*Àrnoil* Village; 16 Bragar/*Bhràdhagair* Beach; 17 Sheiling near Loch Urghag (between Brue/*Brù* and Arnol/*Àrnoil*); 18 Shawbost/*Siabost* Core Path; 19 A858 Abhainn Arnol/*Àrnoil*; 20 Bragar/*Bhràdhagair*; 21 A857 (inland south of Barvas/*Barabhas*); 23 Shawbost/*Siabost;* 24 Dalbeg/*Dhail Beag* Beach; 25 Dalmore/*Dail Mhor* Beach; 26 Beinn na Cloich; 28 Doune Carloway/*Càrlabhagh*; 29 Bosta/*Bostadh*; 30 Gallan Head/Àird Uig; 32 Reef Beach; 31 Valtos; 33 Forsnabhal; 34 Camas na Clibhe; 36 Carishader/*Cairsiadar*; 37 Callanish/*Calanais*; 38 Mangersta/*Mangurstadh* Head; 39 Mealaisbhal; 41 Sgalabhal.
Effects on coastal character		**Significant effects occurring to Coastal Character Areas (CCAs):** CCA2 Eoropie/ *Eòrapaidh*; CCA3 Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* low rocky coast; CCA4 Barvas Sands/Barabhas Sands and Àird Bharabhais; CCA5 Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*; CCA6 Loch Shiaboist; CCA7 Dalbeg/*Dhail Beag* and Dalmore/*Dail Mhor* coast to Aird Laimishader/*Àird Laimisiadair*; CCA11 Bernera Islands; CCA14 An Caolas including Reef Beach and Cliff Beach/*Camas na Clibhe*; CCA15 Gallan Head/*Gallan Beag*; CCA17 Mangersta/*Mangurstadh Head*.
Effects on landscape character		**Significant effects occurring to Landscape Character Types (LCTs):** Boggy Moorland – Outer Hebrides (LCT 322); Prominent Hills and Mountains (LCT 326).
Effects on Special Landscape Qualities (SLQs)		**Significant effects occurring to the Special Landscape Qualities of the South Lewis, Harris and North Uist NSA:** Sub area 1 – The Outer Northwest Lewis/*Leòdhas* Coastline and Sub-area 2 – Lewis/*Leòdhas* Coastal Cnoc and Lochan: • *'The very edge of Europe'* • *'A rich variety of exceptional scenery'* • *'A great diversity of seascapes'* • *'Intervisibility between landscapes'* • *'The close interplay of the natural world, settlement and culture'* Sub-area 2 also has an additional SLQ for which likely significant effects are predicted: • *'Extensive machair and dune systems with expansive beaches'* Sub area 4 - The Lewis/*Leòdhas* Hills and Mountains • *'The wild mountainous character'*
Operation and maintenance phase only		
Effects of aviation and marine navigation lighting	On viewpoints	**Significant effects occurring during the night-time at Viewpoint:** 1 Butt of Lewis/*Rubha Robhanais;* 2 Cross/*Cros;* 4, Melbost Borve/*Mealabost Borgh;* 5 Shader/*Siadar an Rubha* Core Path; 6 Upper Shader/*Siadar Uarach; 7* Clach an Truiseil; 8 Upper Barvas/*Barabhas* Cemetery; 9 Upper Barvas/*Barabhas;* 10 Barvas/*Barabhas* Beach; 11 North of Brue/*Brù;* 12 Loch na Muilne; 13 Barvas/*Barabhas;* 14 Arnol/*Àrnoil* Blackhouse; 15 Arnol/*Àrnoil* Village; 16 Bragar/*Bhràdhagair* Beach; 17 Sheiling near Loch Urghag (between Brue/*Brù* and Arnol/*Àrnoil*); 18 Shawbost/*Siabost* Core Path; 19 A858 Abhainn Arnol/*Àrnoil*; 20 Bragar/*Bhràdhagair*; 21 A857 (inland south of Barvas/*Barabhas*); 23 Shawbost/*Siabost*; 24 Dalbeg/*Dhail Beag* Beach; 25 Dalmore/*Dail Mhor* Beach; 26 Beinn na Cloich; 28 Doune Carloway/*Càrlabhagh*; 29 Bosta/*Bostadh*; 30 Gallan Head/*Àird Uig*; 31 Valtos; 32 Reef Beach; 33 Forsnabhal; 34 Camas na Clibhe.

Activity and impact		Assessment Outcome
	On coastal character areas	**Significant effects occurring during the night-time to CCAs:** CCA2 Eoropie/ *Eòrapaidh*; CCA3 Borve/*Borgh*, Shader/*Siadar an Rubha* and Galston/*Gàbhsann* low rocky coast; CCA4 Barvas Sands/*Barabhas Sands* and Àird Bharabhais; CCA5 Bragar/*Bhràdhagair* and Port Arnol/*Àrnoil*; CCA6 Loch Shiaboist; CCA7 Dalbeg/*Dhail Beag* and Dalmore/*Dail Mhor* coast to Aird Laimishader/*Àird Laimisiadair*; CCA11 Bernera Islands; CCA14 An Caolas including Reef Beach and Cliff Beach/*Camas na Clibhe*; CCA15 Gallan Head/*Gallan Beag*; CCA17 Mangersta/*Mangurstadh* Head.
All phases: Construction, operation and maintenance and decommissioning		
Cumulative effects on visual receptors/views, coastal character, landscape character and SLQs		**No Significant** cumulative effects have been identified in relation to the Offshore Project from SLVIA resulting from construction, operation and maintenance, and decommissioning activities.
Whole project effects on visual receptors/views, coastal character, landscape character and SLQs		The magnitude of change to views of the Offshore Project with the addition of the OTW Project is expected to increase, but to remain Major (Significant) (with major being the maximum assessment threshold) for the following Viewpoints: • Viewpoint 8: Upper Barvas/Barabhas Cemetery. • Viewpoint 9: Upper Barvas/Barabhas Uarach. • Viewpoint 11: North of Brue/Brù. • Viewpoint 13: Barvas/Barabhas. • Viewpoint 43: Druim nan Carnan. • Viewpoint 44: Morven. The magnitude of change to views of the Offshore Project with the addition of the OTW Project is expected to increase, but to remain Major (Significant) (with major being the maximum assessment threshold) for the following Coastal Character Areas: • CCA4, its associated coastal areas of Boggy Moorland (LCT 322) and adjacent area of Gently Sloping Crofting (LCT 317). **No Significant** whole projects effects of greater significance compared to the impacts Considered for the Offshore Project alone were identified in SLVIA from construction, operation and maintenance, and decommissioning activities.
Transboundary effects on visual receptors/views, coastal character, landscape character and SLQs		**No Significant** transboundary effects have been identified in relation to the Offshore Project in SLVIA during construction, operation and maintenance, and decommissioning activities.

18.18 GLOSSARY OF TERMS AND ABBREVIATIONS

18.18.1.1 A list of key terms and acronyms used in this chapter are provided in **Table 18-37** and **Table 18-38**.

Table 18-37 Acronyms and abbreviations

Term	Definition
AESLQ	Assessment of Effects on Special Landscape Qualities
AMSL	Above Mean Sea Level
AOD	Above Ordnance Datum
CAA	Civil Aviation Authority
CCA	Coastal Character Area
cd	candela
CEA	Cumulative Effect Assessment
CLVIA	Cumulative Landscape and Visual Impact Assessment
CnES	Comhairle nan Eilean Siar
CPRE	Campaign to Protect Rural England
DPO	Draft Plan Option
DSLP	Design specification and layout plan
ECU	Energy Consents Unit
EEA	European Economic Area
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EIS	Environmental Impact Statement
ELC	European Landscape Convention
GDL	Gardens and Designed Landscape
GEN	General Policy
GIS	Geographic Information System
GLVIA3	Guidelines for Landscape and Visual Impact Assessment: Third Edition
HDD	Horizontal Directional Drill
HVDC	High-Voltage Direct Current
IALA	International Association of Lighthouse Authorities
ICAO	International Civil Aviation Organization
IEMA	Institute of Environmental Management and Assessment
ISEP	The Institute of Sustainability and Environmental Professionals
km	kilometre
LCA	Landscape Character Area
LCT	Landscape Character Type
LCP	Local Development plan
LMP	Lighting and Marking Plan
LUC	Land Use Consultants
LVIA	Landscape and Visual Impact Assessment

Term	Definition
m	metre
MCA	Maritime and Coastguard Agency
MD-LOT	Marine Directorate Licensing Operations Team
MDS	Maximum Design Scenario
MHWS	Mean High Water Spring
MLWS	Mean Low Water Spring
MPS	Marine Policy Statement
NCCT	National Coastal Character Types
NLB	Northern Lighthouse Board
nm	nautical mile
NPF4	National Planning Framework 4
NSA	National Scenic Area
O&M	Operation and Maintenance
OCAS	Offshore Cable Area of Search
OS	Ordnance Survey
OSP	Offshore Substation Platform
PAC	Preliminary Application Consultation
PC	Public Consultation
RSPB	Royal Society for the Protection of Birds
SLQ	Special Landscape Quality
SLVIA	Seascape, Landscape and Visual Impact Assessment
SPS	Significant Peripheral Structures
SSEN	Scottish and Southern Electricity Networks
WI-LCA	Western Isles Landscape Character Assessment (
WLA	Wild Land Area
WTG	Wind Turbine Generator
ZOI	Zone of Influence
ZTV	Zone of Theoretical Visibility

Table 18-38 Glossary

Term	Meaning
The Applicant	Spiorad na Mara Limited (the Project owner)
Array Area	The offshore area within which the offshore wind turbine generators (WTGs), associated foundations, Offshore Cables, and Offshore Substation Platform (OSP) (if required), will be located. This area encompasses the Turbine Area that will contain all above water surface infrastructure (WTGs / OSP) and an additional area within which further below water infrastructure (foundations and cables) may also be located.
Array Cables	The offshore electrical and communication cables that connect infrastructure located within the Array Area, for: • Scenario 1: Array Cables will be used to connect Wind Turbine Generators (WTGs) to each other, and to connect WTGs to the OSP. • Scenario 2: Array Cables will be used to connect WTGs to each other.

Term	Meaning
Array Cables to Landfall	The offshore electrical and communication cables located in the Array Area and Offshore Cables Area of Search that connect the wind turbine generators (WTGs) directly to Landfall for Scenario 2.
Combined Effects	Combined effect of the individual development on one particular receptor; for example noise, dust and visual. This includes Project-Lifetime Effects and Receptor-Led Effects
Cumulative Effects	Considers the likely significant effects of multiple impacts and activities from several developments.
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of the impact with the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria
EIAR	The Environmental Impact Assessment Report (EIAR) prepared to assess the likely significant effects of the Project on the environment.
Export Cables	The offshore electrical and communication cables located in the Array Area and Offshore Cables Area of Search that connect the Offshore Substation Platform (OSP) (if required) to Landfall for Scenario 1.
Embedded or 'Designed-in' Mitigation	Mitigation measures to avoid or reduce environmental effects that are directly incorporated into the preferred design for the Project. This can include standard practice in accordance with or without guidance. Embedded mitigation is considered as part of the impact assessment, before effect significance is identified.
Future Baseline	Refers to the situation in future years without the Offshore Project.
Horizontal Directional Drill (HDD)	A trenchless crossing engineering technique using a drill steered underground without the requirement for open trenches. This method is able to carry out the underground installation of pipes and cables with minimal surface disruption.
Impact	Change that is caused by an action; for example, land clearing (action) during construction which results in habitat loss (impact)
Landfall	This consists of works from offshore Horizontal Directional Drill (HDD) exit pits to onshore at the Transition Joint Bays (TJB). The infrastructure and installation methods associated with the Landfall involves both onshore and offshore components.
Onshore Landfall Area	The area which includes both the Landfall above Mean Low Water Springs (MLWS) and Landfall Substation (as defined separately), cabling from the Transition Joint Bays (TJB) to the Landfall Substation (if required) and construction related compounds and working areas.
Landfall Substation	The optional onshore substation located on the west side of the Isle of Lewis/*Eilean Leòdhais*. Includes the platform, buildings and associated components which allows the voltage to be increased to meet onward transmission requirements.
Offshore Cables	Electrical and communication cables located within the Array Area and Offshore Cable Area of Search. The Offshore Cables consist of Array Cables, Array Cables to Landfall, and Export Cables.
Offshore Cable Area of Search (OCAS)	The area within which the offshore electrical and communication cables between the Array Area and Landfall up to Mean High Water Springs (MHWS) will be located.
Offshore Landfall Area	The area seaward of Mean High Water Springs (MHWS) within the Offshore Cable Area of Search (OCAS) that includes works associated with the Horizontal Directional Drill

Term	Meaning
	(HDD) installation, including HDD exit pit(s) (located below MLWS) and offshore cable connection to the onshore (TJB) (located above MHWS).
Offshore Project	The offshore components of the Spiorad na Mara offshore wind farm (the Project) located seaward of Mean High Water Springs (MHWS).
Offshore Project Boundary	The 'red line boundary' encompassing the Offshore Project.
Offshore Substation Platform (OSP)	The optional offshore substation located within the Turbine Area. Includes the platform and associated components which allows the voltage to be increased to meet onward transmission requirements.
Offshore Application	The application for Marine Licences under the Marine (Scotland) Act 2010 (between 0 and 12nm) and a Section 36 consent under the Electricity Act 1989.
Onshore Transmission Works (OTW)/ Onshore Project	The onshore components of the Spiorad na Mara offshore wind farm (the Project) located landward of Mean Low Water Springs (MLWS). The Applicant will seek consent for the OTW Project through a separate application and so does not form part of this application.
The Project	The Spiorad na Mara offshore wind farm development. This term describes the whole development, including all offshore and onshore components.
Project Boundary	The 'red line boundary' encompassing all offshore and onshore components of the Project.
Project Design Envelope	A description of the range of possible components that make up the Project design options under consideration when the exact engineering parameters are not yet known.
Scoping Opinion	A report presenting the written opinion of the Scottish Ministers, with input from Comhairle nan Eilean Siar (CnES) for the OTW, as to the scope and level of detail of information to be provided in the Environmental Impact Assessment (EIA) for the Project.
Turbine Area	A reduced area within the Array Area where above water surface infrastructure would be located i.e. wind turbine generators (WTG) or Offshore Substation Platform (OSP) (if required). This area has been developed and refined through stakeholder consultation and environmental assessment.
Wild Land Area (WLA)	Those areas comprising the greatest and most extensive areas of wild characteristics within Scotland/*Alba*. National Planning Framework 4 (NPF4) policy 4(g) sets out the policy for Wild Land Areas.
Wind Turbine Generator (WTG)	The wind turbines that generate electricity consisting of tubular towers and blades attached to a nacelle housing mechanical and electrical generating equipment.

18.19 REFERENCES

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