MachairWind Offshore Windfarm

Chapter 16 Seascape, Landscape and Visual Impact Assessment

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TABLE OF CONTENTS

Glossary of Acronyms ..... **vii**

Glossary of Terms ..... **ix**

16 Seascape, Landscape and Visual Impact Assessment **1**

16.1 Introduction 1
16.2 Legislation, Policy and Guidance 2
16.3 Consultation 5
16.4 Site-specific Survey Data 18
16.5 Seascape, Landscape and Visual Impact Assessment Study Area 19
16.6 Realistic Worst-Case Scenarios 25
16.7 Existing Environment 34
16.8 Embedded Mitigation Measures 53
16.9 Approach to Assessment 54
16.10 Assessment of Significance 59
16.11 Cumulative Effects 138
16.12 Transboundary Effects 138
16.13 Inter-Related and Interacting Impacts 138
16.14 Potential Monitoring Requirements 142
16.15 Summary 142

References **151**

List of Tables

Table 16.1 Summary of relevant legislation, policy and guidance for the SLVIA 2
Table 16.2 Summary of consultation relevant to SLVIA 6
Table 16.3 Summary of key datasets and information sources 18
Table 16.4 Realistic worst-case scenarios for impacts on seascape, landscape and visual receptors 26
Table 16.5 Regional Coastal Character Areas scoped in / out of the SLVIA 37
Table 16.6 Landscape character types scoped in / out of the SLVIA 38
Table 16.7 Designated landscapes and Wild Land Area scoped in / out of the SLVIA 42
Table 16.8 Met Office visibility ranges 44
Table 16.9 Average visibility ranges at Tiree, Port Ellen (Islay) and at both locations 44
Table 16.10 Viewpoint locations 46
Table 16.11 Settlements scoped in/ out of the SLVIA 49
Table 16.12 Land-based routes scoped in / out of the SLVIA 49
Table 16.13 Ferry routes scoped in / out of the SLVIA 50
Table 16.14 Embedded mitigation measures for seascape, landscape and visual receptors 53
Table 16.15 Construction and operational effects on LCT 49 - Island Mixed Farmland 60
Table 16.16 Construction and operational effects on LCT 58 – Sand Dunes and Machair 62
Table 16.17 Construction and operational effects on LCT 42 – Rocky Moorland – Argyll 63
Table 16.18 Construction and operational effects on LCT 48 – Lowland Bog and Moor 64
Table 16.19 Construction and operational effects on LCT 41 – Plateau Moorland – Argyll 66

Table 16.20 Construction and operational effects on LCT 44 – Boulder Moors – Argyll 67
Table 16.21 Construction and operational effects on LCT 50 – Stepped Rocky Coastlands 68
Table 16.22 Construction and operational effects on LCT 45 – Stepped Cliffs and Terraces – Argyll 69
Table 16.23 Construction and operational effects on LCT 35 - Rugged Mountains 71
Table 16.24 Construction and operational effects on Viewpoint 1: Ardnave Point, Islay 78
Table 16.25 Construction and operational effects on Viewpoint 2: Saligo Bay, Islay 80
Table 16.26 Construction and operational effects on Viewpoint 3: Kilchoman, Islay 82
Table 16.27 Construction and operational effects on Viewpoint 4: Creag Bealach na Caillich, Islay 83
Table 16.28 Construction and operational effects on Viewpoint 5: Minor Rd near Portnahaven, Islay 85
Table 16.29 Construction and operational effects on Viewpoint 6: Bowmore Church, Islay 86
Table 16.30 Construction and operational effects on Viewpoint 7: Beinn Bheigier, Islay 88
Table 16.31 Construction and operational effects on Viewpoint 8: American Monument, The Oa, Islay 89
Table 16.32 Construction and operational effects on Viewpoint 9: Colonsay – Port Askaig Ferry 91
Table 16.33 Construction and operational effects on Viewpoint 10: Loch Tarbert, Jura 92
Table 16.34 Construction and operational effects on Viewpoint 11: Beinn an Oir, Jura 94
Table 16.35 Construction and operational effects on Viewpoint 12: An Cruachan, north Jura 96
Table 16.36 Construction and operational effects on Viewpoint 13: Oronsay Priory, Oronsay 97
Table 16.37 Construction and operational effects on Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay 99
Table 16.38 Construction and operational effects on Viewpoint 15: Uragaig, Colonsay 100
Table 16.39 Construction and operational effects on Viewpoint 16: Beinn nan Gudairean, Colonsay 102
Table 16.40 Construction and operational effects on Viewpoint 17: Oban - Colonsay Ferry 104
Table 16.41 Construction and operational effects on Viewpoint 18: Scarba 105
Table 16.42 Construction and operational effects on Viewpoint 19: Cnoc Dhomnuill, Luing 107
Table 16.43 Construction and operational effects on Viewpoint 20 – Erraid, Mull 108
Table 16.44 Construction and operational effects on Viewpoint 21 - Mull – Iona Ferry 110
Table 16.45 Construction and operational effects on Viewpoint 22 – Dun I, Iona 112
Table 16.46 Construction and operational effects on Viewpoint 23 – Carsaig Bay, Mull 113
Table 16.47 Construction and operational effects on Viewpoint 24: Staffa 115
Table 16.48 Construction and operational effects on Viewpoint 25: Ulva 116
Table 16.49 Construction and operational effects on Viewpoint 26: B8073 Mull 118
Table 16.50 Construction and operational effects on Viewpoint 27: Ben More, Mull 119
Table 16.51 Construction and operational effects on Viewpoint 28: Cruachan Treshnish Cairn, Mull 121
Table 16.52 Construction and operational effects on Viewpoint 29: Hynish, Tiree 122
Table 16.53 Construction and operational effects on Viewpoint 30: Crossapol Bay, Coll 124
Table 16.54 Operational effects on routes on Colonsay and Oronsay 126
Table 16.55 Operational effects on settlements and routes on Islay 127
Table 16.56 Operational effects on settlements and routes on Mull and Iona 129
Table 16.57 Operational effects on settlements and routes on Tiree 130
Table 16.58 Operational effects on the Oban to Colonsay Ferry 131
Table 16.59 Operational effects on the Colonsay to Port Askaig (Islay) Ferry 132

Table 16.60 Effects on North and West Islay (Coast) Local Landscape Area 133
Table 16.61 Effects on Central, South and West Mull Local Landscape Area 135
Table 16.62 Effects on Jura Local Landscape Area 136
Table 16.63 SLVIA inter-relationships 138
Table 16.64 Potential interaction between impacts – construction 140
Table 16.65 Potential interactions between impacts – phase and lifetime assessment 141
Table 16.66 Summary of potential effects for SLVIA 145

List of Figures

Figure 16.1 Seascape, Landscape and Visual Impact Assessment Study Area 20
Figure 16.2 24MW Layout Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV) and Viewpoint Locations 21
Figure 16.3 24MW Layout Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors 22
Figure 16.4 24MW Layout Hub Height (190m) Zone of Theoretical Visibility (ZTV) and Viewpoint Locations 23
Figure 16.5 24MW Layout Hub Height (190m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors 24
Figure 16.6 15MW Layout Blade Tip Height (280m) Zone of Theoretical Visibility (ZTV) and Viewpoint Locations 29
Figure 16.7 15MW Layout Blade Tip Height (280m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors 30
Figure 16.8 15MW Layout Hub Height (162m) Zone of Theoretical Visibility (ZTV) and Viewpoint Locations 31
Figure 16.9 15MW Layout Hub Height (162m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors 32
Figure 16.10 24MW Layout (335m) and 15MW Layout (280m) Blade Tip Height Comparative Zone of Theoretical Visibility (ZTV) and Viewpoint Locations 33
Figure 16.11 Landscape Character Types and Coastal Character Areas 35
Figure 16.12 Landscape Character Types and Coastal Character Areas with Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV) 36
Figure 16.13 Designated Landscapes & Wild Land Areas 40
Figure 16.14 Designated Landscapes & Wild Land Areas with Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV) 41
Figure 16.15 Other Wind Farm Developments - 60km 51
Figure 16.16 Aviation Lighting Zone of Theoretical Visibility (ZTV) - Nacelle Lighting 74
Figure 16.17 Visible Aviation Light Intensity Zone of Theoretical Visibility (STV)- Nacelle Lighting 75
Figure 16.18 Visible Aviation Light Intensity Zone of Theoretical Visibility (ZTV) – Nacelle Lighting 76

List of Appendices

Appendix 16.1 SLVIA and Visualisation Methodology – the methodology used for the SLVIA and production of visualisations

Appendix 16.2 Assessment of Effects on Special Landscape Qualities – the assessment of effects on the Special Landscape Qualities (SLQ) of nationally designated landscapes

Appendix 16.3 Coastal Character Baseline and Assessment – baseline description and assessment of effects on Regional Coastal Character Areas (CCA)

Appendix 16.4 SLVIA Visualisations

GLOSSARY OF ACRONYMS

Term	Definition
AOD	Above Ordnance Datum
CCA	Coastal Character Area
CES	Crown Estate Scotland
CIA	Cumulative Impact Assessment
ECC	Export Cable Corridor
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GW	Gigawatts
HAT	Highest Astronomical Tide
HND	Holistic Network Design
HRA	Habitats Regulations Appraisal
IEMA	Institute of Environmental Management and Assessment
INTOG	Innovation and Targeted Oil & Gas
km	Kilometres
LAT	Lowest Astronomical Tide
LCT	Landscape Character Type
LLA	Local Landscape Area
LMP	Lighting and Marking Plan
LSE	Likely Significant Effects
MD-LOT	Marine Directorate Licencing and Operations Team
MCA	Maritime Coastguard Agency
MLWS	Mean Low Water Springs
NLB	Northern Lighthouse Board
NSA	National Scenic Area
OAA	Option Agreement Area
O&M	Operation and Maintenance
OnTDA	Onshore Transmission Development Area
OSP	Offshore Substation Platform
OWF	Offshore Windfarm
PDE	Project Design Envelope
POA	Plan Option Area

Term	Definition
RSPB	Royal Society for the Protection of Birds
RYA	Royal Yachting Association
SEA	Strategic Environmental Assessment
SLQ	Special Landscape Qualities
SLVIA	Seascape, Landscape and Visual Impact Assessment
SMP	Sectoral Marine Plan
SNH	Scottish Natural Heritage (now NatureScot)
SPR	ScottishPower Renewables (UK) Limited
WDA	Windfarm Development Area
WTG	Wind Turbine Generator
UK	United Kingdom
ZTV	Zone of Theoretical Visibility

GLOSSARY OF TERMS

Term	Definition
Development Area	Application boundary for consenting purposes which, for the Project, consists of a Windfarm Development Area, Offshore Export Cable Corridor, and Onshore Transmission Development Area. Separate consent and marine licence applications will be submitted for each Development Area where applicable.
Embedded mitigation measure	Mitigation measures, including industry good practice measures, that are directly incorporated into the design for the MachairWind Windfarm Development Area to avoid or reduce environmental effects.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed development over and above the existing circumstances (or 'baseline').
Environmental Impact Assessment (EIA) Regulations	A collective term referring to The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.
Highest Astronomical Tide (HAT)	The highest level that can be expected to occur under average meteorological conditions and under any combination of astronomical conditions.
Landfall	The area from Mean Low Water Springs to a transition bay(s), where the offshore export cable(s) come ashore.
Lowest Astronomical Tide (LAT)	The lowest level that can be expected to occur under average meteorological conditions and under any combination of astronomical conditions.
MachairWind Offshore Windfarm	An offshore windfarm capable of exporting around 2 GW of renewable energy to the National Electricity Transmission System. MachairWind Offshore Windfarm comprises three Development Areas: • The WDA – located on the west coast of Scotland to the northwest of Islay and west of Colonsay; • The Offshore Export Cable Corridor – a preliminary boundary extending from the WDA to mean high water springs at a landfall location near Girvan, South Ayrshire; and • The Onshore Transmission Development Area – a preliminary boundary which extends landward from mean low water springs and includes the land required for the landfall of the offshore export cables and their route up to but not including the proposed high voltage direct current switching station which will be developed and constructed by Transmission Owner, ScottishPower Transmission. Separate consent and licence applications will be submitted for each Development Area.
Mean Low Water Springs (MLWS)	The average, over a year, of the heights of two successive low waters during those periods of 24 hours (once every fortnight) when the range of the tide is greatest.
Offshore export cable	Armoured cable containing electrical cores between the offshore substation platform(s) and landfall. Offshore export cables will include bundled fibre optic cables. The offshore export cables are subject to Marine Licence applications under the Marine (Scotland) Act 2010. The portion of the offshore export cable(s) located within the WDA is assessed as part of this MachairWind WDA EIA and a marine licence application to construct, alter or improve this portion has been submitted alongside the WDA application. A separate marine licence application will be submitted for the portion of the offshore export cable(s) from the WDA boundary to mean high water Mean High Water Springs.
Offshore Export Cable Corridor (ECC)	The preliminary boundary extending from the WDA to mean high water springs near Girvan, South Ayrshire and within which the offshore export cable(s) will be located. A separate marine licence application will be submitted for the offshore export cable(s) located within the Offshore ECC.

Term	Definition
Offshore Substation Platform (OSP)	An offshore platform with a fixed foundation located within the WDA which houses electrical equipment such as transformers, switchgear, protection and control systems, and enables the windfarm's renewable electricity to be collected via inter-array cables and exported to the National Electricity Transmission System via offshore export cables.
Offshore Substation Platform (OSP) link cables	Electrical cables which link OSPs (if more than one OSP is required). These cables will include fibre optic cores or bundled fibre optic cables. OSP link cables will be wholly located within the WDA.
Onshore Transmission Development Area (OnTDA)	The preliminary boundary which extends landward from mean low water springs and includes the land required for the landfall of the offshore export cables and their route up to but not including the proposed high voltage direct current switching station which will be developed and constructed by Transmission Owner, ScottishPower Transmission. This Transmission Owner is responsible for consenting the high voltage direct current switching station. Onward connections to the National Electricity Transmission System will be consented by National Grid Electricity Transmission and ScottishPower Transmission. Where relevant, these are considered as part of cumulative effects assessment in the EIA.
Operational life	The operational life is the expected length of time from final commissioning of the WDA until the cessation of commercial operations. This is anticipated to be 35 years.
Option Agreement Area (OAA)	The seabed area awarded to ScottishPower Renewables in January 2022 through the Scotwind leasing round.
Plan Option	A spatial plan area proposed through the SMP-OWE (as adopted in 2020). As part of the ScotWind leasing round, offshore wind developers submitted bids for Plan Options which, following a successful bid, become OAAs.
Pre-construction works	Pre-construction works are activities undertaken prior to formal commencement of construction. Examples include survey works such as geotechnical and geophysical surveys and seabed preparation activities.
Rochdale Envelope	An approach to environmental assessment which aims to take account of the need for flexibility in the future evolution of the detailed project proposal. The approach is named after two court rulings concerning outline planning applications for a proposed business park in Rochdale.
ScotWind	A Crown Estate Scotland seabed leasing round which enabled developers to propose offshore wind projects and apply for seabed rights to plan and build windfarms in Scottish waters.
The Applicant	The legal entity submitting consent applications for the MachairWind Offshore Windfarm, namely MachairWind Limited.
The Lighthouse	The Dubh Artach lighthouse.
The Project	MachairWind Offshore Windfarm including all its Development Areas and associated infrastructure.
Windfarm Development Area (WDA)	The application boundary within the OAA where consent will be sought for the proposed WDA infrastructure. The WDA infrastructure is subject to Section 36 consent and marine licence applications (generation and transmission) which are being applied for separately from the Offshore ECC infrastructure and OnTDA infrastructure.
WDA infrastructure	The offshore generation and transmission infrastructure located within the WDA including but not limited to: WTGs, WTG fixed foundations (and associated scour protection), OSP(s), OSP fixed foundations (and associated scour protection), IACs, OSP link and offshore export cable(s) and their associated external cable protection (insofar as these are located within the WDA) and fibre optic cables.

Term	Definition
Wind Turbine Generator (WTG)	A wind turbine generator which converts wind energy into electrical energy. Each wind turbine generator is a complex system composed of a high number of components. Typically, the main components include the rotor assembly (composed of three blades and a hub); the nacelle (containing a generator, shaft and gearbox, power electronic converter and transformer); and the tower (containing lifting equipment and the switchgear).

16 SEASCAPE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

16.1 INTRODUCTION

1. This chapter presents an assessment of potential impacts and likely significant effects (LSE) on the seascape, landscape and visual receptors that may arise from the construction, operation and maintenance (O&M), and decommissioning of the MachairWind Windfarm Development Area (WDA) infrastructure.

2. The grid connection location for the Project was confirmed in August 2025, following lengthy delays stemming from the National Electricity System Operator's 2022 Holistic Network Design (HND) process (see **Chapter 1 Introduction** for further information). Consequently, this topic chapter considers the WDA Study Area and existing environment only. Separate consent and marine licence applications will be sought for the Offshore Export Cable Corridor (ECC) and Onshore Transmission Development Area (OnTDA). A combined assessment of the construction, O&M and decommissioning of the WDA activities, ECC and OnTDA activities (commensurate with the level of detail that is available at the time of carrying out that assessment) is also provided. This approach will ensure a holistic view is undertaken of the entire Project. As noted in **Chapter 1 Introduction**, the assessment of potential effects on all receptors associated with the Offshore ECC and OnTDA will be presented in individual Environmental Impact Assessment (EIA) Reports (EIAR), which will be submitted separately in accordance with the relevant EIA Regulations.

3. This chapter considers the following WDA infrastructure: wind turbine generators (WTGs), Offshore Substation Platforms (OSP) and associated fixed foundations and scour protection, inter-array cables, OSP link cables, the portion of the offshore export cable located within the WDA and associated cable protection.

4. This chapter has been prepared to provide the Marine Directorate Licensing and Operations Team (MD-LOT) (on behalf of the Scottish Ministers) and stakeholders with sufficient information to determine the likely significant effect(s) of the Project on the receiving environment.

5. The Seascape, Landscape and Visual Impact Assessment (SLVIA) considers effects on:

   - Seascape / landscape as a resource in its own right (caused by changes to its constituent elements, its specific aesthetic or perceptual qualities and / or its character); and
   - Views and visual amenity as experienced by people (caused by changes in the appearance of the seascape / landscape).

6. This chapter should be read in conjunction with the following related EIAR chapters:

   - **Chapter 13 Shipping and Navigation** – identifies offshore marine users which operate in the vicinity of the WDA;
   - **Chapter 14 Offshore Archaeology and Cultural Heritage** - identifies onshore heritage assets which influence landscape character; and
   - **Chapter 18 Socio-economics** - identifies socio-economic receptors where visual effects may result in secondary effects on amenity and use.

7. Key inter-relationships between this chapter and those listed above were considered where relevant and are presented in this chapter.

8. Additional information to support the SLVIA includes:

   - **Appendix 16.1: SLVIA and Visualisation Methodology** – the methodology used for the SLVIA and production of visualisations;

- **Appendix 16.2: Assessment of Effects on Special Landscape Qualities** – the assessment of effects on the Special Landscape Qualities (SLQ) of nationally designated landscapes;
- **Appendix 16.3: Coastal Character Baseline and Assessment –** baseline description and assessment of effects on regional Coastal Character Areas (CCA); and
- **Appendix 15: Design Strategy Document** – presents a suite of design objectives that will inform the detailed design process, following consent and detailed surveys. These objectives were developed as part of a collaborative working process with NatureScot.

9. This chapter was prepared by chartered landscape architects at LUC (Land Use Consultants Limited).

16.2 LEGISLATION, POLICY AND GUIDANCE

10. The overarching policy and legislation relevant to the EIA is described in **Chapter 2 Policy and Legislative Context**. **Table 16.1** sets out the relevant legislation, policy and guidance that informs the assessment for the SLVIA.

Table 16.1 Summary of relevant legislation, policy and guidance for the SLVIA

Relevant Policy or Guidance	Relevance to the Assessment
Legislation	
The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017	Establishes the framework for undertaking EIA for electricity works in Scotland - the 'EIA Regulations'.
The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017	Establishes the framework for undertaking EIA for marine works in Scotland - the 'EIA Regulations'.
Policy	
National Planning Framework 4 (Scottish Government, 2023)	Sets out policies in relation to proposed "*renewable energy development onshore and offshore*", including effects on landscape and visual receptors. **The key references are:** • **Policy 4: Natural places** – "*Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported…*" • **Policy 11: Energy** – "*Development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include: i) wind farms including repowering, extending, expanding and extending the life of existing wind farms…*"
Scotland's National Marine Plan (Scottish Government, 2015)	Sets out policies that apply to the marine environment, including policies relating to effects on seascape, landscape and visual receptors. **The key reference is:** • **GEN 7: Landscape/seascape** – "*Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account…*"
Sectoral Marine Plan for Offshore Wind Energy (Scottish Government, 2020)	The Sectoral Marine Plan (SMP) for Offshore Wind Energy identifies sustainable areas for the future development of commercial scale offshore wind energy in Scotland, including a spatial strategy to inform the seabed leasing process for the purposes of offshore wind energy.

Relevant Policy or Guidance	Relevance to the Assessment
	The WDA is located in Plan Option W1, as identified in the SMP for Offshore Wind. Plan Options including W1 were subject to testing, refinement and area reduction through Strategic Environmental Assessment (SEA), Habitats Regulations Appraisal (HRA) and plan development processes. The SEA identified relevant characteristics of Plan Option W1 and identified key risks to be addressed in consenting applications. Key risk factors noted for W1 include potential visual impacts and landscape/seascape character impacts.
SNH Assessment of Potential Seascape, Landscape and Visual Impacts and Provision of Design Guidance Marine Scotland. Draft Sectoral Plan for Offshore Wind (Scottish Natural Heritage (SNH), 2020)	SNH provided comment and guidance on the potential landscape and visual impacts that could arise for Plan Option W1. Design recommendations to mitigate landscape and visual impact included: • maximum turbine height of 200m; • limit development to beyond 50km of the Paps of Jura to reduce effects on the Jura NSA; • limit development to beyond 35km from all surrounding coastal edges to reduce effects on distinctive coast character; • limit development in the northeast to reduce visibility from Fionnphort to Iona Ferry; and • limiting the extent of development within the site to reduce the dominating horizontal extent and field of view of turbines. The design recommendations listed above have been superseded by Project-specific design objectives which will be applied to the final design and were agreed with NatureScot as part of the collaborative working process, as set out in **Appendix 15 Design Strategy Document**. Design development is further discussed in **Chapter 4 Site Selection and Alternatives**, and mitigation measures are discussed in **Section 16.8**.
Draft Updated Sectoral Marine Plan for Offshore Wind Energy (Scottish Government, 2025)	The Draft Updated SMP-OWE (SMP-OWE) was consulted on in summer 2025. An analysis of the consultation responses is underway at the time of writing (the Applicant submitted a response). The key findings outlined in the consultation analysis, along with the key findings arising from the SA will inform the development of the final updated SMP-OWE. The SMP-OWE states that SLVIA should: • Undertake landscape and visual impact assessment in accordance with NatureScot guidance; and • Address assessment and management of night-time lighting effects. Appendix C of the SMP-OWE includes an assessment of environmental effects at individual option areas, including available mitigation and potential residual effects. This notes that "*There is some potential to mitigate seascape and visual effects through spatial planning, and modification of array design and layout.*" The detailed advice reiterates some of NatureScot's advice from 2020. Design development is discussed in **Chapter 4 Site Selection and Alternatives**, and approach to assessment and mitigation measures are discussed in **Section 16.9** and **Section 16.8** respectively. Design objectives to be applied to the final design are discussed in **Appendix 15 Design Strategy Document**.

Relevant Policy or Guidance	Relevance to the Assessment
Argyll and Bute Local Development Plan 2 (Argyll and Bute Council, 2024)	The current development plan for the onshore part of the SLVIA Study Area (see **Section 16.5**), including policies relating to landscape character and landscape designations, relevant to consideration of onshore receptors. **The key references are:** • **Policy 28: Supporting Sustainable Aquatic and Coastal Development** – "*Proposals for marine and freshwater aquaculture, marine and coastal developments will be supported where it can be demonstrated that there will be no significant adverse effects, directly, indirectly or cumulatively on: The landscape/coastal character, seascape or visual amenity (including Isolated Coast, Wild Land and National Scenic Areas) ...*" • **Policy 30: The Sustainable Growth of Renewables** – "*The Council will support renewable energy developments where these are consistent with the principles of sustainable development and it can be adequately demonstrated that there would be no unacceptable environmental effects, whether individual or cumulative, on local communities, natural and historic environments, landscape character and visual amenity, and that the proposals would be compatible with adjacent land uses…*" • **Policy 70: Development Impact on National Scenic Areas** – "*Argyll and Bute Council will resist any development in, or affecting, National Scenic Areas that would compromise the objectives of their designation and the overall integrity of the area either individually or cumulatively, or that would fail to safeguard Special Qualities* of the area unless it is adequately demonstrated that…*" • **Policy 71: Development Impact on LLAs** – "*Argyll and Bute Council will resist development in, or affecting, a Local Landscape Area where its scale, location or design will have a significant adverse impact on the character of the landscape…*"
Guidance	
Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and IEMA, 2013) (GLVIA3')	Industry standard guidance on approach to undertaking assessment of effects of development on landscape and visual receptors.
Assessing landscape value outside national designations. Technical Guidance Note 02/21 (Landscape Institute, 2021)	Provides guidance on how to assess the value of landscape receptors, which GLVIA3 states is a component of their sensitivity.
Assessing the Cumulative Impact of Onshore Wind Energy Developments (NatureScot, 2021)	Provides guidance on assessing cumulative landscape and visual effects, which is applicable to offshore as well as onshore projects.
Visual Representation of Development Proposals Technical Guidance Note 06/1 (Landscape Institute, 2019)	Provides guidance on preparing and presenting visualisations, such as photomontages, which are used to support SLVIA.
Visual Representation of Windfarms (SNH, 2017a)	Provides wind-farm-specific guidance on preparing and presenting visualisations, such as photomontages, which are used to support SLVIA.
Guidance on Coastal Character Assessment (SNH, 2017b)	Provides guidance on undertaking coastal character assessment as a means of classifying and describing coastal landscapes.
Guidance on Aviation Lighting Impact Assessment (NatureScot, 2024)	Provides guidance on the assessment and illustration of effects on the landscape and visual resources from visible aviation lighting located on onshore WTGs (although the principles can also be applied to offshore windfarms).

16.3 CONSULTATION

11. This SLVIA chapter has been informed by engagement with stakeholders, including those listed below:

- Argyll and Bute Council;
- Community Organisations;
- MD-LOT;
- Members of the public; and
- NatureScot.

12. As part of the consultation process, the Applicant presented the approach to assessment to stakeholders to offer transparency around the scoping methodology and rationale, capture stakeholder advice and guidance, and incorporate stakeholder feedback, where appropriate.

13. The Applicant also engaged with NatureScot via a series of collaborative workshops aimed at assisting with the refinement of the WDA design objectives; and in turn informing the design response to help safeguard the integrity and objectives of nationally important landscapes.

14. A summary of the approach to stakeholder communication and consultation is outlined in **Chapter 6 Consultation and Stakeholder Engagement**.

15. The consultation outcomes in relation to the SLVIA are outlined in **Table 16.2**, which summarises stakeholder feedback, outlines how the Applicant has responded to the feedback received, and details how it has been considered within this chapter.

16. In addition to the engagement outlined in **Table 16.2**, the points of agreement between the Applicant, Argyll and Bute Council and NatureScot are listed below:

- Confirmed acceptance of the SLVIA Study Area;
- Confirmed acceptance of the SLVIA viewpoints and visualisation types; and
- Confirmed the designated landscapes and SLQs that are scoped into the assessment.

Table 16.2 Summary of consultation relevant to SLVIA

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
Pre-Scoping Opinion (including Scoping Workshop and Expert Topic Groups)				
1.	Colonsay Community Council & Colonsay Community Development Company	19 April 2023: Council guided tour of Colonsay	Request for the following viewpoints: • Settlement close to Dun Uragaig; and • Car park or similar at the Isle of Colonsay Golf Club, Port Mòr, Kilchattan.	The Applicant has incorporated the following SLVIA viewpoints: • Viewpoint 14 – B8086 south of Lower Kilchattan, Colonsay (represents Golf Club and Port Mòr); and • Viewpoint 15 – Uragaig, Colonsay. An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
2.	Argyll and Bute Council	02 August 2023: Meeting to discuss viewpoints	Request for the following viewpoints: • Colonsay – Port Askaig Ferry; and • Hynish, Tiree (instead of proposed viewpoint at Scarinish).	The Applicant has incorporated the following SLVIA viewpoints: • Viewpoint 9 - Colonsay – Port Askaig Ferry; and • Viewpoint 29 – Hynish, Tiree. An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
3.	NatureScot	15 August 2023: Meeting to discuss viewpoints and subsequent letter dated 23 August 2023	Request for the following viewpoints to capture the SLQs of designated landscapes: • Colonsay – Port Askaig Ferry; • West coast of Jura (Jura National Scenic Area (NSA)); • Scarba (Scarba, Lunga and the Garvellachs NSA); • Dun I, Iona; • Staffa / Fingal's Cave (Loch na Keal, Isle of Mull NSA); • Ulva (Loch na Keal, Isle of Mull NSA); • Mull Mainland B8085 Loch na Keal (Loch na Keal, Isle of Mull NSA); and	The Applicant has incorporated the following SLVIA viewpoints: • Viewpoint 9 - Colonsay – Port Askaig Ferry; • Viewpoint 10 – Loch Tarbert, Jura; • Viewpoint 18 - Scarba (wireline only); • Viewpoint 22 - Dun I, Iona; • Viewpoint 24 - Staffa (wireline only); • Viewpoint 25 – Ulva; and • Viewpoint 26 - B8085 Mull.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
			• Sea-based assessment points (Loch na Keal, Isle of Mull NSA).	Sea-based views around Mull are represented by the range of shore-based viewpoints. An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
4.	Argyll and Bute Council	01 May 2024: Scoping Workshop	Argyll and Bute Council requested the following additional / alternative viewpoints: • Bowmore Church, looking down the Main Street towards Loch Indaal; • American Monument, The Oa; and • Cullipool, Luing, to look across the Scarba, Lunga and the Garvellachs NSA.	The Applicant has incorporated the following SLVIA viewpoints: • Viewpoint 6 – Bowmore Church, Islay; • Viewpoint 8 – American Monument, The Oa, Islay; and • Viewpoint 19 – Cnoc Dhomnuill, Luing, at an accessible high point close to Cullipool. An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
5.	NatureScot	23 May 2024: SLVIA Scoping Workshop – Written feedback	NatureScot advised that a 40 km radius landscape and coastal character Study Area should be adopted.	The Applicant has undertaken a coastal character assessment within 40 km of the WDA, as set out in **Section 16.7.1** and **Appendix 16.3 Coastal Character Baseline and Assessment**.
6.	NatureScot	23 May 2024: SLVIA Scoping Workshop – Written feedback	NatureScot agreed with the current viewpoint selection with the exception of Viewpoint 15 from the Oban-Colonsay ferry route, which they stated should be considered for relocation further north-east to ensure that the Scarba, Lunga and Garvellachs NSA is fully captured. NatureScot also considered that north Jura was under-represented.	The Applicant has included an additional viewpoint (Viewpoint 19) near Cullipool on Luing which captures the view across the Scarba, Lunga and the Garvellachs NSA. Viewpoint 15 has been retained in its original location.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
				The Applicant has included a viewpoint on north Jura (Viewpoint 12: An Cruachan, north Jura). An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
7.	NatureScot	23 May 2024: SLVIA Scoping Workshop – Written feedback	NatureScot referenced points in relation to design considerations: • The visual impact of the turbines on the three NSAs needs to be considered due to limited screening of sea views, particularly views of Colonsay; • Open views of the Atlantic, protected landscapes and strong maritime influence on the area; and • Proximity to Islay and Colonsay's sensitive and diverse coastal character and receptors. The special qualities of the NSAs highlight the frontier character, open Atlantic views, vast natural world and outstanding views and distances over which these views can be obtained and strong maritime influence on these protected landscapes. NatureScot directed the Applicant to the Sectoral Plan Seascape, Landscape and Visual Impact Assessment and Design Guidance, which sets out general design principles for reducing effects on sensitive coastal landscapes.	As part of the design process, the Applicant has considered embedded mitigation measures to reduce the impact of the WDA on seascape, landscape and visual receptors, as set out in **Section 16.8**. Factors such as the distance from shore and the horizontal extent of the WDA were key considerations. The potential for effects on coastal landscape and views is acknowledged, as set out in the NatureScot Sectoral Plan SLVIA and Design Guidance. The Applicant is working with NatureScot to identify design objectives which respond to key seascape, landscape and visual sensitivities. An assessment of effects on the SLQs of NSAs are set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
8.	Public Drop-in, Members of Iona community	12 June 2024: public drop-in event, Iona Village Hall	Residents raised visual impact concerns in relation to the WDA boundary expanding closer to shore and negatively impacting views.	The Applicant has refined the site boundary to slightly increase the distance between the WDA boundary and the islands. Further detail is provided in **Chapter 4 Site Selection and Alternatives**.
Scoping Opinion				
9.	MD-LOT	Scoping Opinion	The Scottish Ministers were content with the Study Area identified in **Section 16.6** and baseline data presented in **Section 16.7** of the Scoping Report.	Agreement noted.
10.	MD-LOT	Scoping Opinion	The Scottish Ministers broadly agreed with the impact pathways proposed to be scoped into and out of the EIA Report as set out in Table 16.8 of the Scoping Report. They directed the Applicant to the NatureScot representation regarding commonality between SLQs and advised this is addressed in the EIA report. In addition, the Scottish Ministers directed the Applicant to the representation from the Royal Yachting Association (RYA) regarding the impact of the Project on the landscape and seascape for cruising sailors.	The relevant Wild Land Qualities of Wild Land Area 05 Jura, Scarba, Lunga and the Garvellachs were drawn upon to inform the assessment of effects on the SLQs of NSAs as set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**. Effects on the visual amenity of cruising sailors are considered in **Section 16.10**.
11.	MD-LOT	Scoping Opinion	The Scottish Ministers were broadly content with the approach to the assessment, as set out in Section 6.17 of the Scoping Report. They highlighted the representation from NatureScot regarding the inclusion of an additional viewpoint and requested that this is addressed and implemented in the EIA Report. In addition, the Scottish Ministers, in line with the NatureScot representation, recommended that a 40 km radius landscape and coastal	Viewpoint 10 was relocated further to the east to capture views from the "*inaccessible Loch Tarbert*" SLQ and effects on visual receptors are assessed in **Section 16.10**. Effects on the SLQs of NSAs are set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**. A 40 km radius Study Area was adopted for the assessment of effects on Landscape

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
			character Study Area be adopted. This view was supported by the Argyll and Bute Council representation.	Character Types (LCT) and CCA, as set out in **Sections 16.7.1** and **16.10**.
12.	MD-LOT	Scoping Opinion	With regards to the cumulative impact assessment, the Scottish Ministers, in line with the NatureScot representation, advised that there could be cumulative impacts with the Haven Offshore Array Wind Farm proposal in Irish waters and that this should be considered within the cumulative effects assessment.	The Haven Offshore Array Project was cancelled. The cumulative assessment in **Section 16.11** considers other proposals where sufficient information is available.
13.	MD-LOT	Scoping Opinion	The Scottish Ministers highlighted the representation from NatureScot regarding design considerations, noting concerns that mitigation measures may not be sufficient to avoid significant effects on landscapes of national importance, and requesting that this be fully addressed and implemented in the EIA Report. In addition, the Scottish Ministers directed the Applicant to the NatureScot Sectoral Plan Seascape, Landscape and Visual Impact Assessment and Design Guidance which sets out general design principles for reducing effects on sensitive coastal landscapes.	The SLVIA considers a 'worst-case' design scenario as set out in **Section 16.6**. However, it remains the Applicant's intention to continue to refine the design through the post-consent stage. The Applicant has been working with NatureScot, through a series of focused, collaborative workshops, to agree Design Objectives for the project, with a particular focus on the NSAs. These objectives will guide the detailed design of the Project if consent is granted. Refer to **Appendix 15 Design Strategy Document** for further detail.
14.	MD-LOT	Scoping Opinion	The Scottish Ministers, in line with the NatureScot representation, were in agreement that transboundary impacts could be scoped out of the EIA for SLVIA receptors, as discussed in **Section 16.11** of the Scoping Report.	Agreement noted.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
15.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with the SLVIA Study Area.	Agreement noted.
16.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with data sources to be presented in the SLVIA.	Agreement noted.
17.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with the proposed SLVIA methodology.	Agreement noted.
18.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with the proposed SLVIA viewpoints.	Agreement noted.
19.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with the seascape, landscape and visual receptors to be considered in the SLVIA.	Agreement noted.
20.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that the study area for the Coastal Character Assessment should be extended to 40 km from the WDA.	A 40 km radius Study Area was adopted for the assessment of effects on LCT and CCA, as set out in **Sections 16.7.1** and **16.10**.
21.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with the SLVIA receptors to be scoped in and out of the assessment.	Agreement noted.
22.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement that transboundary effects could be scoped out.	Agreement noted.
23.	Argyll and Bute Council	Scoping Opinion	Argyll and Bute Council noted that they were in agreement with list of consultees to be engaged and would defer to NatureScot on seascape matters.	Agreement noted.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
24.	NatureScot	Scoping Opinion	NatureScot noted they were in agreement with the 60km Study Area.	Agreement noted.
25.	NatureScot	Scoping Opinion	NatureScot noted they were content all relevant data sources were included.	Agreement noted.
26.	NatureScot	Scoping Opinion	NatureScot noted general agreement with the impacts to be scoped in, but advised that the relevant Wild Land qualities of the Jura, Scarba, Lunga and the Garvellachs Wild Land Area (WLA 05) should be drawn upon to inform the assessment of effects on the special qualities of the Jura National Scenic Area.	The Wild Land qualities of WLA 05 have informed the assessment of effects on the special qualities of the Jura National Scenic Area, set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**.
27.	NatureScot	Scoping Opinion	NatureScot advised that a photomontage should be presented for Viewpoint 10 on the west coast of Jura, and should be sited further east to represent views from Loch Tarbert.	Viewpoint 10 was relocated further to the east, and effects on visual receptors are assessed in **Section 16.10**.
28.	NatureScot	Scoping Opinion	NatureScot confirmed that all relevant receptors were identified.	Agreement noted.
29.	NatureScot	Scoping Opinion	NatureScot noted that the study area for the Coastal Character Assessment should be extended to 40 km from the WDA.	A 40 km radius Study Area was adopted for the assessment of effects on LCT and CCA, as set out in **Sections 16.7.1** and **16.10**.
30.	NatureScot	Scoping Opinion	NatureScot noted they were in agreement with the proposed approach to assessment of cumulative effects. The potential for cumulative effects with the Haven Offshore Array was noted.	The Haven Offshore Array Project was cancelled. The cumulative assessment in **Section 16.11** considers other proposals where sufficient information is available.
31.	NatureScot	Scoping Opinion	NatureScot noted they would welcome further consultation on the design process	The Applicant has been working with NatureScot, through a series of focused, collaborative workshops, to agree Design

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
				Objectives for the project, with a particular focus on the NSAs. These objectives will guide the detailed design of the Project if consent is granted. Refer to **Appendix 15 Design Strategy** for further detail.
32.	NatureScot	Scoping Opinion	NatureScot advised that where significant effects are identified, these should be resolved as far as possible through adequate consideration of mitigation options as part of the application process and not post-consent.	The significant effects are based on consideration of a worst-case scenario as described in **Section 16.6**. Mitigation through design is discussed in **Appendix 15 Design Strategy.**
33.	Royal Yachting Association (RYA)	Scoping Opinion	RYA Scotland advised that the impact on landscape and seascape for cruising sailors should be considered, and noted the viewpoints provided good coverage of local anchorages.	Effects on the visual amenity of cruising sailors are considered in **Section 16.10**.
34.	Sport Scotland	Scoping Opinion	Sport Scotland noted and reiterated the comments of RYA Scotland.	Effects on the visual amenity of cruising sailors are considered in **Section 16.10**.
Post-Scoping Opinion				
35.	Colonsay Community Development Company and Colonsay Community Council	03 December 2024: Project Update, MS Teams meeting	Request for following considerations: • Oronsay to be assessed in terms of SLVIA impact as a priority; • Turbines be moved further offshore if turbine numbers were reduced in reference to size, to reduce potential visual effects.	The Applicant has incorporated the following SLVIA viewpoint: • Viewpoint 13 - Oronsay Priory, Colonsay An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**. The Applicant has moved the site boundary slightly further from shoreline. The SLVIA considers a 'worst-case' design scenario as set out in **Section 16.6**. However, it remains

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
				the Applicant's intention to continue to refine the design through the post-consent stage.
36.	Iona Community Council	05 March 2025: In-person meeting held at Iona Village Hall	Request for more information from the Project in relation to the visibility of turbines from Iona, including turbine height and quantity data. Some concerns raised in relation to the potential negative impact on views looking out.	The Applicant has incorporated the following SLVIA viewpoints which are presented in **Appendix 16.4 SLVIA Visualisations**: • Viewpoint 21 – Mull-Iona Ferry • Viewpoint 22 – Dun I, Iona An assessment of effects on visual receptors at these viewpoints is provided in **Section 16.10**.
37.	NatureScot	01 May 2025: NatureScot Design Guidance Meeting	NatureScot and the Applicant discussed working collaboratively to identify design objectives which respond to the SLQs of NSAs. NatureScot noted the importance of assessing a realistic worst-case layout to provide meaningful assessment.	The output of the collaborative workshops with NatureScot is set out in **Appendix 15 Design Strategy Document**. This includes the development of an agreed Terms of Reference and draft design objectives which respond to the SLQs of NSAs. The assessment is based on a realistic worst-case scenario as set out in **Section 16.7**.
38.	Statutory Consultation 1	26 May 2025 to 06 July 2025	The first Statutory Public Consultation events comprised the 88 to 147 turbine scenarios presented as photomontages from 14 local viewpoints, displayed in print and within the virtual consultation room as an interactive map. Community members noted the importance of scenic landscapes, tranquillity and wildness to their experience of island living and in relation	The Applicant has refined the Project parameters to slightly increase the distance between the WDA boundary and the islands and reduce the horizontal spread of WTGs to the northern and southern boundaries of the WDA, thus reducing potential seascape, landscape and visual impacts.

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
			to their economies, such as tourism. Feedback on the photomontages suggested community members preferred a narrower spread of turbines, to reduce the visual impact across the horizon. Requests received for the Project to provide night-time visualisations for built up locations and specific viewpoints of interest (such as Kilchoman, Islay).	It should be noted that at this stage of the Projects development, no further increase in distance of the WDA boundary to potentially reduce impacts can be confirmed, owing to the need to first complete detailed surveys and design work which can only be carried out in the post consent phase of the Project. Further detail on the design refinements undertaken following the Statutory Consultation 1 events is provided in Section 4.6.2 of **Chapter 4 Site Selection and Alternatives**. Night-time visualisations and additional viewpoints requested during the Statutory Consultation 1 events are presented in **Appendix 16.4 SLVIA Visualisations**. Further information regarding the Statutory Consultation 1 events and the Applicants regard to feedback received is detailed in the **Pre-Application Consultation Report.**
39.	NatureScot	12 August 2025: Collaborative Design Workshop 1	NatureScot requested the SLQ 'An island close yet remote' be scoped into the Jura NSA assessment, and consideration be given to how SLQs can be grouped and assessed together in the Jura NSA and the Loch na Keal NSA assessments.	Prior to the first workshop, the Applicant circulated a technical note that outlined the evolution of the Project design and identified a number of key project parameters that have influenced the site refinement so far, and which will continue to influence the final design. Further detail is provided in **Appendix 15 Design Strategy Document**. The 'An island close yet remote' SLQ was scoped into the Jura NSA assessment, and SLQs have been grouped together in the

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
				NSA assessments where appropriate. Refer to **Section 16.10.1** for further details.
40.	NatureScot	27 August 2025: Collaborative Design Workshop 2	NatureScot agreed with the draft design objectives presented, developed to reduce the Project's impact on landscape and visual receptors and the SLQs of the three NSAs.	Agreement noted. Refer to **Appendix 15 Design Strategy Document** for further detail.
41.	NatureScot	09 October 2025: SLVIA Expert Topic Group Workshop – Written Feedback	NatureScot advised that MD-LOT should be consulted regarding schemes to include in the cumulative assessment. NatureScot agreed that the 91-turbine (dense perimeter layout) was the worst-case scenario for day-time effects. They suggested that the 144-turbine layout would be the worst-case scenario for night-time effects and requested further consideration of this layout from a small number of viewpoints. NatureScot requested wirelines of other potential layouts considered by the Project during the design stages to help with understanding the current worst-case scenario.	The long- and short-list of cumulative projects for consideration in the cumulative effects assessment was shared with MD-LOT prior to submission. Wirelines of the 15 MW (144 turbine, dense perimeter) layout are provided in Figure 16.2.1 to 16.2.30 of **Appendix 16.4 SLVIA Visualisations**. These are presented at a 90 degree horizontal field of view. Night-time photomontages of the 15 MW layout are provided in **Appendix 16.4 SLVIA Visualisations**. A ZTV of the 15 MW (dense perimeter) layout to tip and hub height respectively is provided in **Figure 16.6** to **Figure 16.9.** A comparative tip height ZTV of the 24 MW (dense perimeter) and 15 MW (dense perimeter) layouts is provided in **Figure 16.10**. For SLVIA purposes the indicative 24 MW (dense perimeter) 91-turbine layout would potentially result in longer distance visibility due to the larger size of the turbines. The dense perimeter would result in a greater number of turbines closer to the shoreline. Therefore, the indicative 24 MW (dense

I.D.	Consultee	Date/Engagement Activity	Stakeholder Comment	Applicant Response
				perimeter) scenario is judged to be the worst-case for the SLVIA.
42.	Statutory Consultation 2	20 October 2025 to 30 November 2025	The second Statutory Public Consultation events included photomontages displaying the worst case SLVIA turbine layout (91 turbines, 335m height) from 28 local viewpoints. These were displayed in print and within the virtual consultation room as an interactive map. Community members had a mixed response to the photomontages, with some acknowledging the representations were in line with expectations, and others raising concerns regarding the visual impact, particularly in relation to the dusk photomontage viewpoints on Colonsay. Queries, and some concern, in relation to the specifications for turbine aviation and maritime lighting and related SLVIA impact.	The finalised visualisations produced to support this assessment are presented in **Appendix 16.4 SLVIA Visualisations**. Assessment of the potential effects of turbine aviation and maritime lighting in relation to seascape, landscape and visual impacts is detailed throughout **Section 16.10** of this chapter. Further information regarding the Statutory Consultation 2 events and the Applicants regard to feedback received is detailed in the **Pre-Application Consultation Report**.
43.	Argyll and Bute Council	20 April 2026: Project Update Meeting	Argyll and Bute Council confirmed in this meeting that: '*There are no citations for our local landscapes, so your approach seems the only way to infer SLQs. We have come across this issue on other (onshore) projects. We have no issue with this approach. as A&B Council don't have any in-house landscape experts.*'	The Applicant welcomes agreement on this matter.

16.3.1 Existing Data Sources

17. **Table 16.3** sets out the information and data sources that have been used to inform this chapter.

Table 16.3 Summary of key datasets and information sources

Dataset	Description	Citation
National Marine Plan Interactive	National Marine Plan Interactive (NMPi) is a compilation of various datasets including vessel traffic and offshore infrastructure, relevant to the understanding of baseline seascape character and potential visual receptors.	Scottish Government, 2025
Coastal Character Types	Scottish Natural Heritage (SNH) list of high-level classification of coastal character at a national scale.	SNH, 2005
Scottish Landscape Character Types Map and Descriptions	Digital map-based classification of Scotland's landscape character.	NatureScot, 2019
National Scenic Areas	Extent of nationally designated landscapes in the onshore part of the SLVIA Study Area.	SNH, 2010
Argyll and Bute locally designated landscapes	Extent of locally designated landscapes in the onshore part of the SLVIA Study Area.	Argyll and Bute Council, 2024
Online map search engines	Google maps. Accessed 18/11/2025. Bing maps. Accessed 18/11/2025.	https://www.google.co.uk/maps https://www.bing.com/maps
OS Terrain® 5 and OS Terrain® 50	Digital Terrain Model (DTM) height data	https://www.ordnancesurvey.co.uk/products/os-terrain-5 https://www.ordnancesurvey.co.uk/products/os-terrain-50
Raster Data at 1:25,000 and 1:50,000 scales	Spatial data model using cells or pixels	Ordnance Survey, 2025
Met Office visibility data	Records of atmospheric visibility data for relevant weather stations on Islay and Tiree. Obtained from the Met Office for the ten-year period to 1 October 2025.	Met Office, 2015-2025
Data on other windfarm applications	Project websites, local authority planning portals, Marine Projects portal and the Energy Consents Unit portal	Various

16.4 SITE-SPECIFIC SURVEY DATA

18. In addition to the existing data sources identified in **Section 16.3.1**, the Project has undertaken site-specific surveys to inform the EIA. Site visits were undertaken to the landward part of the SLVIA Study Area defined in **Section 16.5** and selected ferry routes to verify the baseline and to carry out the SLVIA. Site visits included visits to 28 viewpoint locations to undertake the viewpoint photography

used in the photomontages which have informed the assessment, and to gain an in-person appreciation of the landscape and the SLQs.

16.5 SEASCAPE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT STUDY AREA

19. This section describes the SLVIA Study Area and how it has been defined. The purpose of a Study Area is to set the geographical boundary within which the existing environment is described (**Section 16.7**) and within which the EIA was conducted.

20. The SLVIA Study Area is defined as a 60 km radius around the WDA as shown in **Figure 16.1**. The SLVIA Study Area was agreed with NatureScot and Argyll and Bute Council.

21. Published guidance suggests a Study Area of 45 km radius for WTG over 150 m in overall height (SNH, 2017a). A typical radius of 50 km has been adopted for offshore developments with WTGs around 200 m to blade tip. A 'ready reckoner' of potential visual effects related to WTG size (White et al., 2019) suggests a very approximate ratio of 1:133 between WTG height and distance at which low magnitude of impact might be detected. For MachairWind, the proposed maximum blade tip height is 335 m above Lowest Astronomical Tide (LAT), which would indicate a Study Area radius of 45.2 km.

22. However, for more recent offshore wind proposals, a Study Area of 60 km has been advised by stakeholders in recognition of the increasing heights of WTGs. For example, 60 km was agreed for Berwick Bank Offshore Wind Farm, where 355 m turbines are proposed (Marine Scotland, 2021), and for Caledonia Offshore Wind Farm, which is proposing a maximum 350 m blade tip height (Marine Scotland, 2023a).

23. A Zone of Theoretical Visibility (ZTV) map was generated. This indicates the potential visibility of WTGs of 335 m tip height within the WDA. The ZTV is based on bare earth terrain modelling and takes no account of distance or atmospheric visibility. It therefore overestimates visibility and cannot be used as an indicator of LSE. The ZTV was used as a tool to inform the identification of receptors to be considered in the assessment. Receptors which are outside the ZTV would not have visibility of the Project and are not considered further in this SLVIA.

24. The ZTV to maximum blade tip height is shown at A3 scale on **Figure 16.2** and A1 scale on **Figure 16.3**. The ZTV to maximum hub height is shown at A3 scale on **Figure 16.4** and A1 scale on **Figure 16.5**.

25. A 40 km radius Study Area was adopted for the assessment of effects on LCT and CCA. This was agreed with NatureScot and Argyll and Bute Council, as set out in **Table 16.2**.

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

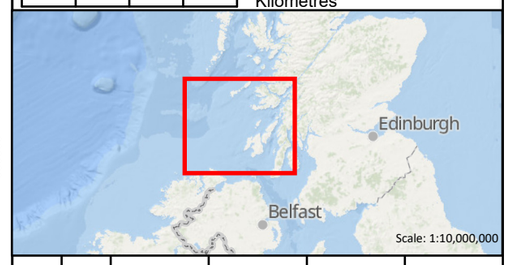
10km
20km
30km
40km
50km
60km

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Windfarm development area
10km interval from windfarm development area
60km study area

N

0 10 20
Kilometres



Scale: 1:10,000,000

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000002		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.1:
Seascape, Landscape and Visual Impact Assessment Study Area

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Service Layer Credits: World Ocean Reference: Sources: Esri, TomTom, Garmin, GEBCO, National Geographic, NOAA, and the GIS User Community World Ocean Base: Esri, GEBCO, Garmin, NaturalVue. © Crown copyright and database rights 2026 Ordnance Survey AC0000808122.

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Haskoning
Enhancing Society Together

ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_1_SLVIA_Study_Area_A3L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area

Zone of Theoretical Visibility
More turbines visible
Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

10km
20km
30km
40km
50km
60km

0 10 20 Kilometres

Edinburgh
Belfast
Scale: 1:10,000,000

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 335m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000003		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.2:
24MW Layout Blade Tip Height (335m)
Zone of Theoretical Visibility (ZTV)
and Viewpoint Locations

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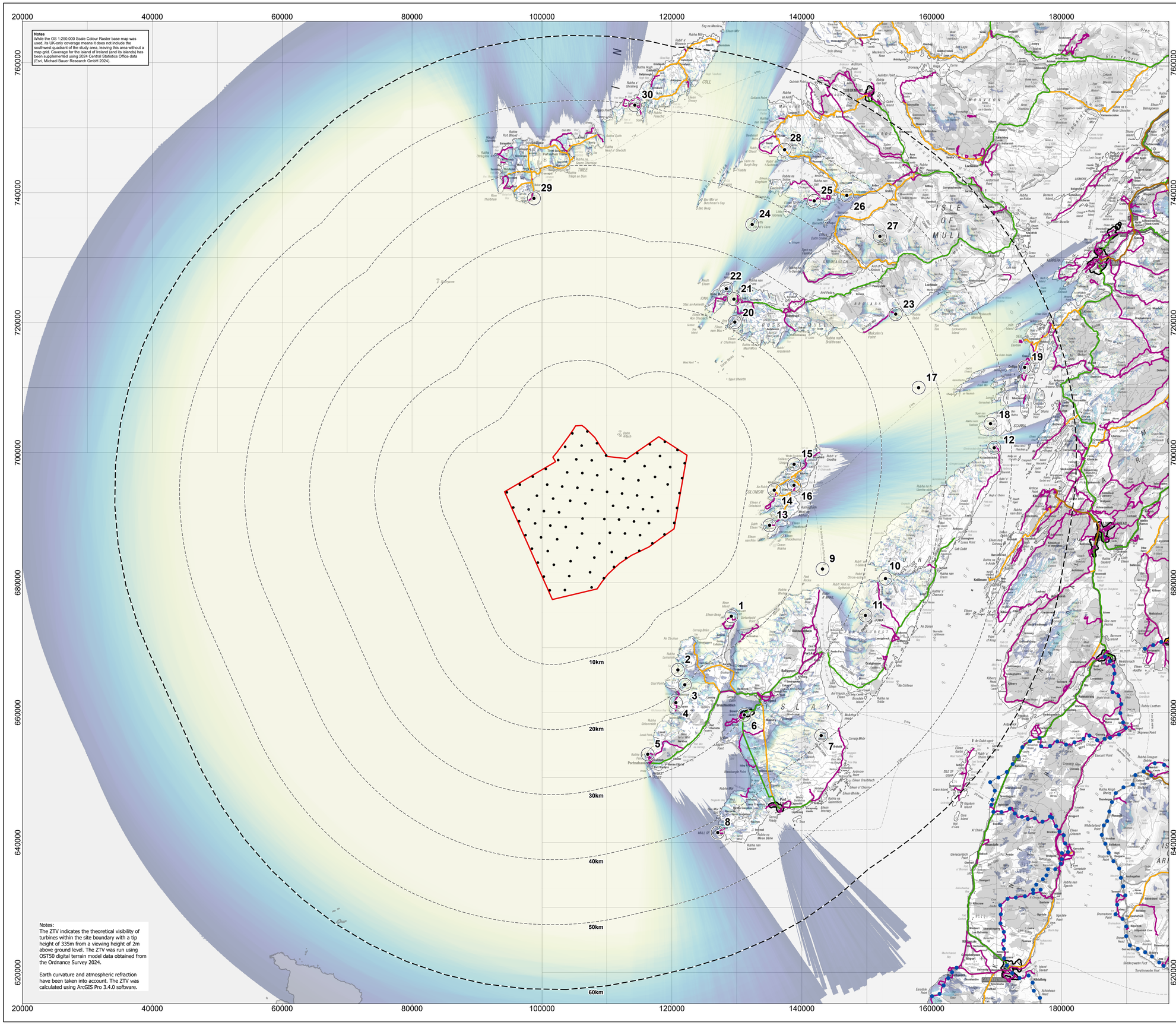
Haskoning Enhancing Society Together
ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_2_ZTV_TipH_24MW_91TL_A3L



Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 335m from a viewing height of 2m above ground level. The ZTV was run using OSTS0 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

- Windfarm development area
- Indicative 24MW turbine layout
- 10km interval from windfarm development area
- 60km study area
- Scottish Great Trail
- National Cycle Network
- Core path
- Settlement
- A Road
- B Road

Zone of Theoretical Visibility

More turbines visible
Less turbines visible

- Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

N

0 10 20 Kilometres

Scale: 1:5,000,000

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000003		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:280,000	PAGE SIZE	A1
PROJECT TITLE	MachairWind		

Figure 16.3: 24MW Layout Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_3_ZTV_TipH_24MW_91TL_Receptors_A1L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 190m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area

Zone of Theoretical Visibility
More turbines visible
Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

10km
20km
30km
40km
50km
60km

0 10 20 Kilometres

Edinburgh
Belfast
Scale: 1:10,000,000

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000005		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.4:
24MW Layout Hub Height (190m)
Zone of Theoretical Visibility (ZTV)
and Viewpoint Locations

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ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_4_ZTV_HubH_24MW_91TL_A3L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

10km 20km 30km 40km 50km 60km

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 190m from a viewing height of 2m above ground level. The ZTV was run using OSTS0 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

- Windfarm development area
- Indicative 24MW turbine layout
- 10km interval from windfarm development area
- 60km study area
- Scottish Great Trail
- National Cycle Network
- Core path
- Settlement
- A Road
- B Road

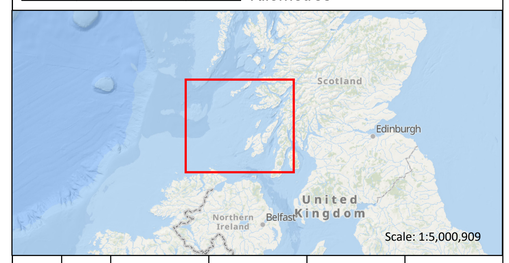
Zone of Theoretical Visibility

More turbines visible
Less turbines visible

- Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

0 10 20 Kilometres



REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
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DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000006		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:280,000	PAGE SIZE	A1
PROJECT TITLE	MachairWind		

Figure 16.5: 24MW Layout Hub Height (190m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_5_ZTV_HubH_24MW_91TL_Receptors_A1L

16.6 REALISTIC WORST-CASE SCENARIOS

26. The final design of the WDA will be confirmed by detailed engineering surveys and studies post-consent. A parameter-based design envelope approach has been adopted for this WDA EIAR. This approach identifies a range of minimum and maximum values for each design parameter, allowing for the identification of a reasonable worst-case scenario for each potential impact. This ensures a robust and precautionary approach. Please see **Chapter 5 EIA Methodology** for further details on the design envelope approach.

27. As set out in **Chapter 3 Project Description**, a project design envelope has been established which includes between 91 of the largest (335 m blade tip height) and 144 of the smallest (280 m blade tip height) WTGs. All WTGs will be located within the WDA. The realistic worst-case scenario for the SLVIA is considered to be the layout of 91 of the largest (335 m blade tip height) WTGs. This is summarised in **Table 16.4** below, alongside the rationale for selecting this as the worst-case scenario.

28. For the purposes of assessing the effects of aviation lighting, consideration has also been given to the layout of 144 smaller turbines, as this would require a larger number of lights to be installed, albeit at a lower elevation. While the 91-turbine layout remains the worst-case scenario for assessment, additional night-time photomontages have been prepared to show the 144-turbine indicative lighting layout.

29. The realistic worst-case scenario has been developed through a design process, which is described in **Chapter 4 Site Selection and Alternatives**. This included the selection of the WDA boundary, and the design of ‘dense perimeter’ layouts for use in the SLVIA. These layouts are indicative only, and the Project will not necessarily be built in this way, as numerous other factors will need to be considered in the design of the final layout.

Table 16.4 Realistic worst-case scenarios for impacts on seascape, landscape and visual receptors

Impact	Realistic Worst-Case Scenario	Rationale
Construction		
Impact 1: Impacts on seascape, landscape and visual receptors, during the day and at night	For the purposes of the assessment, the SLVIA is based on the indicative 24 MW (dense perimeter) layout of 91 WTGs with a tip height of 335 m above LAT, and with a rotor diameter of 290 m, as shown in **Figure 16.2** and **Figure 16.3**. See Operation and Maintenance below for further details. The construction stage is anticipated to last for up to 5 years. A number of vessels would be involved, and different activities would occur at different times. The worst-case is based on the presence of partly-completed WTGs and vessels across the WDA.	The landscape and visual presence of the Project will increase as construction progresses, as turbines are progressively erected. There will be additional activity on site during construction. The assessment assumes the maximum duration of construction.
Operation and Maintenance		
Impact 1: Impacts on seascape, landscape and visual receptors, during the day and at night	For the purposes of the assessment and visualisations, the SLVIA is based on the indicative 24 MW (dense perimeter) layout of 91 WTGs with maximum tip height of 335 m above LAT, and with a maximum rotor diameter of 290 m, as shown in **Figure 16.2 and Figure 16.3**. The project could comprise a larger number of smaller turbines (15 MW), up to a maximum number of 144 WTGs, with maximum tip height of 280 m above LAT and a rotor diameter of 236 m. Although not considered worst-case, additional wirelines are provided in Figures 16.2.1 to 16.2.30 of Appendix 16.4 SLVIA Visualisations to show this alternative indicative 15 MW (dense perimeter) scenario. A ZTV of the 15 MW (dense perimeter) layout to tip and hub height respectively is provided in **Figure 16.6 to Figure 16.9**, A comparative tip height ZTV of the 24 MW (dense perimeter) and 15 MW (dense perimeter) layouts is provided in **Figure 16.10**. Both the 24 MW and 15 MW scenarios are indicative layouts that have been developed to represent a worst-case, i.e. with WTGs at the outer edges of the array area. The final layout will be confirmed through detailed engineering surveys and design studies that will be undertaken post-consent, based on the findings of pre-construction surveys. The arrangement of turbines may therefore vary from what is shown in the visualisations, but the resulting effects will be within the level of assessed significance. The assessment of effects of lighting is based upon the following assumptions, as set out in **Chapter 13 Shipping and Navigation, Chapter 15 Military and Civil Aviation** and **Appendix 12 Outline Lighting and Marking Plan**:	For SLVIA purposes the indicative 24 MW (dense perimeter) layout would potentially result in longer distance visibility due to the larger size of the turbines. The dense perimeter would result in a greater number of turbines closer to the shoreline. Therefore, the indicative 24 MW (dense perimeter) scenario is judged to be the worst-case for the SLVIA.

Impact	Realistic Worst-Case Scenario	Rationale
	Marine lighting • Marine navigation lighting on significant peripheral structures (20 of the 91 turbines). This will be located not less than 6 m above Highest Astronomical Tide (HAT) and below the arc of the rotor blades. When on, during hours of darkness, the lighting will be yellow in colour and up to 140 candela (cd), have a synchronised 5-second flash, and a nominal range of 5 nautical miles (nm). *Shown on the dusk visualisations.* • Marine navigation lighting on intermediate peripheral structures (15 of the 91 turbines). This will be located not less than 6 m above Highest Astronomical Tide (HAT) and below the arc of the rotor blades. When on, during hours of darkness, the lighting will be yellow in colour and up to 140 cd, will typically have a synchronised 2.5-second flash, and a nominal range of 2 nm. *Shown on the dusk visualisations.* • Marine identification lighting on all structures. Lit via low-level baffled 5-10 cd lighting. *For the purposes of the visualisations this lighting has not been modelled.* **Aviation lighting** • Aviation lighting on all peripheral structures (36 of the 91 turbines, or 50 of the 144 turbines). This will be mounted on the top of the nacelles. When on, during hours of darkness, the lighting will be red in colour and up to 2,000 cd. The lighting will be dimmable to 200 cd when visibility is greater than 5 km. The lighting will have a synchronised flashing morse "W" pattern. The lighting intensity will reduce at and below the horizontal. There will be 360° visibility compatible with Night Vision Imaging Systems (NVIS). *For the purposes of the dusk visualisations, red aviation lighting has been shown at 200 cd only, in accordance with NatureScot (2024) guidance. A selection of dusk visuals show both the 91-turbine layout and the 144-turbine layout.* • Search and Rescue (SAR) lighting on all internal structures (55 of the 91 turbines and OSPs) will be a 200 cd steady red light. The lighting will only be on at the request of the Maritime and Coastguard Agency during a SAR operation. *For the purposes of the visualisations this lighting has not been modelled.* • Heli-hoist light: Low intensity green light (up to 365 cd) on all turbines. Off, unless the turbine is being prepared for helicopter approach. *For the purposes of the visualisations this lighting has not been modelled.*	

Impact	Realistic Worst-Case Scenario	Rationale
Decommissioning		
Impact 1: Impacts on seascape, landscape and visual receptors, during the day and at	For the purposes of the assessment the SLVIA is based on the indicative 24 MW (dense perimeter) layout of 91 WTGs with maximum tip height of 335 m above LAT, and with a maximum rotor diameter of 290 m. See above for further details. The decommissioning stage would last for up to 5 years. A number of vessels would be involved, and different activities would occur at different times. The worst-case is based on the presence of partly-dismantled WTGs and vessels across the WDA.	The landscape and visual presence of the Project will decrease as decommissioning progresses, as turbines are progressively dismantled and removed. There will be additional activity on site during decommissioning. The assessment assumes the maximum duration of decommissioning.

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

10km 20km 30km 40km 50km 60km

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 280m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

Windfarm development area
Indicative 15MW turbine layout
10km interval from windfarm development area
60km study area

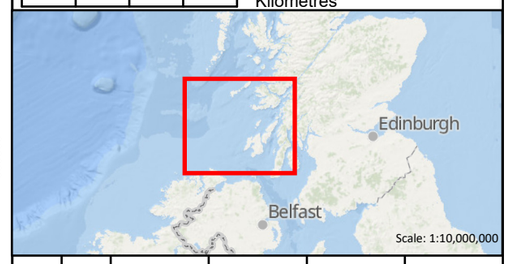
Zone of Theoretical Visibility
More turbines visible
Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

N

0 10 20 Kilometres



REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
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DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000007		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.6:
15MW Layout Blade Tip Height (280m)
Zone of Theoretical Visibility (ZTV)
and Viewpoint Locations

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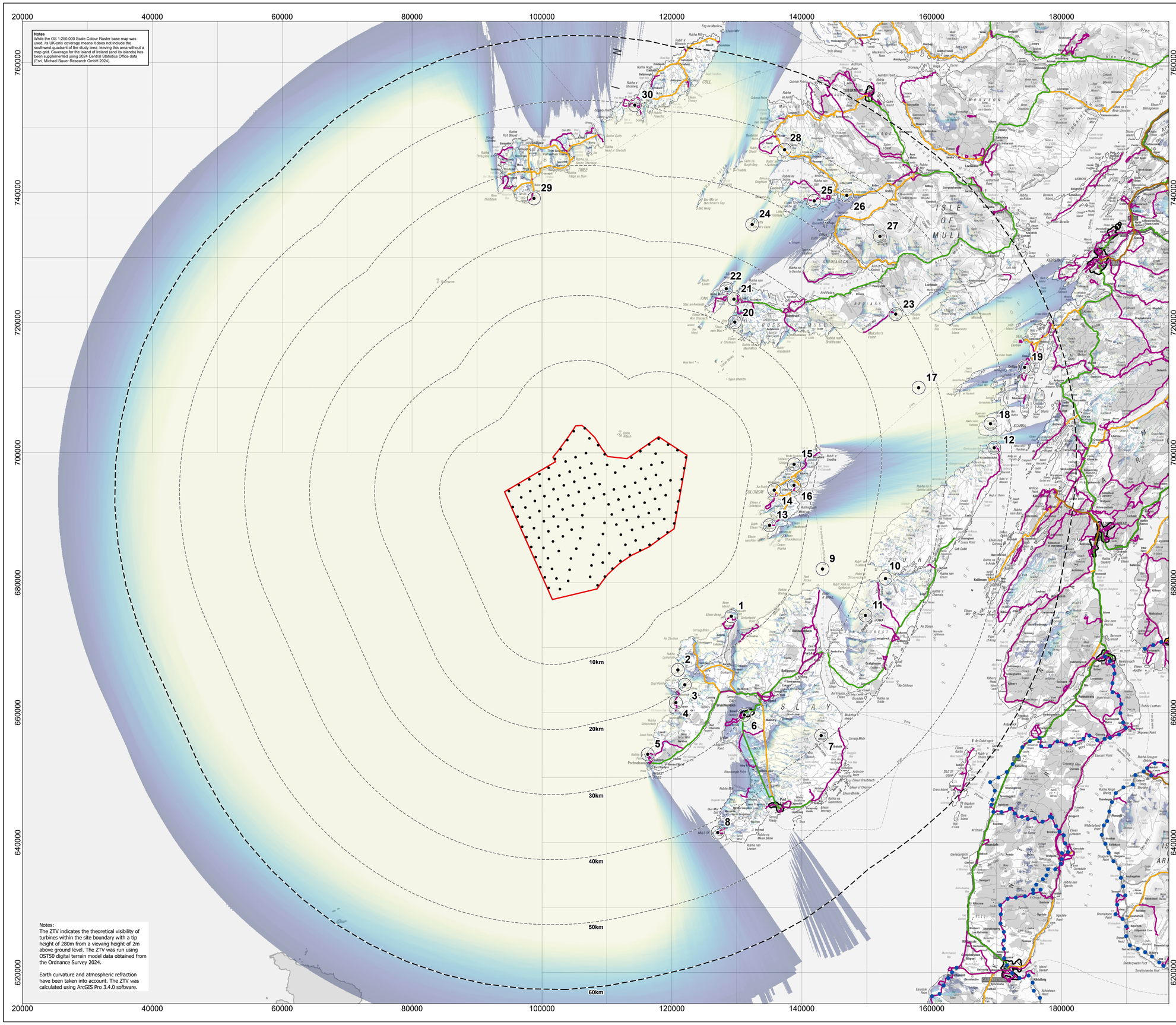
Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_6_ZTV_TipH_15MW_144TL_A3L



Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 280m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

- Windfarm development area
- Indicative 15MW turbine layout
- 10km interval from windfarm development area
- 60km study area
- Scottish Great Trail
- National Cycle Network
- Core path
- Settlement
- A Road
- B Road

Zone of Theoretical Visibility

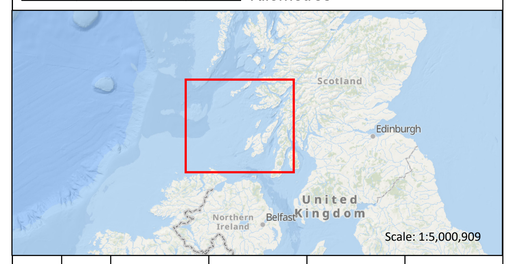
More turbines visible
Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

N

0 10 20 Kilometres



Scale: 1:5,000,909

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
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DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000008		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:280,000	PAGE SIZE	A1
PROJECT TITLE	MachairWind		

Figure 16.7: 15MW Layout Blade Tip Height (280m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_7_ZTV_TipH_15MW_144TL_Receptors_A1L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

10km
20km
30km
40km
50km
60km

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 162m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

Windfarm development area
Indicative 15MW turbine layout
10km interval from windfarm development area
60km study area

Zone of Theoretical Visibility

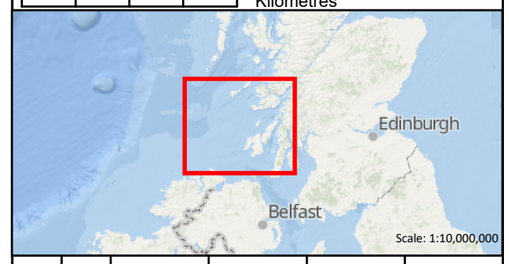
More turbines visible
Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

N

0 10 20 Kilometres



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DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000009		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.8:
15MW Layout Hub Height (162m)
Zone of Theoretical Visibility (ZTV)
and Viewpoint Locations

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_8_ZTV_HubH_15MW_144TL_A3L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

10km 20km 30km 40km 50km 60km

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 162m from a viewing height of 2m above ground level. The ZTV was run using OSTS0 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

- Windfarm development area
- Indicative 15MW turbine layout
- 10km interval from windfarm development area
- 60km study area
- Scottish Great Trail
- National Cycle Network
- Core path
- Settlement
- A Road
- B Road

Zone of Theoretical Visibility

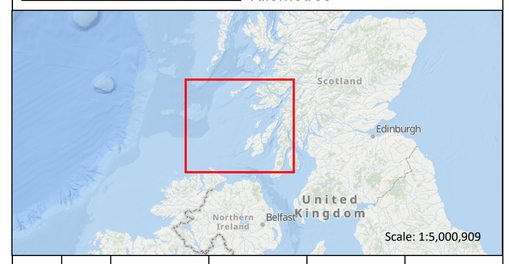
More turbines visible
Less turbines visible

- Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

N

0 10 20 Kilometres



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1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000010		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:280,000	PAGE SIZE	A1
PROJECT TITLE	MachairWind		

Figure 16.9: 15MW Layout Hub Height (162m) Zone of Theoretical Visibility (ZTV), Viewpoint Locations and Visual Receptors

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Name: MCW-GEN-GIS-MAP-16_9_ZTV_HubH_15MW_144TL_Receptors_A1L

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The comparative ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 335m and 280m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

Windfarm development area
Indicative 24MW turbine layout
Indicative 15MW turbine layout
10km interval from windfarm development area
60km study area

Zone of Theoretical Visibility

Only indicative 24MW turbine layout is visible
Only indicative 15MW layout is visible
Both indicative layouts are visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

0 10 20 Kilometres

Edinburgh
Belfast
Scale: 1:10,000,000

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DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.10:
24MW Layout (335m) and 15MW Layout (280m) Blade Tip Height Comparative Zone of Theoretical Visibility (ZTV) and Viewpoint Locations

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_10_CZTV_TipH_24MW_91TL_15MW_144TL_A3L

16.7 EXISTING ENVIRONMENT

16.7.1 Existing Baseline

16.7.1.1 Coastal and Onshore Landscape Character Baseline

30. The SLVIA Study Area includes the southern islands of the Inner Hebrides, which are Coll and Tiree to the north, Mull and Iona to the north-east, and Colonsay, Islay and Jura to the east. Part of the Argyll coast is located in the far east of the SLVIA Study Area, between Loch Melfort to the north and Rhunahaorine Point to the south.

16.7.1.1.1 Coastal Character

31. Coastal character assessment is the preferred approach to identifying the key characteristics of coastal and marine landscapes in Scotland (SNH, 2017b). Coastal character types have been mapped at a national level (SNH, 2005). The following coastal character types are found within the SLVIA Study Area:

- Type 9. Sounds, Narrows and Islands - encompassing the eastern seaboard of Islay, Jura and Mull, and described as a "*deeply indented and fragmented coastline*" which is "*generally low and rocky*" (SNH, 2005);
- Type 12. Deposition Coasts of Islands – encompassing the west facing coasts of Coll, Tiree, Islay and Iona, described as having "*long sandy beaches backed by dunes and low lying machair, or by pastures*" with an "*often wild, remote 'edge of ocean' feel*" (SNH, 2005); and
- Type 13. Low Rocky Island Coasts – encompassing part of Coll, Colonsay, the west coast of Jura, parts of Islay and the west coast of Mull. Described as a "*generally low rocky coastline, rising to cliffs in places*" (SNH, 2005) with views of the open North Atlantic Ocean.

32. There is no national dataset of CCAs. A baseline coastal character assessment was undertaken (see **Appendix 16.3 Coastal Character Baseline and Assessment**), following NatureScot guidance as set out in SNH (2017b). This identified regional CCAs within 40 km of the WDA, encompassing Islay, Jura, Colonsay, Mull and Iona, and part of Tiree as shown in **Figure 16.11** and **Figure 16.12**. Beyond 40 km, the Project would have a decreasing influence, and significant effects on coastal character, as opposed to views, are considered less likely beyond this distance. **Table 16.5** sets out the CCAs which were identified, which were examined further in the SLVIA and which are scoped out as there would be no LSE. The key characteristics of regional CCAs are set out in **Appendix 16.3 Coastal Character Baseline and Assessment**, with a focus on views along the coast and out to sea and sensitivity to offshore development.

Coastal Character Area

- 1: South Tiree
- 2: The Wilderness & Gribun Rocks, Mull
- 3: Loch Scridian, Mull
- 4: Sound of Mull
- 5: Sound of Iona
- 6: Iona West Coast - Druim an Aoineidh to Ardionra
- 7: Ross of Mull South
- 8: Staffa & Treshnish Isles
- 9: Kiloran Bay to Eilean Dubh, Colonsay
- 10: East Colonsay (Rubh' a' Geodha to Port a' Chapuill)
- 11: West Colonsay (Tighe Mhoir to Ardskenish)
- 12: The Strand, Colonsay/Oronsay
- 13: Oronsay
- 14: Rubh' an t-Sailein to Glendebadel Bay, Jura
- 15: Loch Tarbert, Jura
- 16: Sound of Islay
- 17: Sound of Jura
- 18: Sgairail, Islay
- 19: Loch Gruinart, Islay
- 20: Ardnave Point to Rhinns Point, Islay
- 21: Loch Indaal, Islay
- 22: Laggan Bay, Islay

10km
20km
30km
40km
50km
60km

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

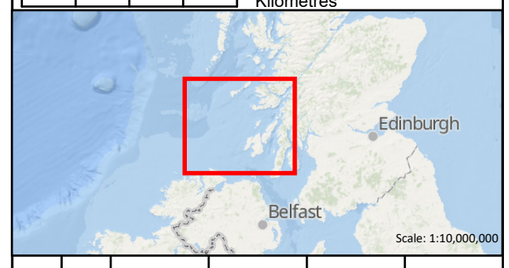
- Windfarm development area
- Indicative 24MW turbine layout
- 10km interval from windfarm development area
- 60km study area

Landscape Character Type

- 35: Rugged Mountains
- 39: Plateau Moor and Forest - Argyll
- 40: Craggy Upland - Argyll
- 41: Plateau Moorland - Argyll
- 42: Rocky Moorland - Argyll
- 43: Upland Parallel Ridges - Argyll
- 44: Boulder Moors - Argyll
- 45: Stepped Cliffs and Terraces - Argyll
- 48: Lowland Bog and Moor
- 49: Island Mixed Farmland
- 50: Stepped Rocky Coastlands
- 53: Rocky Coastland - Argyll
- 55: Coastal Parallel Ridges
- 56: Flat Moss and Mudflats
- 57: Craggy Coast and Islands
- 58: Sand Dunes and Machair

N

0 10 20 Kilometres



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DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
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Figure 16.11:
Landscape Character Types and Coastal Character Areas

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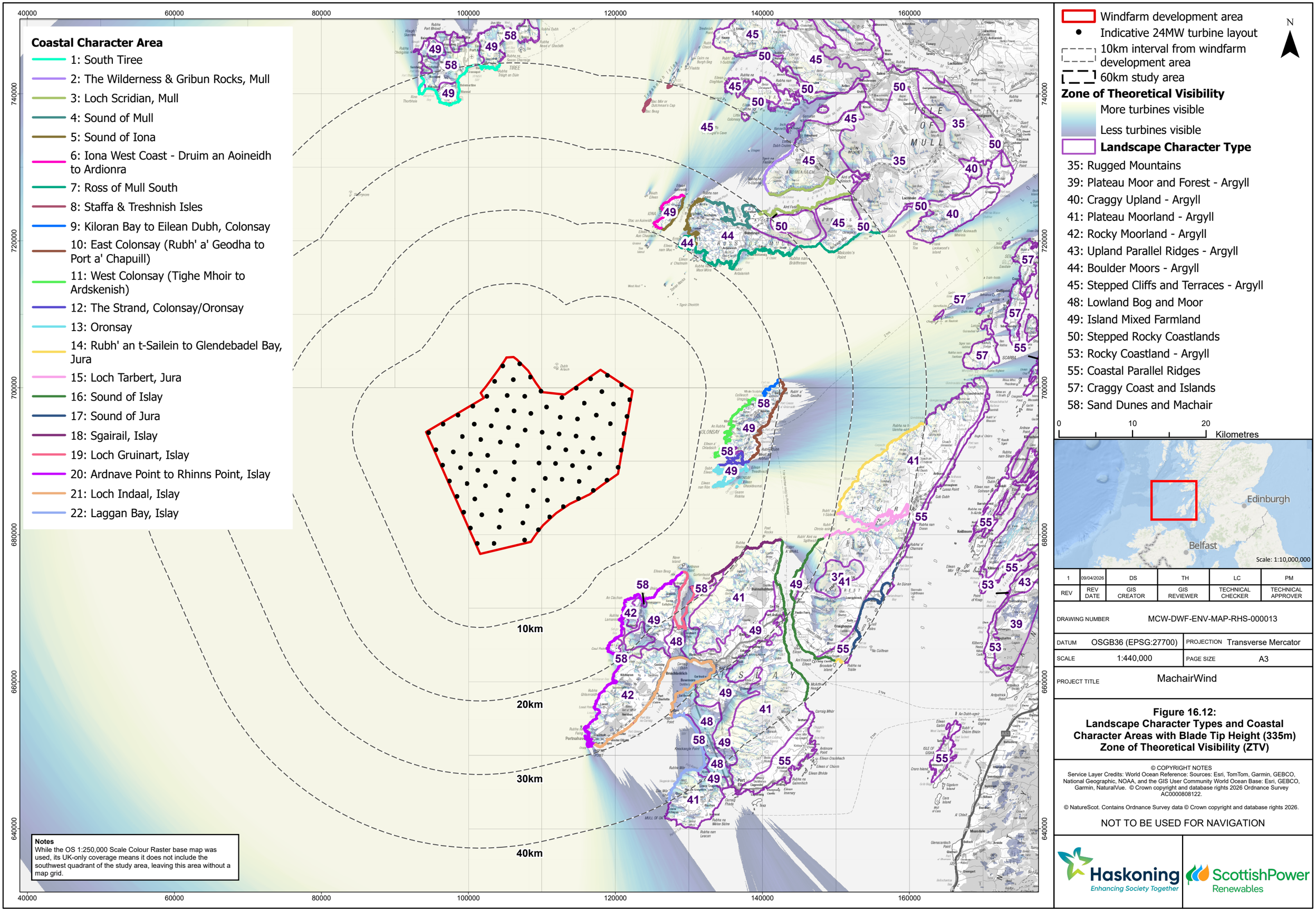
Name: MCW-GEN-GIS-MAP-16_11_CCAs_and_LCTs_A3L



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1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000013		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:440,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.12:
Landscape Character Types and Coastal Character Areas with Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV)

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Name: MCW-GEN-GIS-MAP-16_12_CCAs_and_LCTs_ZTV_A3L

Table 16.5 Regional Coastal Character Areas scoped in / out of the SLVIA

Coastal Character Area	Theoretical visibility of Project (ZTV coverage) and distance to determine if CCA is scoped in / out of the SLVIA
Tiree	
CCA 1 - South Tiree	Theoretical visibility is indicated from the majority of the coastline, within approximately 35 km of the WDA at its closest point. **Scoped into the assessment.**
Mull, Iona and Offshore Islands	
CCA 2 - The Wilderness and Gribun Rocks, Mull	Theoretical visibility is indicated from parts of the south-west facing coastline, within approximately 33 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 3 - Loch Scridian, Mull	Theoretical visibility is limited to a short section of the Ardmeanach Peninsula, south of Bearraich (432 m AOD), at a distance of approximately 33 km from the WDA at its closest point. The majority of the CCA has no theoretical visibility. **Scoped out of the assessment due to limited theoretical visibility and distance.**
CCA 4 - Sound of Mull	No theoretical visibility - **Scoped out of the assessment.**
CCA 5 - Sound of Iona	Theoretical visibility is indicated from both the east and west sides of the Sound of Iona, within approximately 21 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 6 - Iona West Coast – Druim an Aoineidh to Ardionra	Theoretical visibility is indicated from parts of the south-west facing coastline, within approximately 21 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 7 - Ross of Mull South	Theoretical visibility is indicated from the majority of the coastline including the island of Erraid, within approximately 20 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 8 - Staffa & Treshnish Isles	Theoretical visibility is indicated from coastlines, within approximately 35 km of the WDA at its closest point. **Scoped into the assessment.**
Colonsay	
CCA 9 - Kiloran Bay to Eilean Dubh, Colonsay	Theoretical visibility is indicated from the majority of the coastline, within approximately 18 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 10 - East Colonsay (Rubh' a' Geodha to Port a' Chapuill)	No theoretical visibility, within approximately 17 km of the WDA at its closest point - **Scoped out of the assessment.**
CCA 11 - West Colonsay (Tighe Mhoir to Ardskenish)	Theoretical visibility is indicated from the majority of the coastline, within approximately 12 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 12 - The Strand, Colonsay/Oronsay	Theoretical visibility is indicated from the majority of the coastline, within approximately 14 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 13 - Oronsay	Theoretical visibility is indicated from west and north-facing coastlines, within approximately 12 km of the WDA at its closest point. **Scoped into the assessment.**
Jura	
CCA 14 - Rubh' an t-Sailein to Glendebadel Bay, Jura	Theoretical visibility is indicated from the majority of the coastline, within approximately 30 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 15 - Loch Tarbert, Jura	Theoretical visibility is indicated from the north and south-facing coastlines in the outer loch, within approximately 29 km of the WDA at its closest point. **Scoped into the assessment.**

Coastal Character Area	Theoretical visibility of Project (ZTV coverage) and distance to determine if CCA is scoped in / out of the SLVIA
CCA 16 - Sound of Islay	Theoretical visibility is limited to a short section of the north-west coast of Jura, at a distance of approximately 28 km from the WDA. The majority of the CCA has no theoretical visibility. **Scoped out of the assessment due to limited theoretical visibility and distance.**
CCA 17 - Sound of Jura	No theoretical visibility, within approximately 38 km of the WDA at its closest point - **scoped out of the assessment.**
Islay	
CCA 18 – Sgairail, Islay	Theoretical visibility is indicated from the majority of the coastline, within approximately 18 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 19 - Loch Gruinart, Islay	Theoretical visibility is indicated from the west-facing side of the loch, within approximately 16 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 20 - Ardnave Point to Rinns Point, Islay	Theoretical visibility is indicated from the majority of the coastline, within approximately 15 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 21 - Loch Indaal, Islay	Theoretical visibility is indicated from the north-west facing side of the loch, within approximately 26 km of the WDA at its closest point. **Scoped into the assessment.**
CCA 22 - Laggan Bay, Islay	Theoretical visibility is indicated from the majority of the coastline, within approximately 33 km of the WDA at its closest point. **Scoped into the assessment.**

16.7.1.1.2 Onshore Landscape Character

33. Onshore landscape character is described in a national dataset of LCTs, published by NatureScot (2019). LCTs within the onshore part of the SLVIA Study Area are listed in **Table 16.6**. LCTs beyond 40 km were scoped out of the SLVIA, in agreement with stakeholders. Beyond 40 km there would be a reduction in the influence of the Project, and significant effects on coastal character, as opposed to views, are not considered to be likely. **Table 16.6** sets out which LCTs are examined further in the SLVIA, and which are scoped out as there would be no LSE.

Table 16.6 Landscape character types scoped in / out of the SLVIA

Landscape Character Type (NatureScot, 2019)	Theoretical visibility of Project (ZTV coverage) and distance to determine if LCT is scoped in / out of the SLVIA
49 – Island Mixed Farmland	Theoretical visibility is indicated from the LCT across parts of Colonsay, Oronsay, Islay and Iona, within approximately 12 km of the WDA at its closest point. **Scoped into the assessment.**
58 – Sand Dunes and Machair	Theoretical visibility is indicated from the LCT across parts of Colonsay and Islay, within approximately 12 km of the WDA at its closest point. **Scoped into the assessment.**
42 – Rocky Moorland – Argyll	Theoretical visibility is indicated from the LCT across parts of Islay, within approximately 15 km of the WDA at its closest point. **Scoped into the assessment.**
48 – Lowland Bog and Moor	Theoretical visibility is indicated from the LCT across parts of Islay, within approximately 15 km of the WDA at its closest point. **Scoped into the assessment.**
41 – Plateau Moorland – Argyll	Theoretical visibility is indicated from the LCT across parts of Islay, within approximately 20 km of the WDA at its closest point. **Scoped into the assessment.**

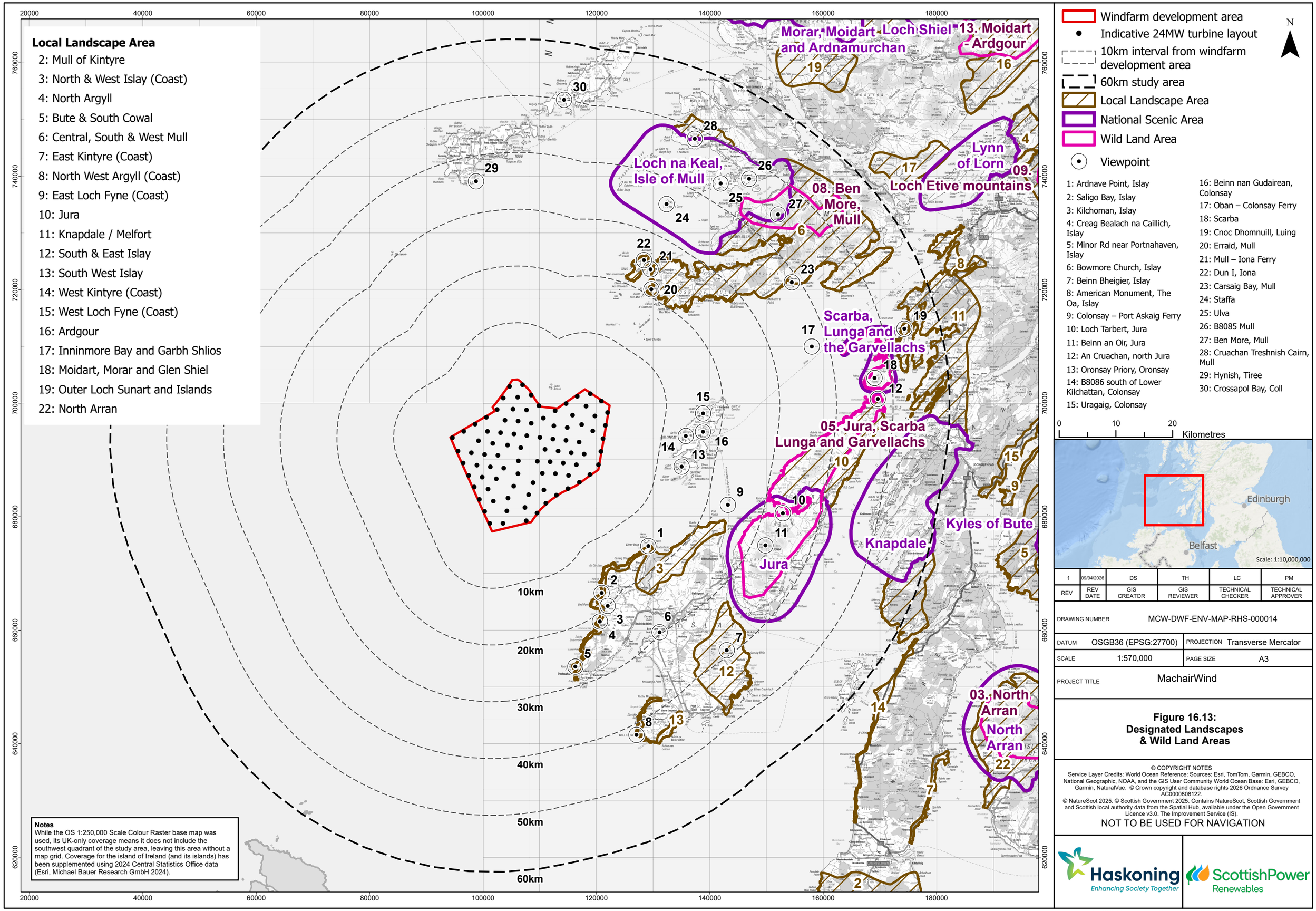
Landscape Character Type (NatureScot, 2019)	Theoretical visibility of Project (ZTV coverage) and distance to determine if LCT is scoped in / out of the SLVIA
44 – Boulder Moors – Argyll	Theoretical visibility is indicated from the LCT across parts of Mull, within approximately 20 km of the WDA at its closest point. **Scoped into the assessment.**
50 – Stepped Rocky Coastlands	Theoretical visibility is indicated from the LCT across parts of Mull, within approximately 28 km of the WDA at its closest point. Some theoretical visibility is indicated from areas of commercial forestry, where visibility of the WTGs would be reduced. **Taking a precautionary approach to the assessment, this LCT is scoped into the assessment.**
45 – Stepped Cliffs and Terraces – Argyll	Theoretical visibility is indicated from the LCT across parts of Mull, within approximately 29 km of the WDA at its closest point. The majority of the LCT is over 30 km from the WDA. **Taking a precautionary approach to the assessment, this LCT is scoped into the assessment.**
35 – Rugged Mountains	Theoretical visibility is indicated from the LCT across parts of Jura and Mull, within approximately 30 km of the WDA at its closest point. The majority of the LCT is over 30 km from the WDA. **Taking a precautionary approach to the assessment, this LCT is scoped into the assessment.**
55 – Coastal Parallel Ridges	There is very limited theoretical visibility from parts of the east coast of Jura and west coast of Knapdale, approximately 40 km from the WDA at its closest point. **Scoped out of the assessment due to distance and limited theoretical visibility.**

16.7.1.2 Designated Landscapes and Wild Land Areas

34. There are a number of locally and nationally designated landscapes and Wild Land Areas (WLAs) (NatureScot, 2017) located within the 60 km Study Area, as shown on **Figure 16.3**. This includes NSAs designated at a national level, and Local Landscape Areas (LLAs) which are designated by Argyll and Bute Council.

35. Designated landscapes within the SLVIA Study Area are listed in **Table 16.7** below and those within 40 km of the WDA are shown overlaid with the ZTV on **Figure 16.14**. The ZTV, in addition to desk-based research and fieldwork, is used as a means of identifying which designated landscapes and WLAs may require further assessment, and which can be scoped out because they are unlikely to experience significant effects arising from the Project. Those selected for detailed assessment were agreed with statutory consultees as set out in the Scoping Opinion (MD-LOT, 2024) (see **Table 16.2**). At distances over 40 km, effects on landscape designations are unlikely to be significant, based on professional judgement and experience.

36. An assessment of effects on the SLQs of NSA (SNH, 2010) is provided in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**. As requested by NatureScot, the relevant Wild Land Qualities of WLAs were drawn upon to inform the assessment of effects on the SLQs of NSAs**.** NatureScot agreed that wild land assessments for WLAs could be scoped out. An assessment of effects on LLAs is set out in **Section 16.10.1.6**. LLAs are identified in the Argyll and Bute Local Development Plan 2 although there is no supporting information which describes the areas or their SLQs. The SLQs of LLAs have therefore been inferred by the Applicant from existing landscape and visual baseline information.



Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

- Windfarm development area
- Indicative 24MW turbine layout
- 10km interval from windfarm development area
- 60km study area
- Local Landscape Area
- National Scenic Area
- Wild Land Area
- Viewpoint

N

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

0 10 20 Kilometres

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000014		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.13:
Designated Landscapes & Wild Land Areas

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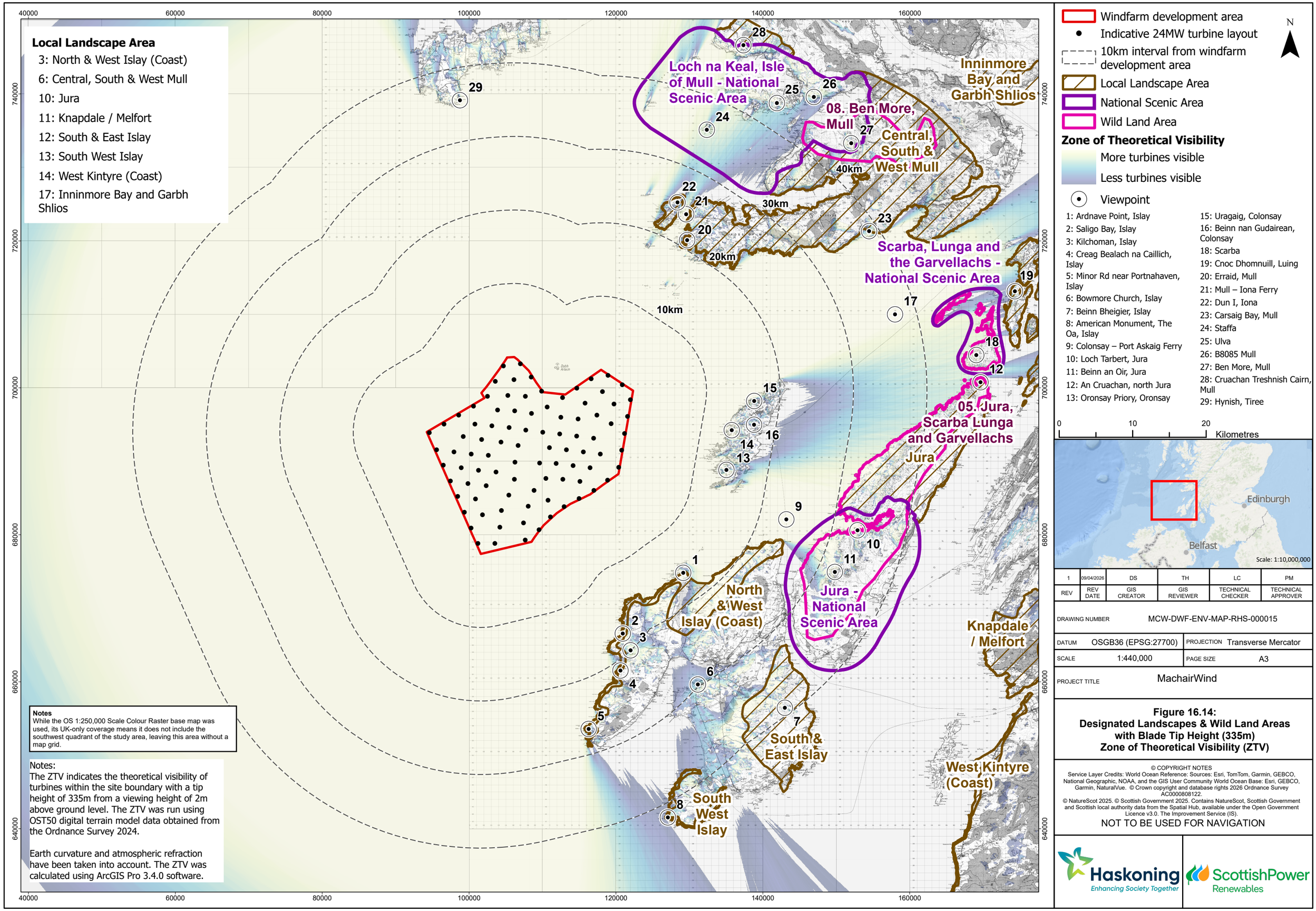
NOT TO BE USED FOR NAVIGATION

Haskoning Enhancing Society Together
ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_13_Designated_Landscapes_A3L



Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid.

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a tip height of 335m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

- Windfarm development area
- Indicative 24MW turbine layout
- 10km interval from windfarm development area
- Local Landscape Area
- National Scenic Area
- Wild Land Area

Zone of Theoretical Visibility
- More turbines visible
- Less turbines visible

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree

N

0 10 20 Kilometres

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000015		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:440,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.14:
Designated Landscapes & Wild Land Areas with Blade Tip Height (335m) Zone of Theoretical Visibility (ZTV)

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ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_14_Designated_Landscapes_ZTV_A3L

Table 16.7 Designated landscapes and Wild Land Area scoped in / out of the SLVIA

Designated Landscape / Wild Land Area	Theoretical visibility of Project (ZTV coverage) and distance to determine if designated landscape or WLA is scoped in / out of the SLVIA
National Scenic Areas	
Jura	The Jura NSA encompasses the southern half of the island. Theoretical visibility is indicated from the NSA which is approximately 25 km from the WDA at its closest point. The SLQs include "*the distinctive Paps of Jura*" with their "*unparalleled views to the Inner Hebrides, the Mull of Kintyre and beyond*". The NSA is also noted for its "*great sense of wildness*". **Scoped into the assessment.**
Loch na Keal, Isle of Mull	Theoretical visibility is indicated from the NSA which is approximately 31 km from the WDA at its closest point. The NSA is focused around Loch na Keal, a major sea loch on Mull's Atlantic seaboard, and the SLQs include the "*Highly distinctive seaways and shores*". The "*voyage from enclosed sea loch to the open Atlantic*" which "*offers impressive and unique seascapes*" is also noted as a SLQ. Inward and outward views are also noted to be of importance to the NSA, with "*views of an island-studded sea*" noted as a SLQ. Despite the distance between the WDA and the NSA, it is proposed that it is scoped into the SLVIA due to the importance of the seascapes and views. **Scoped into the assessment.**
Scarba, Lunga and the Garvellachs	The NSA encompasses a group of uninhabited and remote islands off the Argyll coast, approximately 42 km from the WDA at its closest point. Theoretical visibility is indicated from the rugged west-facing coasts and hill summits. The SLQs include the "*pyramidal island of Scarba*" with its "*extensive panoramic views to the Argyll and Irish coasts.*" Despite the distance between the WDA and the NSA, it is proposed that it is scoped into the SLVIA due to the importance of the seascapes and views. **Scoped into the assessment.**
Knapdale	The Knapdale NSA is located on the Argyll coast, approximately 45 km to the east of the WDA. Some limited theoretical visibility is indicated from elevated linear ridges and west facing slopes, including from some areas which are forested. Although "*dramatic sea views*" are noted to be a SLQ, at distances of over 45 km perceptibility of the Project would be reduced. **Scoped out of the assessment.**
Local Landscape Areas	
North and West Islay (Coast)	The LLA encompasses the northern and western coast of Islay. Theoretical visibility is indicated from the LLA within approximately 15 km of the WDA at its closest point. **Scoped into the assessment.**
Central, South and West Mull	The LLA encompasses the southern part of Mull and adjoins the Loch na Keal NSA. Theoretical visibility is indicated from the LLA within approximately 20 km of the WDA at its closest point. **Scoped into the assessment.**
South West Islay	The LLA encompasses the south-west coast of Islay. The ZTV indicates some theoretical visibility along the north-west facing coast of the LLA at over 30 km from the WDA. Significant effects on the LLA are considered unlikely, and the LLA is **scoped out of the assessment**.
South and East Islay	The LLA encompasses the higher ground of Islay as well as the south and east coasts. The ZTV indicates theoretical visibility on higher ground between 35 and 40 km from the WDA, but not from the coast. Significant effects on the LLA are considered unlikely, and the LLA is **scoped out of the assessment**.
Jura	The LLA encompasses the northern part of Jura which is not in the NSA. The ZTV indicates theoretical visibility across the western coast at a distance of approximately

Designated Landscape / Wild Land Area	Theoretical visibility of Project (ZTV coverage) and distance to determine if designated landscape or WLA is scoped in / out of the SLVIA
	30 km from the WDA at its closest point. Wildness is likely to be a special quality of the LLA, therefore the effects of the Project were assessed. **Scoped into the assessment.**
Knapdale / Melfort	The LLA encompasses areas of the mainland to the north and south of the Knapdale NSA, including the Slate Islands of Seil and Luing. The ZTV indicates some theoretical visibility from the northern part of the LLA, but at over 50 km from the WDA. Significant effects on SLQs are considered unlikely, and the LLA is **scoped out of the assessment**.
Wild Land Areas	
Jura, Scarba, Lunga and the Garvellachs	The WLA includes the majority of Jura and the smaller uninhabited islands to the north. The key attributes and qualities (NatureScot, 2017) are as follows: • "*All-pervading influence of the sea and sense of being perched on the edge of the land;* • *Inaccessible and remote, with a strong sense of solitude, despite the proximity to the mainland;* • *Dramatic mountains, cliffs, islands, and tidal currents emphasise a sense of nature being in control; and* • *Most signs of human activity are focused within the southern part of the WLA, with few human artefacts or contemporary land use further north*." Theoretical visibility is indicated from across the WLA, which is largely over 30 km from the WDA. At this distance, no significant effects on wild land attributes and qualities are anticipated, and a wild land assessment of this WLA is **scoped out of the assessment**. The key attributes and qualities of the WLA have informed the assessment of effects on the SLQs of Jura NSA, as set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**.
Ben More, Mull	The WLA includes the summit of Ben More and surrounding hills in the centre of Mull. The key attributes and qualities (NatureScot, 2017) are as follows: • "*A landscape which is well defined where the dominant Munro of Ben More accentuates the rugged and remote interior;* • *Rugged summits sweeping down to steep, dramatic cliffed and scree covered hill slopes result in a surprising high sense of remoteness within relatively small extent of area;* • *A range of distinctive geological features contribute to a high sense of naturalness, distinctiveness and sense of awe;* • *A secluded yet open interior with a strong sense of naturalness and sanctuary; and* • *The influence of the sea is striking contributing to remoteness and perceived naturalness and awe*." The WLA is over 40 km from the WDA, and theoretical visibility is limited to the highest ground. At this distance, no significant effects on wild land attributes are anticipated, and a wild land assessment of this WLA is **scoped out of the assessment**. The key attributes and qualities of the WLA have informed the assessment of effects on the SLQs of Loch na Keal NSA, as set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**.

16.7.1.3 Visual Baseline

37. This section identifies the extent of potential visibility of the Project and identifies visual receptors that are assessed as part of the SLVIA (see **Appendix 16.1 SLVIA and Visualisation Methodology**). This section also introduces the viewpoints that are used as representative points to

inform the assessment of effects on visual receptors (people) and particular views, including reasons for their selection.

16.7.1.3.1 Visibility

38. The viewpoints included in the SLVIA range from 16 km out to 54 km away from the nearest WTG of the Project. Clear views of the WDA infrastructure can be assumed for closer marine and coastal views within the ZTV. For more distant receptors on land and at sea, several factors affect the visibility of distant features. These are: the acuity of the human eye, the curvature of the Earth, and atmospheric visibility. These are discussed in the following section.

39. The Review and Update of Seascape and Visual Buffer study for Offshore Windfarms (White Consultants, 2020) states that "*The largest currently consented turbine towers have a diameter of up to 5 m and so, theoretically, can be seen from 50 km. Larger turbines 350-400 m high are likely to have larger diameter towers and so may be able to be seen from longer distances. Therefore visual acuity is unlikely to be a limiting factor in terms of visual buffers*". This is reflected in the large Study Area adopted for this SLVIA, of 60 km radius around the WDA.

40. The curvature of the Earth means that distant structures may appear beyond the horizon. Tall structures such as WTGs are likely to be visible at long distances, as their blades may be visible even when the tower base or hub is out of sight. Diagram 5.1 in White Consultants (2020) shows the effect of curvature of the Earth on WTG visibility. This indicates that a WTG of 350 m height would need to be 82 km offshore to be out of the view of an observer located 6 m above sea level. An observer on higher ground would theoretically see part of the same WTG at even greater distances.

41. The Met Office records data on atmospheric visibility, defined as the distance at which an object can be clearly seen. Visibility is classified into ranges as set out in **Table 16.8**.

Table 16.8 Met Office visibility ranges

Visibility range	Definition
Very poor	Less than 1 km
Poor	1.1 – 4 km
Moderate	4.1 – 10 km
Good	10.1 – 20 km
Very Good	20.1 – 40 km
Excellent	Greater than 40 km

42. Data was obtained from the Met Office for recorded visibility at the Tiree and Port Ellen (Islay) weather stations, over a five-year period from 2020 to 2024. The data was analysed against the visibility ranges in **Table 16.8**, and the results are presented in **Table 16.9**.

Table 16.9 Average visibility ranges at Tiree, Port Ellen (Islay) and at both locations

Visibility 2020-24	Tiree	Port Ellen (Islay)	Average across both locations
'Good' or better	77%	82%	79%
'Very Good' or better	54%	58%	56%
'Excellent' or better	18%	19%	19%

43. The following observations can be made:

- Visibility reduces steadily with distance from the observation point;
- Between 10.1 and 20 km, which includes parts of Colonsay, Oronsay and Islay, there would be visibility of the Project approximately 79% of the time (on average);
- Between 20.1 km and 40 km, which includes parts of Colonsay, Islay, Jura, Mull, Iona and Tiree, there would be visibility of the Project approximately 56% of the time (on average); and
- Beyond 40 km, which includes parts of Islay, Jura, Knapdale, Scarba, Lunga and the Garvellachs, Mull, Ulva, Tiree and Coll, there would be visibility of the Project approximately 19% of the time (on average).

44. It should be noted that, in all cases the assessments consider the best possible visibility to record worst-case. Wherever possible, photography and assessment has been carried out in clear weather conditions. Information relating to atmospheric visibility is provided for context only.

16.7.1.3.2 Visual Receptors

45. Visual receptors with theoretical visibility of the WDA include:

- Residents of the islands, including people at their homes and moving around the islands;
- Road users and ferry users (including tourists) travelling throughout the area;
- Those engaged in land-based and water-based recreational activities (e.g. trekkers, hill walkers, cyclists, kayakers, sailors, surfers, and anglers); and
- People at work, including, but not limited to, agricultural workers and people fishing.

16.7.1.3.3 Selection of Viewpoints

46. This section sets out the viewpoints that are used to inform the assessment of visual effects of the Project. The viewpoint list is a representative selection of locations agreed with statutory consultees to assess effects on a range of views and receptors surrounding the WDA. It is not an exhaustive list of locations from which the Project would be visible, or where potentially significant effects on visual amenity may arise.

47. A total of 30 viewpoints were selected across the 60 km Study Area through desk-based study, fieldwork and correspondence with statutory consultees (see **Table 16.2**). These viewpoints are all publicly accessible, as advocated by GLVIA3, and include:

- Locations selected to represent the experience of different types of receptors;
- Locations at different distances to provide a representative range of viewing angles and distances (i.e., short, medium and longer distance views);
- Locations which represent a range of viewing experiences (i.e., static views and points along sequential routes);
- Specific viewpoints selected because they represent promoted views or viewpoints within the landscape; and
- Illustrative viewpoints chosen specifically to demonstrate a particular visual effect or specific issue (which could include restricted visibility in particular locations).

48. The viewpoints are listed in **Table 16.10** and shown alongside the blade tip height and hub height ZTVs on **Figure 16.2** to **Figure 16.5**.

Table 16.10 Viewpoint locations

No	Name	Easting	Northing	Approx Distance to Nearest Turbine (km)	Key Reasons for Selection
1	Ardnave Point, Islay	129162	674831	16	Represents views experienced by recreational receptors on a coastal walking route along Ardnave Point on Islay (within North and West Islay (Coast) Local Landscape Area (LLA)).
2	Saligo Bay, Islay	120928	666569	18	Represents views experienced by recreational receptors at this popular bay and beach on west coast of Islay (within North and West Islay (Coast) LLA).
3*	Kilchoman, Islay	121993	664284	21	Represents views experienced by visitors at the Kilchoman Distillery, in the west of Islay.
4	Creag Bealach na Caillich, Islay	120615	661536	22	Represents views from an accessible high point on west coast of Islay (within North and West Islay (Coast) LLA).
5*	Minor Rd near Portnahaven, Islay	116286	653584	27	Represents views experienced by residents near Portnahaven and road users travelling along the minor road leading to Portnahaven, the main settlement on the Rinns of Islay (within North and West Islay (Coast) LLA).
6	Bowmore Church, Islay	131153	659639	30	Represents views experienced by local residents at Bowmore, looking down the main street.
7	Beinn Bheigier, Islay	142996	656465	39	Represents views experienced from an elevated viewpoint on the south-east of Islay (within South and East Islay LLA).
8	American Monument, The Oa, Islay	127070	641545	42	Represents views from this popular coastal monument in south-west Islay (within South West Islay LLA).
9	Colonsay – Port Askaig Ferry	143200	682100	24	Location on the ferry route between Islay and Colonsay, representative of views from the west coast of Jura.
10	Loch Tarbert, Jura	152895	680617	34	Representative of views from west coast of Jura, within the Jura NSA, looking west to Colonsay and Oronsay.
11	Beinn an Òir, Jura	149810	674947	33	Represents views experienced by hill walkers at the highest summit of the Paps of Jura, within the Jura NSA, with views across Islay.
12	An Cruachan, north Jura	169643	700762	48	Representative of views from north Jura, on a high point close to the northern-most accessible location (within the Jura LLA).

No	Name	Easting	Northing	Approx Distance to Nearest Turbine (km)	Key Reasons for Selection
13	Oronsay Priory, Oronsay, Colonsay	135041	688830	14	Represents views experienced by recreational receptors visiting this medieval priory, overlooking the west coast of Oronsay.
14*	B8086 south of Lower Kilchattan, Colonsay	135768	694238	14	Represents open views from the road on the west coast of Colonsay, close to Port Mòr, Kilchattan and the golf course.
15	Uragaig, Colonsay	138822	698209	17	Represents views from a settled area on the north-west coast of Colonsay.
16*	Beinn nan Gudairean, Colonsay	138805	694980	17	Represents views experienced from an elevated viewpoint on Colonsay.
17	Oban - Colonsay Ferry	158000	710000	38	Represents views experienced by receptors travelling on the Oban-Colonsay Ferry as it passes the Garvellachs.
18**	Scarba	169068	704462	47	High point on uninhabited island within Scarba, Lunga and the Garvellachs NSA.
19	Cnoc Dhomnuill, Luing	174323	713140	54	High point close to the village of Cullipool, looking west across the Scarba, Lunga and the Garvellachs NSA (within the Knapdale / Melfort LLA).
20	Erraid, Mull	129694	720097	21	Represents views experienced from an accessible high point on Erraid, near Fionnphort, Mull (within Central, South and West Mull LLA).
21*	Mull - Iona Ferry	129560	723620	24	Represents views experienced by residents and visitors using the ferry crossing to Iona, looking down the Sound of Iona (within Central, South and West Mull LLA).
22	Dun I, Iona	128384	725236	25	Popular viewpoint on the island of Iona, accessible from the ferry (within Central, South and West Mull LLA).
23	Carsaig Bay, Mull	154473	721324	40	Represents views experience by recreational receptors and visitors staying in holiday accommodation around Carsaig Bay on the south coast of Mull (within Central, South and West Mull LLA).
24**	Staffa	132372	735116	36	Trig point at summit of island within Loch na Keal NSA. Uninhabited but popular boat trips to the island and Fingal's Cave. Landings only possible in good weather.

No	Name	Easting	Northing	Approx Distance to Nearest Turbine (km)	Key Reasons for Selection
25	Ulva	141916	738753	44	Footpath across Ulva, within Loch na Keal NSA, with panoramic views over Loch na Keal, representative of special qualities.
26	B8073 Mull	146945	739580	47	Location along the road within the Loch na Keal NSA, with panoramic views.
27	Ben More, Mull	152041	733287	45	Represents views experienced by hill walkers on the highest summit on Mull, within Loch na Keal NSA.
28	Cruachan Treshnish Cairn, Mull	137357	746628	49	Represents views experienced from elevated ground in the north of Mull, and views experienced by hill walkers at the Cruachan Treshnish Cairn, within Loch na Keal NSA.
29	Hynish, Tiree	098757	739132	37	Represents views experienced by residential and recreational receptors and visitors at Hynish, in the south of Tiree.
30	Crossapol Bay, Coll	114293	753481	51	Represents views from the Local Nature Reserve and beach on the south coast of Coll.
*Also used as a dusk viewpoint **Wireline only as agreed through consultation with NatureScot and Argyll and Bute Council					

16.7.1.3.4 Settlements and Routes

49. Settlements are those defined as such within the Argyll and Bute Council Local Development Plan 2 (Argyll and Bute Council 2024). Settlements across the Study Area tend to be small scale and located along the coasts of the islands. Beyond defined settlements there are many clachan-type clusters of dwellings located throughout the inhabited islands; these are represented by the viewpoints set out in **Table 16.10**.

50. Visibility from a route is not uniform along its entire length. This is because views of the surrounding landscape and seascape change as one moves along the route depending on the surrounding topography, buildings, structures, tree cover and vegetation. Theoretical visibility of the Project from routes across the Study Area is illustrated in **Figure 16.3** and **Figure 16.5**. The routes include a hierarchy of roads, ferry routes, and recreational routes (promoted long distance footpaths, Core Paths and cycle routes). Roads tend to use low-lying coastal areas or valleys and passes, but walking routes are more variable and can pass over hills and along ridges. Ferry routes tend to offer broad views over the open sea.

51. In the interests of providing a proportionate assessment, settlements and routes at distances over 40 km were scoped out of detailed assessment, as visual effects are unlikely to be significant at this distance. Visibility from more distant settlements and routes can be understood with reference to the more distant viewpoints listed in **Table 16.10**.

52. Based on an analysis of theoretical visibility and potential views, **Table 16.11**, **Table 16.12** and **Table 16.13** provide information on which settlements, land routes and ferry routes within 40 km are carried forward for detailed assessment.

53. Where there is limited theoretical visibility, or where actual visibility from a settlement or route is likely to be limited due to localised screening, these receptors are not considered further in this SLVIA, as there is no likelihood for significant effects.

54. An assessment of effects on settlements and routes for each island community is provided in **Section 16.10**.

Table 16.11 Settlements scoped in/ out of the SLVIA

Islands and minimum distance from WDA	Theoretical visibility of Project (ZTV coverage) and distance to determine which receptors are scoped in / out of the SLVIA
Colonsay and Oronsay 12.5 km	There is no theoretical visibility from Scalasaig, the only identified settlement on Colonsay. Therefore, this settlement is **scoped out of the assessment**.
Islay 15.0 km	There is theoretical visibility from Portnahaven on the Rinns, Bowmore and Bridgend on Loch Indaal, and Glenegedale by Laggan Bay. Visual receptors at these settlements are **scoped into the assessment**. There is no theoretical visibility from other settlements on the south and east coasts of Islay.
Jura 28.0 km	There is no theoretical visibility from any defined settlements on Jura, which are mainly located on the east coast. Therefore, these settlements are **scoped out of the assessment**.
Mull and Iona 19.9 km	There is theoretical visibility from the small settlements of Baile Mor and Fionnphort, either side of the Sound of Iona. Visual receptors at these settlements are **scoped into the assessment**.
Tiree 35.2 km	There is theoretical visibility from the small settlements of Balephuil, Hynish, Balemartine, Crossapol and Scarinish. Visual receptors at these settlements are **scoped into the assessment**.

Table 16.12 Land-based routes scoped in / out of the SLVIA

Islands and minimum distance from WDA	Theoretical visibility of Project (ZTV coverage) and distance to determine which receptors are scoped in / out of the SLVIA
Colonsay and Oronsay 12.5 km	There is theoretical visibility from parts of the B8086, B8087 and B8085. There is also theoretical visibility from Core Paths C048, C047, C046, C045(a) and CO45(b). Visual receptors travelling on these routes are **scoped into the assessment.**
Islay 15.0 km	There is theoretical visibility from parts of the A846 and parts of the B8016, B8017 and B8018. There is also theoretical visibility from Core Paths C511, C512, C054, C055, C056, C057, CO58, CO61, CO63, CO68, CO69, CO70 and CO71. Visual receptors travelling on these routes are **scoped into the assessment.**
Jura 28.0 km	There is no theoretical visibility from the A846 or any of the Core Paths on Jura, which are mainly located in the south and east of the island. Therefore, these routes are **scoped out of the assessment**.
Mull and Iona 19.9 km	There is very limited theoretical visibility from the A849 and B8035, and these routes are therefore **scoped out of the assessment**. There is theoretical visibility from parts of Core Paths C483 and C484 on Iona, and Core Paths C040, CO41, C515, C401 and C042 on Mull. Visual receptors travelling on these routes are **scoped into the assessment.**

Islands and minimum distance from WDA	Theoretical visibility of Project (ZTV coverage) and distance to determine which receptors are scoped in / out of the SLVIA
Tiree 35.2 km	There is theoretical visibility from parts of the B8065, B8066 and B8067. There is also theoretical visibility from Core Paths C003, C004, C326, C002(a), C002(b) and C001. Visual receptors travelling on these routes are **scoped into the assessment.**

Table 16.13 Ferry routes scoped in / out of the SLVIA

Ferry Routes	Theoretical visibility of Project (ZTV coverage) and distance to determine which routes are scoped in / out of the SLVIA
Oban to Colonsay	There is theoretical visibility between the entrance to the Sound of Kerrera and Colonsay, from a distance of approximately 20 km to the WDA at its closest point. **Scoped into the assessment.**
Colonsay to Port Askaig (Islay)	There is theoretical visibility between Colonsay and Rubha a' Mhail at the entrance to the Sound of Islay, from a distance of approximately 20 km to the WDA at its closest point. **Scoped into the assessment.**
Kennacraig to Port Askaig (Islay)	No theoretical visibility and over approximately 30 km from the WDA at its closest point – **scoped out of the assessment.**
Kennacraig to Port Ellen (Islay)	No theoretical visibility and over approximately 44 km from the WDA at its closest point – **scoped out of the assessment.**
Tayvallich to Craighouse (Jura)	No theoretical visibility and over approximately 38 km from the WDA at its closest point – **scoped out of the assessment.**
Port Askaig (Islay) to Feolin (Jura)	No theoretical visibility and over approximately 30 km from the WDA at its closest point – **scoped out of the assessment.**
Oban to Coll and Tiree	Very distant theoretical visibility, over approximately 40 km from the WDA at its closest point – **scoped out of the assessment.**

16.7.2 Other Windfarm Development

55. In line with NatureScot guidance (NatureScot, 2021), the scope for the assessment of current and potential future cumulative seascape, landscape and visual effects included consideration of other windfarm proposals within an initial 60 km radius search area from the WDA, as shown in **Figure 16.15**.

56. To allow sufficient time to prepare the assessment and visualisations, a cut-off date of 6 months prior to application submission was applied for the inclusion of developments within the cumulative assessment.

57. The approach to cumulative assessment is described in **Chapter 5 EIA Methodology** and summarised in **Section 16.9.3**. This identifies three tiers of projects, indicating the level of certainty that can be assigned to each project.

20000 40000 60000 80000 100000 120000 140000 160000 180000

760000 740000 720000 700000 680000 660000 640000 620000

10km
20km
30km
40km
50km
60km

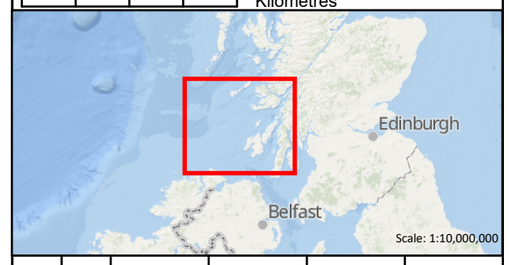
Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area

Windfarm Status
Design/Scoping
Malin Sea Offshore Wind

N

0 10 20
Kilometres



Scale: 1:10,000,000

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000016		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.15:
Other Wind Farm Developments - 60km

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Service Layer Credits: World Ocean Reference: Sources: Esri, TomTom, Garmin, GEBCO, National Geographic, NOAA, and the GIS User Community World Ocean Base: Esri, GEBCO, Garmin, NaturalVue. © Crown copyright and database rights 2026 Ordnance Survey AC0000808122.

NOT TO BE USED FOR NAVIGATION

Haskoning
Enhancing Society Together

ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_15_OtherDevelopments_A3L

58. At the time of writing the assessment, no relevant Tier 1 or Tier 2 windfarms (onshore or offshore) or other relevant projects were identified within the SLVIA Study Area. Single turbines were not included in the assessment as it was judged that there was no potential for their interaction with the Project to give rise to significant effects.

59. Two offshore windfarms at pre-scoping stage (Tier 3) were identified as follows:

- Malin Sea Wind Offshore Wind Farm – 100 MW floating windfarm proposal up to five floating WTGs (tip height unknown), located to the south of Islay, approximately 42 km to the south-west of the WDA – the project has an agreement as part of the Innovation and Targeted Oil & Gas (INTOG) leasing round, but no Scoping Report has been submitted; and
- Nomadic Offshore Wind Farm – 500 MW floating windfarm proposal in the Irish Sea. Exact location, number of turbines and tip height unknown.

60. Given the limited information available for Nomadic Offshore Wind Farm this project was scoped out of the assessment. The assessment of cumulative effects focuses on the relationship between the Project and Malin Sea Wind Offshore Wind Farm. The location of Malin Sea Wind Offshore Wind Farm is illustrated in the relevant wirelines in Figures 16.2.1 to 16.2.30 of **Appendix 16.4 SLVIA Visualisations**.

16.7.3 Predicted Future Baseline

61. As noted above, there are a small number of offshore windfarm proposals in the SLVIA Study Area that are at the early stages of planning. There is the potential for these offshore windfarms to become operational whether or not MachairWind goes ahead.

62. More generally, in the absence of the Project, the WDA would remain as an area of open sea, with its character dependent on marine activities such as shipping or fishing that may take place. Across the wider SLVIA Study Area, changes to the seascape baseline will include those driven by coastal processes such as erosion at the coastal edge, potentially exacerbated by sea level rise in the long term. Onshore land use change will also continue, including built development in coastal and inland areas. Overall changes in the baseline will be small scale and incremental over time.

16.7.4 Data Limitations and Assumptions

63. No substantial information gaps have been identified during the preparation of baseline information or undertaking of the assessment, and it is considered that there is sufficient information to enable an informed decision to be taken in relation to the identification and assessment of likely significant effects on seascape, landscape, views and visual amenity.

64. With regard to offshore windfarms considered in the cumulative assessment, certain data has been sourced from publicly accessible locations including developer websites. Layouts are approximate, and any discernible discrepancies between cumulative wirelines and baseline photography are not considered sufficient to alter the reliability of the images or result in material changes to the assessment presented in this chapter.

65. Atmospheric visibility data for observation stations on Islay and Tiree was obtained from the Met Office. Atmospheric visibility would limit views of offshore development (see **Section 16.10.1.1**), but to assess worst-case, the assessment assumes conditions of ‘excellent’ atmospheric visibility. In reality, variable weather conditions would frequently reduce the level of visibility of the Project.

16.8 EMBEDDED MITIGATION MEASURES

66. This section outlines the embedded mitigation relevant to the SLVIA (as shown in Table 1.1 of the **Mitigation Register**). Where additional mitigation measures are required to mitigate potentially significant effects (in EIA terms), these are detailed in the impact assessment.

67. Mitigation of landscape, seascape and visual impacts can be achieved mainly by maximising the distance between WTGs and the locations of sensitive receptors, which tend to be along the coast. As well as distance, impacts may be reduced by limiting the horizontal spread of WTGs across the skyline, so that they occupy a narrower angle of view when seen from the coast. The arrangement of WTGs may be apparent from certain angles, where lines or rows of WTGs are seen. This effect would vary as the viewer moves around the WDA, and the arrangement of WTGs is unlikely to influence the significance of an effect.

68. Committed mitigation measures are set out in **Table 16.14**. These measures have taken cognisance of the advice given by NatureScot in relation to Plan Option W1 (SNH, 2020), and which is also presented in Appendix C to the draft SMP-OWE (Scottish Government, 2025).

Table 16.14 Embedded mitigation measures for seascape, landscape and visual receptors

ID	Mitigation Measure	Description	Securing Mechanism
M-20	Lighting and Marking Plan (LMP)	Development of, and adherence to, a Lighting and Marking Plan (LMP). This plan will set out the marine and aviation navigational lighting and marking measures to be applied during the construction and operation of the WDA. This will be in accordance with **Appendix 12 Outline LMP** which will incorporate the requirements of the Air Navigation Order 2016, of the MOD and other relevant legislation and guidance. Infrared lights will be installed on the WTGs to ensure full compliance.	Section 36 and marine licence consent conditions. An outline LMP has been provided in **Appendix 12 Outline LMP**.
M-43	Distance from Coast	The northern and eastern boundary of the WDA has been defined by implementation of a buffer of at least 12 km from the nearest points of Islay and Colonsay. This will reduce the magnitude of impact on seascape, landscape and visual impact receptors. Further refinement of the WDA boundary is likely once additional data is collected following the completion of further WDA surveys and studies, and as part of the outcomes of the EIA process, including feedback from stakeholders.	Secured under the proposed Section 36 and marine licence condition detailed in Section 2.4.2 of the **Planning Statement**.
M-46	Decommissioning Programme.	Development and adherence to a Decommissioning Programme. This programme will identify all the items of equipment, infrastructure and materials that have been installed or drilled and describes the decommissioning solution for each, whilst considering the potential	Section 36 and marine licence consent conditions. Secured via a Decommissioning Programme, which will be developed and submitted to Scottish Ministers for approval before commencement of construction.

ID	Mitigation Measure	Description	Securing Mechanism
		environmental effects of each method alongside appropriate mitigation techniques that can be implemented.	
M-48	WDA boundary refinement	The WDA has been refined following review of the Scoping Opinion and further public and stakeholder consultation to reduce potential impacts on various receptor groups. The northern, eastern and southern boundaries of the WDA have been refined, resulting in an overall reduction of the WDA by approximately 40% when compared with the W1 Plan Option Agreement Area. The reduction in the WDA has also reduced the horizontal spread of WTGs. Further information is provided in **Chapter 4 Site Selection and Alternatives**.	Secured within the Location Plan submitted alongside the Generation and Transmission Marine Licence Applications.
M-49	Dubh Artach setback distance	A two nautical mile buffer has been introduced around the helipad at Dubh Artach lighthouse to ensure the safety of any vessels and helicopters associated with any works for the lighthouse.	Secured within the Location Plan submitted alongside the Generation and Transmission Marine Licence Applications.

69. Further refinement of the WDA boundary is likely post-consent, once additional data is collected following the completion of further WDA surveys and studies, and as part of the outcomes of the EIA process, including feedback from stakeholders and the NatureScot collaborative working arrangement.

70. A range of tools exist that are designed to reduce the quantity and the intensity of aviation lighting while maintaining aviation safety and complying with the required UK aviation standards. The Applicant is aware of the ongoing development of Aircraft Detection Lighting Systems (ADLS) for use as a potential mitigation measure to reduce the night-time effects from WTG aviation lighting. ADLS has been trialled for onshore windfarms in the UK and has been deployed for offshore windfarms internationally. The Applicant will work with stakeholders post-consent, including the CAA, to identify the most appropriate mitigation option(s) and has requested further consultation with the CAA on the matter once they have had the opportunity to review the final Section 36 and Marine Licence Application documentation.

16.9 APPROACH TO ASSESSMENT

71. As noted above, this topic chapter considers the SLVIA Study Area and existing environment only. A combined assessment of the construction, O&M and decommissioning of the WDA activities, Offshore ECC and OnTDA activities (commensurate with the level of detail that is available at the time of carrying out that appraisal) is also provided and the methodology for this is described in **Section 16.9.2**. This approach will ensure a holistic view is undertaken of the entire Project.

16.9.1 Windfarm Development Area-Alone

16.9.1.1 Methodology

72. **Chapter 5 EIA Methodology** provides a summary of the general impact assessment methodology applied in this WDA EIAR. The assessment uses the conceptual 'source-pathway-receptor' model. The model identifies potential impacts resulting from the proposed activities on the environment and sensitive receptors within it.

73. The SLVIA methodology was prepared based on the principles contained within Guidance for Landscape and Visual Impact Assessment (Third Edition) (GLVIA3) and is described in detail in **Appendix 16.1 SLVIA and Visualisation Methodology**. This should be referred to while reviewing the findings of this assessment to gain a clear understanding of how judgements of significance are informed.

74. The key steps in the methodology for assessing both seascape / landscape and visual effects are as follows:

- The 'Study Area' is defined (in this case 60 km from the WDA, with a focus on LCTs and CCAs within 40 km), and the area from which the Project may theoretically be visible is established through creation of a ZTV map (refer to **Figure 16.2** to **Figure 16.5**);
- The landscape of the Study Area is analysed, and seascape / landscape receptors identified, using a combination of the ZTV, desk-based research and observations made whilst undertaking fieldwork;
- The visual baseline is recorded in terms of the places where people are likely to be affected by views of the Project, and the nature of views and visual amenity, as seen by different groups of people;
- Representative viewpoints (both daytime and night-time views), for which visualisations are prepared, are selected (including representative viewpoints, specific viewpoints and illustrative viewpoints as set out in GLVIA3), in consultation with Argyll and Bute Council, NatureScot and community members;
- Likely effects, including cumulative effects, on landscape and visual resources are identified; and
- The level and significance of landscape and visual effects are judged with reference to the sensitivity of the receptor, which considers both susceptibility and value, and the magnitude of the effect, which considers a combination of judgements including scale, geographical extent, duration and reversibility.

16.9.1.2 Significance of Effect

75. An assessment of seascape, landscape and visual effects requires consideration of the sensitivity of the receptor and the magnitude of the effect on the receptor, informed by professional judgement, best practice guidance, legislation, and any relevant statutory designations. **Appendix 16.1 SLVIA and Visualisation Methodology** provides full details of the criteria considered in judging the identified aspects of sensitivity and magnitude.

76. In applying this methodology, professional judgement contributes to concluding significance of effects. This judgement draws on the assessor's technical expertise, knowledge of the receiving environment, and understanding of how similar developments have influenced comparable receptors. Judgement also considers the quality and confidence of the available data (**Section 16.7.4**), the level of uncertainty associated with predicted impacts, and any relevant guidance or industry standards. Professional judgement ensures that the matrix outputs are interpreted in context, allowing the assessor to account for site-specific conditions, receptor

sensitivities that may cut across criteria, and the nature of the predicted changes. This approach ensures that the determination of significance is robust, transparent and proportionate.

16.9.1.2.1 Criteria for Assessing Sensitivity of Receptors

77. Judgements regarding the sensitivity of seascape, landscape or visual receptors require consideration of both the susceptibility of the receptor to the type of development proposed, and the value attached to the landscape or visual resource. Judgements are recorded as **high**, **medium** or **low**.

16.9.1.2.2 Criteria for Assessing Magnitude of Impact

78. The magnitude of impact was identified through consideration of the degree of change to baseline conditions predicted as a result of the Project. Judgements regarding the magnitude of seascape / landscape or visual change are recorded as **high**, **medium**, **low** or **barely perceptible** and combine an assessment of the scale and geographical extent of the seascape / landscape or visual change, its duration and reversibility.

79. All assessments assume clear visibility to consider worst-case, although information on frequency of clear visibility is provided for context. Refer to **Section 16.7.1.3.1** for details of visibility.

16.9.1.2.3 Criteria for Assessing Significance

80. The sensitivity of the seascape / landscape or visual receptor and the magnitude of the predicted change is used as a guide to predict the significance of the likely effects. It should be noted that the relationship between sensitivity and magnitude is not always linear, and therefore a rigid matrix-type approach is not used. Instead, the determination requires the application of professional judgement and experience to take on board the many different variables which need to be considered, and which are given different weight according to site-specific and location-specific considerations in each instance.

81. Levels of effect are identified as **major**, **moderate**, **minor**, or **negligible**. Moderate and major effects are considered significant in the context of the EIA Regulations. Judgements were made on a case-by-case basis, guided by the principles set out in Diagram 1 in **Appendix 16.1 SLVIA and Visualisation Methodology**.

82. In terms of the direction of effects (positive or adverse), there is a wide spectrum of opinion with regard to wind energy development. Taking a precautionary stance, effects are assumed to be adverse, unless stated otherwise.

16.9.2 Combined Assessment: Windfarm Development Area, Offshore Export Cable Corridor and Onshore Development Transmission Development Area Methodology

83. This section presents how the Applicant will assess interactions between the WDA, Offshore ECC and OnTDA (i.e. considering impact interactions and additive effects to determine if any effects would be materially elevated from those assessed for the WDA-alone assessment). The approach enables potential interactions between each Development Area to be identified and assessed, ensuring a whole Project assessment is undertaken in a manner that is meaningful and proportionate. This is referred to as the combined assessment.

84. In this context, interactions are considered where there may be spatial overlap of effects and additive effects are considered where there may be incremental effects on the same receptor, including increased temporal effects.

85. Worst-case scenarios for all WDA infrastructure (which includes OSPs and subsea cables) has been incorporated into the worst-case scenario for the WDA-alone assessment (**Table 16.4** and **Section 16.10.1**).

86. To inform the combined assessment a set of assumptions were developed which includes a preliminary boundary for the Offshore ECC and OnTDA (connect point new Girvan, South Ayrshire), anticipated project components and associated construction methods and timelines. These are set out in **Chapter 3 Project Description**, Sections 3.7 and 3.8. Offshore and onshore engineering and environmental surveys enabling Offshore ECC and OnTDA corridor refinement are anticipated to take place after the WDA EIAR has been submitted to the consenting authorities.

87. Within the upcoming Offshore ECC and OnTDA consenting applications, their respective scoping and EIARs will take account of all likely effects predicted within the WDA EIA and present updated combined assessments using the latest available information covering all aspects of the Project.

88. **Section 16.10.2** includes a qualitative discussion where potential interactions and additive effects between the WDA and the Offshore ECC and OnTDA have been identified, with the aim of determining whether effects could result in those of greater significance than assessed for the WDA-alone assessment. To accompany the description, a combined assessment summary table is provided. Only residual effects from the WDA-alone assessment are taken forward for consideration in the combined assessment.

16.9.3 Night-time Effects Assessment Methodology

16.9.3.1 Introduction

89. The WTGs and OSPs will be lit in accordance with requirements of the Northern Lighthouse Board (NLB), Maritime and Coastguard Agency (MCA), Ministry of Defence (MOD) and Civil Aviation Authority (CAA). Full details are presented in **Appendix 12 Outline Lighting and Marking Plan**.

90. The introduction of visible marine navigation and aviation lighting may lead to potentially significant effects on seascape, landscape and visual receptors. This is particularly the case where there are fewer sources of artificial lighting, and where darkness or dark skies are an integral and valued aspect of the seascape / landscape.

91. An assessment of effects of visible lighting on seascape, landscape and visual receptors was undertaken and is presented for each receptor in **Section 16.10**.

16.9.3.2 Methodology

92. This assessment has been carried out in accordance with **Appendix 16.1 SLVIA and Visualisation Methodology**. In addition, the assessment reflects the principles contained within NatureScot's Guidance on Aviation Lighting Impact Assessment (2024). Although this guidance relates to onshore windfarms, it is considered that the principles also apply to the assessment and illustration of effects of marine navigation and aviation lighting on offshore windfarms.

93. The assessment is based on the realistic worst-case scenario set out in **Section 16.6**.

16.9.4 Cumulative Effects Assessment Methodology

94. The CEA considers the impacts arising from the activities and infrastructure associated with the whole-Project (i.e. the WDA, Offshore ECC and OnTDA) as well as cumulatively with other relevant plans, projects and activities. The general approach to the CEA for the SLVIA includes identifying potential cumulative effects, identifying a short list of plans and projects for consideration and

evaluating the significance of cumulative effects. **Chapter 5 EIA Methodology** provides further details on the general approach to the CEA.

95. In line with the methodology set out in **Chapter 5 EIA Methodology**, the CEA is considered in two main stages with stage 1 split into two steps:

- **Stage 1a**: Screening of Potential Cumulative Impacts;
- **Stage 1b**: Screening of other plans, projects and activities; and
- **Stage 2:** CEA.

96. Stage 1a involves the screening / identification of which whole-Project impacts could have a cumulative effect with other plans, projects and activities (described as 'impact screening').

97. Stage 1b is the screening of other plans, projects and activities. In accordance with guidance documents discussed in **Chapter 5 EIA Methodology**, other plans or projects that are deemed likely to go ahead or are going ahead, and for which sufficient information is available, to conduct a meaningful assessment, have been taken forward for consideration in **Appendix 5.1 Cumulative Projects Long and Short Lists**. If sufficient detail is not available, it is not possible to conduct a meaningful assessment of potential cumulative effects and therefore, these developments are not considered further. For the purposes of the CEA Long-List, the criteria of other plans or projects that are proposed for consideration include those which are 'reasonably foreseeable' such as those:

- Which have become operational since baseline data was collected;
- Under construction;
- Permitted application(s), but not yet implemented;
- Submitted application(s) not yet determined; and
- Plans and projects which are with design information in the public domain, including those that requested a Scoping Opinion up to six months prior to submission of the WDA application date as follows:
  - Projects in Scottish waters;
  - Projects in English, Welsh and Northern Irish waters, or other non-UK waters if considered to be relevant, have connectivity, or the potential for a cumulative effect;
  - Offshore wind projects granted an Option Agreement or Agreement for Lease; and
  - Non-wind projects.

98. The CEA Long-List has been developed based on the above criteria, and has been screened for each potential impact-receptor pathway using the following process:

- **Conceptual overlap**: an impact-receptor pathway describes an impact which has the potential to directly or indirectly affect the receptor(s) in question;
- **Physical overlap**: ability for impacts arising from the WDA, Offshore ECC and OnTDA to overlap with those from other plans or projects on a receptor basis. An overlap of the Zones of Influence (ZoIs) arising from the two (or more) projects/plans must be established for a cumulative effect to arise. There are exceptions to this for certain mobile receptors that are potentially subject to impacts from multiple plans or projects; and
- **Temporal overlap**: for a cumulative effect to arise from two or more plans or projects, a temporal overlap of impacts arising from each must be established. Some impacts are active only during certain phases of the WDA (e.g. piling noise during construction). However, the absence of a strict overlap may not necessarily mean there is no potential for cumulative effect, as receptors may become further affected by additional, non-temporally overlapping projects.

99. The cumulative assessment is based on the additional effect of the Project in conjunction with other developments of the same type i.e. other windfarms. A search of onshore windfarms within the 60 km ZoI for seascape, landscape and visual has not yielded any positive results and therefore onshore projects / activities are screened out of the CEA.

100. Stage 2 is the assessment of cumulative effects. For the assessment stage, information has been gathered based on the CEA Long-List (**Appendix 5.1 Cumulative Projects Long and Short Lists**) of plans or projects taken forward from the screening stage. A tiered approach is used to provide a framework for placing relative weight on the potential for each plan or project to be included in the CEA, based on the plan or project's current stage of maturity, certainty in the design or effects and overall availability of detail on which to carry out an assessment. Projects or plans that were assessed in Stage 2 use the following tiers:

- Tier 1 assessment: projects which are operational (but not part of the baseline), under construction, those with consent and those projects where an application has been submitted but not yet determined;
- Tier 2 assessment: all plans/projects assessed under Tier 1, plus those projects with a Scoping Report and/or Scoping Opinion; and
- Tier 3 assessment: all plans/projects assessed under Tier 1 and Tier 2, plus those projects likely to come forward where a Crown Estate Scotland (CES) Option to Lease Agreement or equivalent has been granted (i.e., ScotWind and INTOG projects).

101. The projects within these tiers that are relevant to this SLVIA are noted in **Section 16.7.2**. Onshore and offshore windfarm proposals were considered.

16.10 ASSESSMENT OF SIGNIFICANCE

16.10.1 Windfarm Development Area-Alone Assessment of Significance

102. The potential effects on seascape, landscape and visual receptors that may occur during construction, operation and decommissioning of the WDA are assessed in the following sections. The assessment follows the methodology set out in **Section 16.9.1** and is based on the realistic worst-case scenarios defined in **Section 16.6**, with consideration of embedded mitigation measures identified in **Section 16.8.** The assessment is structured so that effects during construction follow those during operation; this is to avoid the repetition of information which is common to both assessments.

103. A commentary on the alternative design scenario of 144 WTGs (maximum tip height of 280 m) is provided for the visual assessment only, including whether this would result in a change to the identified magnitude of impact.

104. This assessment has been undertaken on the basis of all embedded mitigation measures outlined in **Table 16.14**. The embedded mitigation measures relevant for each impact are listed in the summary **Table 16.66**.

16.10.1.1 Effects on Landscape Character during Construction and Operation

105. LCTs within the SLVIA Study Area are illustrated on **Figure 16.11**, with theoretical visibility from those areas within a 40 km radius shown on **Figure 16.12**. The assessment describes the potential effects on onshore landscape character resulting from the introduction of the Project during the construction and operational phases. The assessment is focused on LCTs where potentially significant effects are considered likely, as detailed in **Table 16.6**.

106. The majority of effects on coastal and onshore landscape character during the construction phase would be short-term and reversible, limited to the influence of medium to long distance views of construction work taking place within the WDA. Effects on landscape character would arise from views of vessels and equipment within and moving to and from the WDA. Effects on landscape character would also arise from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected.

107. Operational effects are long-term, reversible and adverse unless otherwise stated. Given the limited nature of other windfarm proposals within the SLVIA Study Area, no cumulative assessment was undertaken.

108. Measures to reduce effects upon the seascape / landscape resource were predominantly achieved through the design of the Project, as set out in **Section 16.8** and **Chapter 4 Site Selection and Alternatives**. **Section 16.10.1.7** discusses the approach to additional mitigation. Further design development would be undertaken prior to construction. This will be informed by the Design Objectives that have been agreed with NatureScot, and which are set out in **Appendix 15 Design Strategy Document**. Application of these objectives would result in reduced effects on seascape, landscape and visual receptors, particularly with regard to NSAs. Therefore, the seascape, landscape and visual effects of the implemented Project may be less than set out within this SLVIA but would not be any greater.

Table 16.15 Construction and operational effects on LCT 49 - Island Mixed Farmland

Receptor	LCT 49 - Island Mixed Farmland
Baseline Description	This LCT occurs in several places within 40 km of the WDA including: coastal and inland areas on Tiree to the north; across the whole of Iona to the north-east; across the majority of Colonsay and Oronsay to the east; and across coastal and inland areas on Islay to the south-east of the WDA. The key characteristics of the LCT are as follows: • "*Undulating, uneven landform with rocky outcrops on the lower margins of the upland moor.* • *Indented rocky coastline with some small sandy bays.* • *Diverse patchy mix of moorland, grassland, peaty marsh and woodland.* • *Typically geometric fields, divided by broken stone walls on upper slopes and wire fences or straight drainage ditches on the glen floor.* • *Some conifer plantations and deciduous woodland associated with larger farms and estates on sheltered glen slopes.* • *Many scattered small settlements and isolated farms and cottages.* • *Archaeological sites*."[1]
Sensitivity	This is a smaller scale landscape, with a diverse landscape pattern, and given its island context it has a strong relationship with the sea. This indicates a high susceptibility to the type of development proposed. Parts of the LCT, along the coastal edge to the north-west of Islay, are in a local level landscape designation (North and West Islay (Coast) LLA). Most of the LCT is outside of nationally and locally designated landscapes. The LCT is of high scenic quality, has recreational value, a diversity of habitats and archaeological sites. Value is judged to be high overall. The sensitivity of the receptor is considered to be **high**.

[1] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 49 Island Mixed Farmland.

Receptor	LCT 49 - Island Mixed Farmland
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters beyond 12 km to the west of Colonsay, Oronsay and Islay, and with increasing distance from LCT units in the north (Tiree), north-east (Iona) and south-east (Islay) of the SLVIA Study Area. Given the island and coastal nature of these landscapes, the ZTV in **Figure 16.12** indicates widespread visibility. Areas in visual shadow tend to be more inland (where undulations in the landscape provide screening) or from coastal edges which are not orientated towards the Project. There are some areas of woodland, more so focused along inland glens on Islay, which would reduce actual visibility. However, and given the open and often coastal nature of these landscapes, actual visibility is likely to closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 67 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of lower lying views from the open coastal edges of these islands, or slightly more inland (and elevated) views, looking over the farmed foreground and out to sea. The following viewpoints are representative of these views and include: • Viewpoint 3 – Kilchoman, Islay (Figure 16.2.3 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 13 – Oronsay Priory, Oronsay (Figure 16.2.13 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 22 – Dun I, Iona (Figure 16.2.22 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 29 – Hynish, Tiree (Figure 16.2.29 of **Appendix 16.4 SLVIA Visualisations**). In all these views the Project would create a notable new offshore feature, with turbines seen across seaward horizons. The scale of change would vary with increasing distance. Whilst this landscape is quite settled in nature it has a highly rural feel, more historic character and a strong relationship with the sea. Introducing large scale modern features into the offshore view would alter these perceptual characteristics. The scale of change is judged to be large from the units of the LCT with visibility within approximately 20 km of the WDA, namely across Colonsay, Oronsay and in the north-west of Islay along the coast and extending inland to include Loch Gorm and surrounds. The scale of change would reduce to medium on Iona, along the Sound of Iona, and small from units on Tiree and in central and south Islay. The geographical extent of the effect would be medium in relation to the scale of the LCT within the SLVIA Study Area. The magnitude of impact is judged to be **high** across Colonsay and in the north-west of Islay, reducing to **medium** on Iona and **low** elsewhere.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **major and significant** effects are predicted from LCT units with visibility within approximately 20 km of the WDA. This includes LCT units on Colonsay, Oronsay and areas in the north-west of Islay, along the coast and extending inland to include Loch Gorm and surrounds. Effects would reduce to **moderate and significant** from the LCT unit on Iona, along the Sound of Iona. Effects would be **minor and not significant** for units on Tiree and more distant parts of central and southern Islay.
Magnitude of impact and significance (construction)	During construction, the magnitude of impact is judged to be **high** across Colonsay and in the north-west of Islay, reducing to **medium** on Iona and **low** elsewhere. Effects would be **major and significant** on LCT units on Colonsay, Oronsay and areas in the north-west of Islay, and **moderate and significant** on Iona. Effects would be **minor and not significant** for units on Tiree and more distant parts of central and southern Islay.

Table 16.16 Construction and operational effects on LCT 58 – Sand Dunes and Machair

Receptor	LCT 58 - Sand Dunes and Machair
Baseline Description	This LCT occurs in several smaller areas, including: in the west of Tiree; two bays in the north and west of Colonsay; several small bays and headlands in the northwest of Islay; and Laggan Bay in the south of Islay. The key characteristics of the LCT are as follows: • "*Open, windswept sand dunes in broad coastal bays.* • *Calcareous grasslands with important and rare plant communities.* • *Patches of marram grass.* • *Strong contrasts in colour and texture between dunes and the large, fertile arable fields inland.* • *Large, prominent farms.* • *Golf courses and hotels*."[2]
Sensitivity	This is an open, coastal landscape which is largely unsettled and displays strong qualities of naturalness. This indicates a high susceptibility to the type of development proposed. Parts of the LCT, along the coastal edge in the north-west of Islay, are in a local level landscape designation (North and West Islay (Coast) LLA). Most of the LCT is outside of nationally and locally designated landscapes. The LCT is of high scenic quality, has recreational value and important and rare plant communities. Value is judged to be high overall. The sensitivity of the receptor is considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters beyond 12 km to the west of Colonsay and Islay, and with increasing distance from LCT units in the North (Tiree), and south-east (Laggan Bay) of the SLVIA Study Area. Given the coastal and open nature of these landscapes, the ZTV in **Figure 16.12** indicates widespread theoretical visibility. Actual visibility would closely reflect this due to the lack of buildings and vegetation. The exception to this is Kiloran Bay on Colonsay, which is sheltered from direct views given its orientation and rising ground to the west of the bay which provides shelter. The Project would occupy a maximum horizontal angle of view of approximately 66 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual qualities of the landscape. When visible, the Project would typically be seen in the context of low lying coastal views, where there is a very direct relationship between the landscape and the sea. The following viewpoints are representative of these views and include: • Viewpoint 1 – Ardnave Point, Islay (Figure 16.2.1 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 2 – Saligo Bay, Islay (Figure 16.2.2 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 30 – Crossapol Bay, Coll (Figure 16.2.30 of **Appendix 16.4 SLVIA Visualisations**). From the LCT on Colonsay and Islay, and when visible, the Project would create a notable new offshore feature, with turbines seen across seaward horizons. The scale of change would vary with increasing distance, as highlighted in the view from Coll (which is beyond

[2] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 58 Sand Dunes and Machair.

Receptor	LCT 58 - Sand Dunes and Machair
	40 km distance and more representative of longer distance views from Tiree, in the north of the Study Area). This landscape has an open and natural character, and a strong relationship with the sea. As such, introducing large scale modern features into the offshore view would alter these perceptual characteristics. The scale of change is judged to be large from the LCT with visibility within approximately 20 km of the WDA, namely the two bays in the north and west of Colonsay and several small bays and headlands in the northwest of Islay. The scale of change would reduce to small from the LCT unit on Tiree and from Laggan Bay on Islay. The geographical extent of the effect would be medium in relation to the scale of the LCT within the SLVIA Study Area. The magnitude of impact is judged to be **high** within approximately 20 km of the WDA, from the two bays in the north and west of Colonsay and several small bays and headlands in the northwest of Islay. The magnitude of impact would reduce to **low** from the LCT unit on Tiree and from Laggan Bay on Islay.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **major and significant** effects are predicted from the two bays in the north and west of Colonsay and several small bays and headlands in the northwest of Islay. Effects would reduce to **minor and not significant** from the LCT unit on Tiree and from Laggan Bay on Islay.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **high** from Colonsay and north-west of Islay, reducing to **low** from Tiree and Laggan Bay on Islay. Effects would be **major and significant** from Colonsay and north-west Islay, and **minor and not significant** from Tiree and Laggan Bay on Islay.

Table 16.17 Construction and operational effects on LCT 42 – Rocky Moorland – Argyll

Receptor	LCT 42 – Rocky Moorland – Argyll
Baseline Description	This LCT occurs in the following areas in the west of Islay: on the north-west coast; on the headland at Coul Point; and across the south of the Rinns. The key characteristics of the LCT are as follows: • "*A rocky upland plateau dissected by deep gullies.* • *The plateau slopes to the east, with a sequence of craggy summits along the upper western edge.* • *Rocky coastline with steep cliffs and narrow inlets.* • *Extensive grassland, broken by rocky outcrops and occasional patches of blanket bog and small lochs.* • *Extensive conifer plantations on eastern slopes of plateau.* • *Scattered, isolated farms reached by narrow, winding moorland roads.* • *Exposed and windswept.* • *Numerous archaeological sites*."[3]
Sensitivity	Whilst parts of the landscape have a simpler terrain and landcover, this is a rugged landscape with a complex coastal edge. The undeveloped nature and historic landscape features also increase susceptibility. The LCT has a high susceptibility to the type of development proposed.

[3] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 42 Rocky Moorland – Argyll.

Receptor	LCT 42 – Rocky Moorland – Argyll
	Parts of the LCT, along the coastal edge to the north-west of Islay, are in a local level landscape designation (North and West Islay (Coast) LLA). The LCT is of high scenic quality, has recreational value and archaeological sites. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters approximately 15 km to the north-west of Islay. The ZTV in **Figure 16.12** indicates an intermittent pattern of visibility, which is focused along the north-western coastal edge and north-western facing slopes of the three LCT units. These areas are all very open in character, so actual visibility will closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 71 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of slightly elevated views either from the rugged coastal edge or looking over the rocky moorland foreground and out to sea. Viewpoint 4 - Creag Bealach na Caillich, Islay (Figure 16.2.4 of **Appendix 16.4 SLVIA Visualisations**) is representative of these views. In these views the Project would create a notable new offshore feature, with turbines seen across seaward horizons. Whilst offshore views are not specially referenced in the LCT characteristics, the rocky coastline contributes to the character of this LCT. It also has a very remote feel in places, which views of the sea will contribute towards. Introducing large scale modern features into the offshore view would alter these perceptual characteristics. The scale of change is judged to be large from areas with visibility within approximately 20 km, namely the northernmost units of the LCT encompassing the coastal edge and extending inland to the hills north and west of Loch Gorm. The scale of change would reduce to medium from the coastal edge and hills south of Loch Gorm. At greater distances the scale of change would reduce further to small. The geographical extent of effects is judged to be medium. The magnitude of impact is judged to be **high** from the coastal edge and hills north and west of Loch Gorm, reducing to **medium** from the hills south of Loch Gorm, and **low** elsewhere.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **major and significant** effects are predicted from the coastal edge and extending inland to the hills north and west of Loch Gorm. Effects would reduce to **moderate and significant** from more inland areas of the LCT on the Rinns of Islay, south of Loch Gorm, and **minor and not significant** elsewhere.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **high** from the coastal edge and hills north and west of Loch Gorm, reducing to **medium** from the hills south of Loch Gorm, and **low** elsewhere. Effects would be **major and significant** from the coastal edge and hills north and west of Loch Gorm, reducing to **moderate and significant** from more inland areas of the LCT on the Rinns of Islay, south of Loch Gorm, and **minor and not significant** elsewhere.

Table 16.18 Construction and operational effects on LCT 48 – Lowland Bog and Moor

Receptor	LCT 48 – Lowland Bog and Moor
Baseline Description	This LCT occurs in three areas of Islay: around Loch Gorm on the Rinns; the Gruinart Flats between Loch Gruinart and Loch Indaal; and the coast of Laggan Bay further south. The key characteristics of the LCT are as follows: • "*Extensive low-lying bog, with a flat or hummocky landform.* • *Large lochs and numerous small, rounded pools in hollows.*

Receptor	LCT 48 – Lowland Bog and Moor
	• *Tidal mud-flats and marsh, with winding creeks.* • *Geometric network of straight drainage channels.* • *Few straight roads along outer margins of the moor, raised on low embankments.* • *Open landscape, with occasional linear woodlands on banks of larger, meandering rivers.* • *Internationally significant habitats for nature conservation.* • *Very few settlements*."[4]
Sensitivity	Parts of this landscape are influenced by major roads and infrastructure (Islay Airport), but other areas are largely undeveloped. This is a low lying, open and boggy landscape with sensitive habitats and seaward views. This indicates a high susceptibility to the type of development proposed. Parts of the LCT, along the coastal edge to the north-west of Islay, are in a local level landscape designation (North and West Islay (Coast) LLA). The LCT is of high scenic quality and contains internationally important habitats. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters a minimum of 18 km to the north-west of these LCT units. The ZTV in **Figure 16.12** indicates a widespread pattern of theoretical visibility from the LCT unit around Loch Gorm and the LCT unit to the east of Laggan Bay. From the unit to the south of Loch Gruinart, rising landform to the west limits visibility to the southern part of the unit. These areas are all very open in character, so actual visibility would closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 58 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of slightly elevated views looking over boggy moorland and out to sea. Viewpoint 3 - Kilchoman, Islay (Figure 16.2.3 of **Appendix 16.4 SLVIA Visualisations**) is representative of views from the unit focused around Loch Gorm. In these views the Project would create a notable new offshore feature, with turbines seen across seaward horizons. Whilst offshore views are not specifically referenced in the LCT characteristics, the LCT description does acknowledge the LCT has a relationship with coastal features such as bays and mud flats. The LCT also has a remote feel in places, which views of the sea will contribute towards. Introducing large scale modern features into the offshore view would alter these perceptual characteristics. The scale of change is judged to be high. From the unit to the south of Loch Gruinart and due to the reduced ZTV coverage/ nature of outward views from areas with visibility (which tend to be oriented to the south, towards Loch Indaal) a small scale of change is predicted. From the unit to the east of Laggan Bay, and due to the increased vising distance/ nature of views (which tend to be oriented towards Laggan Bay, to the south-west) a small scale of change is predicted. This LCT is also influenced by the A846 and Islay Airport which locally lowers susceptibility. The geographical extent of effects is judged to be large.

[4] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 48 Lowland Bog and Moor.

Receptor	LCT 48 – Lowland Bog and Moor
	The magnitude of impact is judged to be **high** from the unit around Loch Gorm, reducing to **low** from the units south of Loch Gruinart and east of Laggan Bay.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **major and significant** effects are predicted from the LCT unit focused around Loch Gorm. From the other two LCT units, **minor and not significant** effects are predicted.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **high** from the unit around Loch Gorm, reducing to **low** from the units south of Loch Gruinart and east of Laggan Bay. Effects would be **major and significant** from the LCT unit around Loch Gorm, reducing to **minor and not significant** from the other units.

Table 16.19 Construction and operational effects on LCT 41 – Plateau Moorland – Argyll

Receptor	LCT 41 – Plateau Moorland – Argyll
Baseline Description	Within the Study Area, this LCT occurs in large areas across the eastern and southern parts of Islay, and most of Jura. The key characteristics of the LCT are as follows: • "*Upland plateau with an undulating landform and rocky outcrops.* • *Predominantly open moorland, broken by rock outcrops and upland lochs.* • *Massive scale.* • *Inaccessible and relatively uninhabited, with special wildness qualities and sense of remoteness.* • *Conifer plantations on fringes of upland moor.* • *Extensive areas of blanket bog.* • *Broadleaf woodland limited to a few sheltered coastal cliffs.* • *Occasional farmsteads and fields on edge of moor.*"[5]
Sensitivity	This is a large scale landscape with a simpler terrain and landcover. This indicates a lower susceptibility to the type of development proposed. However, it has wild and remote qualities which increase susceptibility. Overall susceptibility is judged to be medium. The LCT unit on Jura is part of a Wild Land Area and Jura NSA to the south. Parts of the coastline to the north-west of Islay are designated at a local level. The LCT is of high scenic quality, has recreational value and extensive areas of blanket bog. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters a minimum of 20 km from the WDA, to the north-west of this LCT on Islay. The ZTV in **Figure 16.12** indicates widespread theoretical visibility focused along the north-western coastal edges and slopes of this LCT. Coastal edges and slopes facing east are outside of the ZTV. Given the open moorland nature of this landscape actual visibility would tend to closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 56 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of elevated views

[5] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 41 Plateau Moorland – Argyll.

Receptor	LCT 41 – Plateau Moorland – Argyll
	looking over moorland and out to sea. The following viewpoints are representative of these views and include: • Viewpoint 7 – Beinn Bheigier, Islay (Figure 16.2.7 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 10 – Loch Tarbert, Jura (Figure 16.2.10 of **Appendix 16.4 SLVIA Visualisations**) and noting this view is from the coastal edge. In both these views the Project would create a notable new offshore feature, with turbines seen across seaward horizons. The scale of change would vary with increasing distance. Whilst this is a large scale landscape with a simpler terrain and landcover, it has strong qualities of remoteness and wildness. Introducing large scale modern features into the offshore view would alter these perceptual characteristics. The scale of change is judged to be medium from the LCT unit on Islay, including the north-west facing coast and extending inland to moorland hills which form the setting to the coast. From LCT units in the south of Islay and on Jura the scale of change would be small. The geographical extent of effects is judged to be medium. The magnitude of impact is judged to be **medium** from the north-west facing coast of Islay and enclosing moorland hills in the north of Islay. The magnitude of impact would reduce to **low** in the south of Islay and on Jura.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **moderate and significant** effects are predicted from LCT units in the north-west of Islay, reducing to **minor and not significant** in the south of Islay and on Jura.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **medium** from the north-west facing coast of Islay and enclosing moorland hills in the north of Islay, reducing to **low** in the south of Islay and on Jura. Effects would be **moderate and significant** from the LCT in the north of Islay, reducing to **minor and not significant** in the south of Islay and on Jura.

Table 16.20 Construction and operational effects on LCT 44 – Boulder Moors – Argyll

Receptor	LCT 44 – Boulder Moors – Argyll
Baseline Description	This LCT occurs across the western part of the Ross of Mull. The key characteristics of the LCT are as follows: • "*Boulder-strewn moorland with granite and quartzite tors.* • *Frequent small rocky knolls.* • *Rocky bays with off-shore islands.* • *Peat bog, moorland grasses and heather.* • *Peat cutting and rough sheep grazing.* • *Distinctive large stone walls of rounded granite boulders with a characteristic pinkish tone.* • *Derelict stone cottages on windswept moorland; modern development along the principal road.* • *Wild, rugged, open landscape, with coarse textured landform.*"[6]
Sensitivity	This is rugged and diverse landscape, which displays strong qualities of wildness. This indicates a high susceptibility to the type of development proposed.

[6] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 44 Boulder Moors – Argyll.

Receptor	LCT 44 – Boulder Moors – Argyll
	The LCT is within the central, South & West Mull LLA. The LCT is of high scenic quality, has recreational value, a diversity of habitats and is unique within the SLVIA study area. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters approximately 20 km to the south-west of Mull. The ZTV in **Figure 16.12** indicates an intermittent pattern of visibility, which is focused along the south-western coastal edge and south-western facing slopes of the LCT. Whilst there are some areas of native woodland in this LCT, these tend to be focused along lower lying glens with ZTV coverage focused along the coastal edge and open higher ground. As such, actual visibility will closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 41 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of slightly elevated views either from the rugged coastal edge or looking over the rugged moorland foreground and out to sea. Viewpoint 20 - Erraid, Mull (Figure 16.2.20 of **Appendix 16.4 SLVIA Visualisations**) is representative of these views. In these views the Project would create a notable new offshore feature, with turbines seen across seaward horizons. Rocky bays with offshore islands are recognised in the key characteristics of this LCT, and views of the sea will contribute to this feature. The LCT also has a very remote and wild feel, which views of the sea will contribute towards. Introducing large scale modern features into the offshore view will alter these perceptual characteristics. The scale of change is judged to be medium from areas with visibility along the south and west coast, including along the Sound of Iona, reducing to small elsewhere. The geographical extent of effects is judged to be medium. The magnitude of impact is judged to be **medium** from areas with visibility along the south and west coast, including along the Sound of Iona, reducing to **low** elsewhere.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **moderate and significant** effects are predicted from the south and west coast, including along the Sound of Iona, reducing to **minor and not significant** elsewhere.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **medium** from areas with visibility from the south and west coast, including along the Sound of Iona, reducing to **low** elsewhere. Effects would be **moderate and significant** from the south and west coast, including along the Sound of Iona, reducing to **minor and not significant** elsewhere.

Table 16.21 Construction and operational effects on LCT 50 – Stepped Rocky Coastlands

Receptor	LCT 50 – Stepped Rocky Coastlands
Baseline Description	This LCT occurs along the north and south-facing coasts of the Ross of Mull and adjoining forested interior. The key characteristics of the LCT are as follows: • "*Distinctive coastal low stepped headlands and sheltered bays.* • *Undulating, eroded moorland on lower fringes of the high stepped basalt.* • *Low ridges broadly follow a south-east/north-west alignment, with ribbon lochs in the glens.* • *Indented coastline; low headlands have a distinctive stepped profile.*

Receptor	LCT 50 – Stepped Rocky Coastlands
	• *Open moorland broken by rocky outcrops and ledges.* • *Extensive conifer forests on lower slopes of plateau.* • *Diverse, patchy mosaic of woodland, bog and marginal pasture on lower fringes of moor.* • *Scattered small-holdings and cottages on edge of moor.* • *Small estates influence the landscape character in some sheltered coastal bays*."[7]
Sensitivity	This is distinctive, low-lying landscape, with extensive forestry in the interior. This indicates a medium susceptibility to the type of development proposed. Parts of the LCT units on the Ross of Mull are within the Central, South and West Mull LLA. The LCT is of high scenic quality, has recreational value and a diversity of habitats. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters within approximately 27 km of this LCT. The ZTV in **Figure 16.12** indicates an intermittent pattern of visibility, which is focused along the forested lower slopes south of Cruachan Min (376 m AOD). Forestry would reduce actual visibility. There is also some limited theoretical visibility along the shore of Loch Scridian in the north and at Carsaig Bay. The Project would occupy a maximum horizontal angle of view of approximately 30 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen from south and south-west facing slopes of rugged moorland or farmland, in views along and beyond the Ross of Mull. From Carsaig Bay the Project would be seen beyond the headland at Malcolm's Point. Viewpoint 23 – Carsaig Bay, Mull (see Figure 16.2.23 of **Appendix 16.4 SLVIA Visualisations**) is representative of these views. Given the viewing distance (generally beyond 27 km distant) the scale of change is judged to be small. The geographical extent of effects is judged to be small. The magnitude of impact is judged to be **low** from areas with visibility, including south and south-west facing lower slopes and at Carsaig Bay.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **minor and not significant** effects are predicted from the LCT.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **low** from areas with visibility. Effects would be **minor and not significant.**

Table 16.22 Construction and operational effects on LCT 45 – Stepped Cliffs and Terraces – Argyll

Receptor	LCT 45 – Stepped Cliffs and Terraces – Argyll
Baseline Description	This LCT occurs in the west of Mull, including the Ardmeanach peninsula, the eastern part of the Ross of Mull, and the small island of Staffa. The key characteristics of the LCT are as follows: • "*Steep upland summits, with distinctive stepped slope profile.*

[7] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 50 Stepped Rocky Coastlands.

Receptor	LCT 45 – Stepped Cliffs and Terraces – Argyll
	• *Sheer basalt cliffs, surrounded by vegetated scree slopes with low, flat-topped headlands at the coast.* • *Medium to large scale landscape* • *Off-shore islands with a distinctive terraced form.* • *Exposed rock faces and open, windswept moorland.* • *Scrubby birch woodland in crevices, gullies and on the lower cliffs of the coastal terraces.* • *Sparse settlement with few buildings, settlements or fields*."[8]
Sensitivity	This is rugged and diverse landscape, which displays strong qualities of wildness. This indicates a high susceptibility to the type of development proposed. Parts of the LCT units in the west of Mull are within Loch na Keal, Isle of Mull NSA. The LCT is of high scenic quality and has recreational value. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There will be no direct effects on the LCT. The Project would be located in offshore waters just within 30 km of this LCT, from the unit in the far south-west of Mull. The ZTV in **Figure 16.12 i**ndicates an intermittent pattern of visibility, which is focused along the north-western coastal edges and more inland north-western facing slopes. There are some larger areas of coniferous forest across this LCT. However, theoretical visibility is focused within more open parts of the landscape, so actual visibility will closely reflect theoretical visibility. The Project would occupy a maximum horizontal angle of view of approximately 30 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. When visible, the Project would typically be seen in the context of views either from the rugged coastal edge or looking over the rugged moorland foreground and out to sea. Viewpoint 21 – Staffa (Figure 16.2.21 of **Appendix 16.4 SLVIA Visualisations**) is representative of these views. In these views the Project would be seen in the distant seascape. Intervening landform in the far south-west of Mull would partially break up views of the Project. Islands and views of the sea contribute to the character of this LCT. Views of a distant offshore windfarm would influence these characteristics. However, and given the viewing distance (generally beyond 30 km distant) the scale of change is judged to be small. The geographical extent of effects is judged to be medium. The magnitude of impact is judged to be **low** from areas with visibility, including south and west facing coastlines on the Ross of Mull and Ardmeanach peninsula, and areas of higher ground inland.
Effect significance (operation)	When combining judgements on sensitivity and magnitude of impact **minor and not significant** effects are predicted from the LCT.
Magnitude of impact and significance (construction)	During construction the magnitude of impact is judged to be **low** from areas with visibility. Effects would be **minor and not significant.**

[8] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 45 Stepped Cliffs and Terraces – Argyll.

Table 16.23 Construction and operational effects on LCT 35 - Rugged Mountains

Receptor	LCT 35 - Rugged Mountains
Baseline Description	This LCT occurs in two places: a small area around the Paps of Jura, and the eastern uplands of Mull including Ben More. The key characteristics of the LCT are as follows: • "*Rugged, steep sided mountain ranges with a massive scale.* • *Diverse landform with gullies, scarp slopes and rocky screes.* • *Striking exposed rock faces, with scrubby birch-oak woodland in gullies.* • *Relatively wide glens between mountain ranges.* • *Fast-flowing burns, waterfalls and small upland lochs are distinctive features.* • *Extensive conifer forests on some lower slopes.* • *Inaccessible and relatively uninhabited, with strong wildness qualities.* • *Dramatic mountain scenery*."[9]
Sensitivity	This is rugged and diverse landscape, which displays strong qualities of wildness. This indicates a high susceptibility to the type of development proposed. The LCT unit in the south of Jura is in Jura NSA and the LCT unit on Mull is within the Central, South & West Mull. The LCT is of high scenic quality and has recreational value. Value is judged to be high overall. The sensitivity of the receptor is therefore considered to be **high**.
Magnitude of impact (operation)	There would be no direct effects on the LCT. The Project would be located in offshore waters approximately 30 km to the north-west of the LCT in Jura and over 38 km south-west of the LCT in Mull. The ZTV in **Figure 16.12** identifies a more widespread pattern of visibility from western and northern facing slopes across the LCT focused around the Paps of Jura. From the LCT on Mull, which is larger in size, the pattern of theoretical visibility is more intermittent and focused to the south-western facing slopes of Beinn Charsaig (449 m AOD). The majority of the LCT unit on Mull is beyond 40 km from the WDA. Given the characteristically open nature of this landscape, actual visibility will closely reflect theoretical. The Project would occupy a maximum horizontal angle of view of approximately 38 degrees. Changes to the key characteristics of the LCT would occur as a result of changes to views looking out to sea and associated effects on the more perceptual qualities of the landscape. The role the mountains in this LCT play in providing a backdrop in views from loch shores and coastal landscapes would not be altered by offshore development. When visible, the Project would typically be seen in the context of elevated and large scale views, with expansive areas of sea and sky to the west. Coastal views/ views out to sea are not specifically recognised in the key characteristics of this LCT. However, the Project would introduce a notable new feature into these offshore views, which would alter perceptual characteristics such as wildness. Viewpoint 11, from Beinn an Òir on Jura (Figure 16.2.11 of **Appendix 16.4 SLVIA Visualisations**), is representative of these views. From Mull, and due to the increased distance, the scale of change associated with the Project would reduce. The scale of change is judged to be small from the LCT on Jura, reducing to negligible from the LCT on Mull. The geographical extent of effect would be medium. The magnitude of impact is judged to be **low** from the LCT on Jura reducing to **negligible** from the LCT on Mull.

[9] NatureScot (2019) National Landscape Character Assessment. Landscape Character Type 35 Rugged Mountains.

Receptor	LCT 35 - Rugged Mountains
Effect significance (operation)	From the LCT on Jura the low magnitude of impact, combined with high sensitivity, would result in **a minor and not significant** effect. This effect would occur from western and northern facing slopes across the Paps of Jura. From the LCT unit on Mull, and given the increased viewing distance (beyond 38 km) and more intermittent nature of visibility, effects are judged to be **negligible and not significant**.
Magnitude of impact and significance (construction)	During construction, the magnitude of impact is judged to be **low** from Jura and **negligible** from Mull. Effects would be **minor and not significant** from the LCT on Jura and **negligible and not significant** from the LCT on Mull.

16.10.1.2 Effects on Coastal Character during Construction and Operation

109. An assessment of effects on CCAs is provided in **Appendix 16.3 Coastal Character Baseline and Assessment**. A summary of effects is provided in **Section 16.15**.

16.10.1.3 Effects on Landscape and Coastal Character at Night

110. Many key characteristics of landscape, such as landcover, can only be fully appreciated during the day. There will be a relatively short window of time, during dawn and dusk, when landform and landcover will be visible along with existing and new light sources. As such, effects associated with aviation and marine navigation lighting are considered to be primarily visual, and will be influenced by the type of activity being undertaken at night and the process of dark adaptation. The physical remoteness and challenging terrain of some island locations will also reduce the ability to experience changes to landscape character at night. However, it is acknowledged that dark skies can form a valued aspect of landscape character, that can also accentuate certain perceptual characteristics of the landscape. As NatureScot guidance (2024) notes: "*Some characteristics are weakened by darkness and are ultimately no longer present, as they are less visible, such as evidence of cultural settlement, variations in landcover and habitats, or an appreciation of key vistas. Other perceptual characteristics can however be strengthened, such as the apparent absence of development, or the profile of an important skyline… a frequently valued characteristic of many parts of the UK, and particularly Scottish countryside, is its dark skies and a general absence of visible lighting*".

111. Theoretical visibility of aviation lighting on 36 of the perimeter WTGs is shown on **Figure 16.16**. The maximum and minimum luminous intensity of the visible aviation lighting is shown on **Figure 16.17** (to 60 km) and **Figure 16.18** (to 40 km). These figures illustrate that from onshore parts of the SLVIA Study Area, where theoretical visibility is indicated, the aviation lighting would be seen at a vertical angle of 0º to 1º, i.e. broadly horizontal. The vertical angle of the light determines the emitted intensity, since the lights are designed to focus light in the horizontal plane. As set out in **Appendix 16.1 SLVIA and Visualisation Methodology**, at a vertical angle of 0º to 1º the approximate maximum and minimum emitted intensity of the aviation lighting would be 2206 to 1968 cd. The aviation warning lights would operate at 10% of their maximum luminance intensity in times of clear meteorological conditions, which would be between 221 and 197 cd.

112. As illustrated in **Figure 16.16**, there is theoretical visibility of aviation lighting across Colonsay and Oronsay, particularly from the west coast and west-facing slopes of higher ground, at a distance of between approximately 12 km and 20 km. Actual visibility would closely reflect theoretical, given the lack of tree cover on the island. Artificial light sources are limited to scattered properties and relatively dark skies can be experienced from the island. Where visible, aviation lighting would diminish the sense of remoteness and naturalness experienced within LCTs and CCAs on Colonsay. The

sensitivity of LCTs and CCAs would be the same as reported in the assessment tables in **Section 16.10.1.1**. It is considered that the magnitude of impact would be medium, resulting in a **moderate and significant effect**.

113. As illustrated in **Figure 16.16**, there is theoretical visibility of aviation lighting across parts of Islay, including from the north-west facing coast and extending inland to parts of the Rinns of Islay and moorland hills in the north of the island, at a distance of between approximately 15 km and beyond. Actual visibility would closely reflect theoretical. In the north of Islay artificial light sources are limited to scattered properties and relatively dark skies can be experienced. Where visible, aviation lighting would diminish the sense of remoteness and naturalness which are characteristic of the LCTs and CCAs on Islay. The sensitivity of LCTs and CCAs would be the same as reported in the assessment tables in **Section 16.10.1.1**. It is considered that, within approximately 20 km of the WDA, the magnitude of impact would be medium, resulting in a **moderate and significant effect**.

114. While relatively dark skies can be experienced from islands beyond 30 km, particularly in views across the sea, owing to the intervening distances of these areas from the WDA, it is considered that indirect effects on landscape character will not be significant.

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a nacelle lighting height of 190m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area

Zone of Theoretical Visibility

More turbines visible
Less turbines visible
Viewpoint
Night Time Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

0 10 20 Kilometres

Edinburgh
Belfast
Scale: 1:10,000,000

REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000017		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.16:
Aviation Lighting Zone of Theoretical Visibility (ZTV) - Nacelle Lighting

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Haskoning Enhancing Society Together
ScottishPower Renewables

Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_16_AVL_ZTV_A3L

Viewpoint

1: Ardnave Point, Islay
2: Saligo Bay, Islay
3: Kilchoman, Islay
4: Creag Bealach na Caillich, Islay
5: Minor Rd near Portnahaven, Islay
6: Bowmore Church, Islay
7: Beinn Bheigier, Islay
8: American Monument, The Oa, Islay
9: Colonsay – Port Askaig Ferry
10: Loch Tarbert, Jura
11: Beinn an Oir, Jura
12: An Cruachan, north Jura
13: Oronsay Priory, Oronsay
14: B8086 south of Lower Kilchattan, Colonsay
15: Uragaig, Colonsay
16: Beinn nan Gudairean, Colonsay
17: Oban – Colonsay Ferry
18: Scarba
19: Cnoc Dhomnuill, Luing
20: Erraid, Mull
21: Mull – Iona Ferry
22: Dun I, Iona
23: Carsaig Bay, Mull
24: Staffa
25: Ulva
26: B8085 Mull
27: Ben More, Mull
28: Cruachan Treshnish Cairn, Mull
29: Hynish, Tiree
30: Crossapol Bay, Coll

10km
20km
30km
40km
50km
60km

Notes
While the OS 1:250,000 Scale Colour Raster base map was used, its UK-only coverage means it does not include the southwest quadrant of the study area, leaving this area without a map grid. Coverage for the island of Ireland (and its islands) has been supplemented using 2024 Central Statistics Office data (Esri, Michael Bauer Research GmbH 2024).

Notes:
The ZTV indicates the theoretical visibility of turbines within the site boundary with a nacelle lighting height of 190m from a viewing height of 2m above ground level. The ZTV was run using OST50 digital terrain model data obtained from the Ordnance Survey 2024.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using ArcGIS Pro 3.4.0 software.

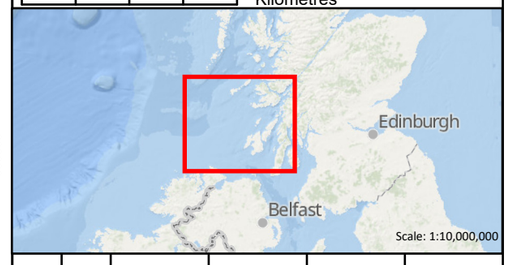
Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area
Viewpoint
Night Time Viewpoint

N

Visible Aviation Lighting Emitted Luminous Intensity
Maximum and Minimum luminous intensity based on: Contarnex Europe Ltd. (CEL) - CEL-WT-MIC Medium-intensity Red 2000cd. Light.
- LED Aircraft Warning Light Technical specification

Vertical Angle of Lighting from Nacelle	Maximum and Minimum Luminous Intensity (Candela/cd.)	10% of Maximum and Minimum Luminous Intensity (Candela/cd.)
Above 5°	147 to 34	15 to 3
4° to 5°	247 to 134	25 to 13
3° to 4°	481 to 237	48 to 24
2° to 3°	1160 to 481	116 to 48
1° to 2°	2119 to 1170	212 to 117
0° to 1°	2206 to 1968	221 to 197
-1° to 0°	2036 to 987	204 to 99
-2° to -1°	996 to 383	100 to 38
-3° to -2°	394 to 197	39 to 20
-4° to -3°	199 to 131	20 to 13
-5° to -4°	131 to 92	13 to 9
Below - 5°	94 to 38	9 to 4

0 10 20 Kilometres



REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000018		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:570,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.17:
Aviation Lighting Zone of Theoretical Visibility (ZTV) - Nacelle Lighting

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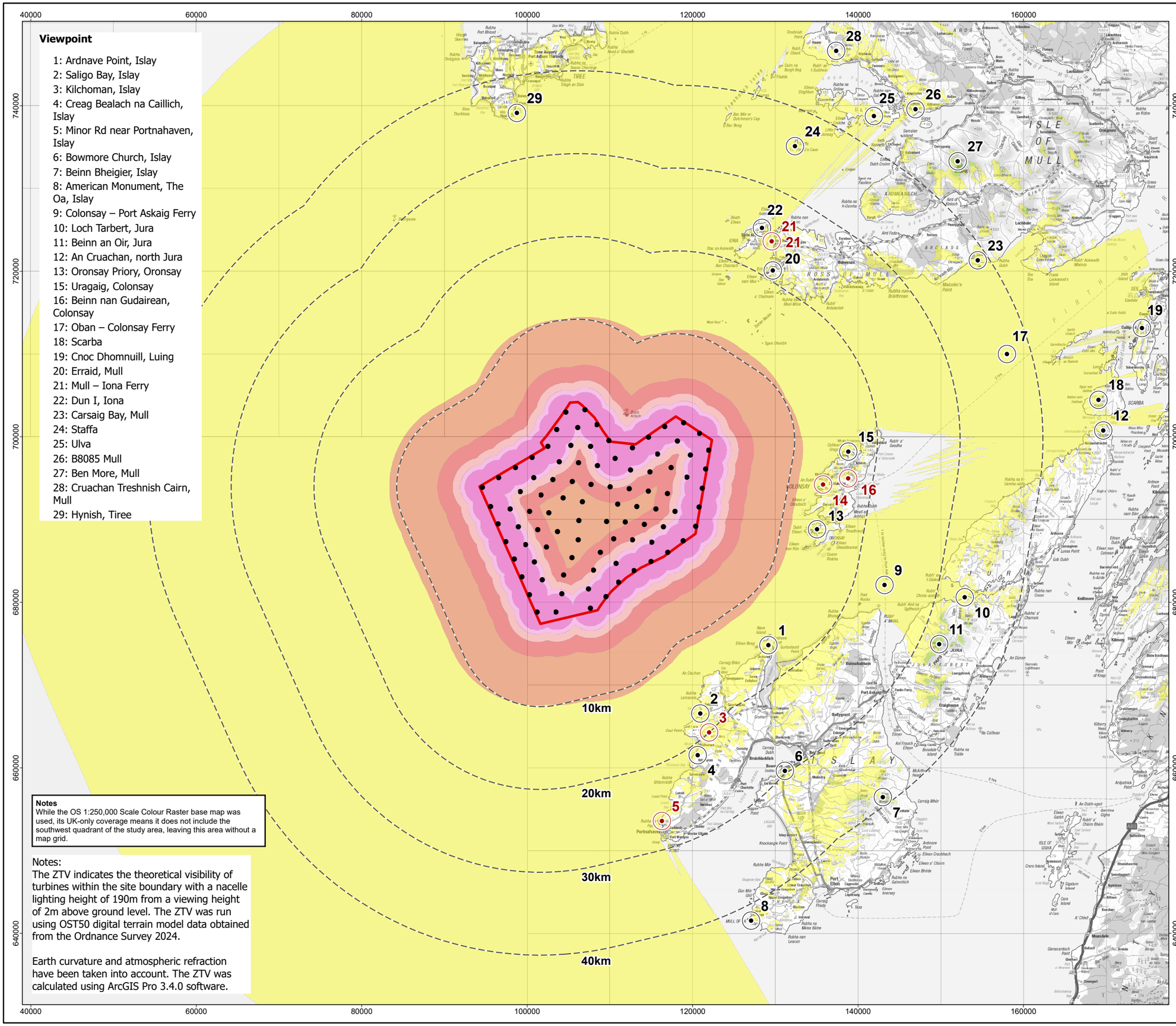
Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_17_AVL_Angles_ZTV_60km_A3L



Windfarm development area
Indicative 24MW turbine layout
10km interval from windfarm development area
60km study area
Viewpoint
Night Time Viewpoint

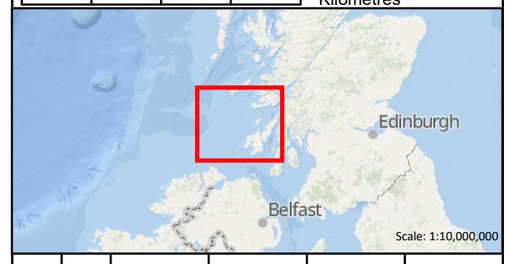
N

Visible Aviation Lighting Emitted Luminous Intensity

Maximum and Minimum luminous intensity based on: Contarnex Europe Ltd. (CEL) - CEL-WT-MIC Medium-intensity Red 2000cd. Light. - LED Aircraft Warning Light Technical specification

Vertical Angle of Lighting from Nacelle	Maximum and Minimum Luminous Intensity (Candela/cd.)	10% of Maximum and Minimum Luminous Intensity (Candela/cd.)
Above 5°	147 to 34	15 to 3
4° to 5°	247 to 134	25 to 13
3° to 4°	481 to 237	48 to 24
2° to 3°	1160 to 481	116 to 48
1° to 2°	2119 to 1170	212 to 117
0° to 1°	2206 to 1968	221 to 197
-1° to 0°	2036 to 987	204 to 99
-2° to -1°	996 to 383	100 to 38
-3° to -2°	394 to 197	39 to 20
-4° to -3°	199 to 131	20 to 13
-5° to -4°	131 to 92	13 to 9
Below - 5°	94 to 38	9 to 4

0 10 20 Kilometres



REV	REV DATE	GIS CREATOR	GIS REVIEWER	TECHNICAL CHECKER	TECHNICAL APPROVER
1	09/04/2026	DS	TH	LC	PM

DRAWING NUMBER	MCW-DWF-ENV-MAP-RHS-000019		
DATUM	OSGB36 (EPSG:27700)	PROJECTION	Transverse Mercator
SCALE	1:440,000	PAGE SIZE	A3
PROJECT TITLE	MachairWind		

Figure 16.18:
Aviation Lighting Zone of Theoretical Visibility (ZTV) - Nacelle Lighting

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Project: N:\12000\12059 Machair Wind SLVIA\PRO\SLVIA\12059_001_SLVIA_ZTVs\12059_001_SLVIA_ZTVs.aprx
Name: MCW-GEN-GIS-MAP-16_18_AVL_Angles_ZTV_40km_A3L

16.10.1.4 Effects on Visual Receptors (onshore, inshore and offshore) during Construction and Operation

115. The assessment of operational visual effects considers the likely appearance of the Project, and how it will change existing views. Visual effects are assessed by examining changes in views from static locations (representative viewpoints and settlements), or when travelling through the area (sequential views from routes). The assessment considers the 'maximum case scenario' in terms of visibility based on bare ground ZTV analysis, but it is important to note that visibility may be reduced by screening afforded by buildings and woodland, particularly from settled and lowland areas, and by weather conditions. The degree of filtering of views may vary seasonally where trees are deciduous, with views being more open in winter. The likely extent of screening is noted for each assessed effect. The degree of screening that may occur is captured indicatively in the accompanying photomontage visualisations.

116. **Figure 16.2** and **Figure 16.3** show the theoretical visibility of the Project (to blade tip height) across the SLVIA Study Area.

117. Within approximately 20 km of the WDA there is theoretical visibility from:

- Colonsay and Oronsay, particularly west-facing coastal areas and higher ground inland. This includes scattered settlement at Kilchattan, parts of the B-road network and Oronsay Priory; and
- The north-west facing coast of Islay (between Coul Point and Gortantaoid Point) and higher ground inland, including within the North and West Islay (Coast) LLA. This includes Ardnave Point, parts of Loch Gruinart and Loch Gorm and the B8018.

118. Between approximately 20 km and 30 km of the WDA there is theoretical visibility from:

- The north-west facing coast of Islay between the island of Orsay and Machir Bay, extending inland to the Rinns of Islay, in particular north-west facing slopes;
- On Islay, part of Loch Indaal and its north-west facing shoreline, including the settlement of Bowmore and part of the A846;
- On Islay, the north-facing coast at Rubha a' Mhail and the rugged moorland between this point and Loch Gruinart;
- Part of the north-west facing coast of Jura and the western end of Loch Tarbert;
- On Iona, south-west and east facing coastlines including the settlement of Baile Mor along the Sound of Iona, and areas of higher ground including Dun I; and
- On Mull, south and west facing coastlines including on the Isle of Erraid, and areas of higher ground inland.

119. Between approximately 30 km and 40 km of the WDA there is theoretical visibility from:

- The west-facing coast of Islay including Laggan Bay and Islay Airport, extending inland to the low hills in the centre of the island, particularly from north-west facing slopes;
- The central spine of hills which run north / south across Jura, including the Paps of Jura, and lower-lying areas along Loch Tarbert and the remote north-west facing coastline;
- The south facing coast of the Ross of Mull, extending inland to the south-west facing slopes of inland hills;
- The west and south-facing coastline of the Ardmeanach peninsula on Mull, extending inland to the summits of Bearraich and Fionna Mham;
- Parts of Staffa and the Treshnish Isles; and
- The south-facing coast of Tiree including Balephuil Bay and Hynish Bay.

16.10.1.4.1 Effects on Views Experienced from Viewpoints during Construction and Operation

120. 30 viewpoints were selected to represent views of the Project (as listed in **Table 16.10** above and shown on **Figure 16.2** and **Figure 16.5**). The assessment of visual effects from these locations is set out below, including cumulative effects.

121. The majority of effects on visual amenity during the construction phase would be short-term and reversible, limited to the influence of medium to long distance views of construction work taking place within the WDA. Effects would arise due to views of vessels and equipment within and moving to and from the WDA and from partly-constructed turbines within the WDA, which would increase as more turbines and platforms are erected.

122. This assessment assumes that all operational effects would be long-term, during the proposed 35-year operational lifespan of the Project, reversible and adverse, unless stated otherwise. Effects would extend into hours of darkness at viewpoints where red aviation safety lighting on the hubs of certain lit turbines would be visible. The effects of aviation lighting are assessed within the tables below; judgements were based on professional experience including observations of operational windfarm lighting at night, and informed by dusk photomontage visualisations.

123. Measures to reduce effects upon visual amenity were predominantly achieved through the siting and design of the Project within Plan Option W1, as set out in **Section 16.8** and **Chapter 4 Site Selection and Alternatives**. Further design development would be undertaken prior to construction. This will be informed by the Design Objectives that have been agreed with NatureScot, and which are set out in **Appendix 15 Design Strategy Document**. Application of these objectives would result in reduced effects on seascape, landscape and visual receptors, particularly with regard to NSAs. Therefore, the seascape, landscape and visual effects of the implemented Project may be less than set out within this SLVIA but would not be any greater.

124. Accompanying visualisations for each assessment viewpoint (Figures 16.2.1 to 16.2.30) are contained in **Appendix 16.4 SLVIA Visualisations** and were prepared in accordance with the methodology set out in **Appendix 16.1 SLVIA and Visualisation Methodology**.

125. As noted in **Table 16.4**, additional wirelines visualisations were prepared to illustrate views of the 144-turbine layout with a dense perimeter. These wirelines illustrate a 90-degree horizontal field of view towards the Project are provided as part of the visualisations in Figures 16.2.1 to 16.2.30 of **Appendix 16.4.** Commentary on these wirelines is made in the assessment below.

126. To illustrate the potential appearance of aviation and navigation lighting, dusk photomontage visualisations have been prepared for selected viewpoints. The five dusk viewpoint locations are identified in **Table 16.10**. Further dusk visualisations are included for three of these viewpoints, as agreed with NatureScot, to show the 144-turbine layout (see **Table 16.2**. All dusk viewpoints illustrate the aviation lighting at 200 cd, in accordance with published guidance and as described in **Appendix 16.1 SLVIA and Visualisation Methodology**.

Table 16.24 Construction and operational effects on Viewpoint 1: Ardnave Point, Islay

Viewpoint 1: Ardnave Point, Islay			
Grid Reference (NGR)	129162, 674831	**Figure Number**	16.2.1
LCT / CCA	Sand Dunes and Machair (58)	**Designated Landscape or Wild Land Area**	North & West Islay (Coast) LLA
Direction of View	North-west	**Distance to WDA at closest point**	16 km

Viewpoint 1: Ardnave Point, Islay	
Baseline Description	This viewpoint is located on the northern coastal edge of the Rinns of Islay. The viewpoint is accessed by a short walk over the dunes via a minor road/ track to the south, which links to Ardnave Loch. The viewpoint represents recreational receptors on the coastal edge. The view looks over the rocky coastal edge and across a narrow sea channel between Islay and the small island of Nave Island (an RSPB reserve) and rocky islets to the southwest of this island. Beyond Nave Island long distance views are available looking northwest out to the Atlantic. In middle to longer distance views to the north, Oronsay, Colonsay and the Isle of Mull beyond are visible. Views to the east look over dunes to glimpsed views of the foreshore and head of Loch Gruinart beyond. Views to the south look inland over the dunes that form the hinterland of the coastal edge.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the North & West Islay (Coast) LLA and is near a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 16 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 66 degrees. The proposed turbines would be apparent in the open sea beyond Nave Island and surrounding rocky islets. Turbines in the north of the array would be seen behind the landform of Nave Island. Turbines in the south of the array would be seen in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in the centre of the array. It would nevertheless read as one coherent large scale offshore windfarm. One of the OSP would also be apparent, in the centre of the array. The scale of change is judged to be large. The geographical extent of the change is judged to be large. Views of this nature would be available from most of the northern coastal edge of the Rinns of Islay. The overall magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.1f of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be slightly smaller in scale, with those in the north of the array partially screened by the landform of Nave Island. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 16 km, the Project would be visible in conditions of 'Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected.

Viewpoint 1: Ardnave Point, Islay	
	The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 16 km. Lighting would be seen in an otherwise dark seascape. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.25 Construction and operational effects on Viewpoint 2: Saligo Bay, Islay

Viewpoint 2: Saligo Bay, Islay			
Grid Reference (NGR)	120928, 666569	**Figure Number**	16.2.2
LCT / CCA	Sand Dunes and Machair (58)	**Designated Landscape or Wild Land Area**	North & West Islay (Coast) LLA
Direction of View	North-west	**Distance to WDA at closest point**	18 km
Baseline Description	This viewpoint is located on the north-western coastal edge of the Rinns of Islay. The viewpoint is accessed by a short walk over the dunes via a minor road/ track to the east, which links to Smaull Farm. The viewpoint represents recreational receptors on the coastal edge at Saligo Bay. The view looks across the rocky north-western coastline of Islay, with a coastal edge characterised by low cliffs and small sandy bays, with undulating dunes and machair inland to the east. The more pronounced 'Sydney Opera House' rock formations of Dun Bheolain are visible in middle distance views to the north, which contain longer distance views in this direction. Views to the north-west are long distance and look out to sea and across the open Atlantic. Views to the east and south look inland, over Islay. Views to the west look out to sea.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the North & West Islay (Coast) LLA and is a popular location for visitors with open west-facing 'sunset views'. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 18 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 57 degrees. The proposed turbines would be apparent in the open sea to the north-west of Islay. Turbines in the far north of the array would be seen behind the landform of Islay, which		

Viewpoint 2: Saligo Bay, Islay	
	would provide some localised screening. The majority of turbines, in the centre and south of the array, would be seen in open views in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in the centre of the array. It would nevertheless read as one coherent large scale offshore windfarm. One of the OSP would also be apparent, in the centre of the array. The scale of change is judged to be large. The geographical extent of the change is judged to be large. Views of this nature would be available from along most of the coastal edge in the north-west of the Rinns of Islay. The magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.2f of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be slightly smaller in scale, with those in the north of the array partially screened by the landform of the coastal edge in the vicinity of Dun Bheolain. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 18 km, the Project would be visible in conditions of 'Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 18 km. Lighting would be seen in an otherwise dark seascape. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.26 Construction and operational effects on Viewpoint 3: Kilchoman, Islay

Viewpoint 3: Kilchoman, Islay			
Grid Reference (NGR)	121993, 664284	**Figure Number**	16.2.3
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North-west	**Distance to WDA at closest point**	21 km
Baseline Description	This viewpoint is located along a minor road which links Machir Bay, to the west, to Loch Indaal, to the east. The road passes over rising ground on the foot slopes of hills to the south and passes to the south of Loch Gorm. The view is representative of views experienced by visitors accessing the Kilchoman Distillery at Rockside, to the south of the viewpoint location. Similar views will be available from the road and from scattered properties in the vicinity, with open views to the north-west. The view looks north-west over gently undulating moorland. Loch Gorm is partially hidden from view from this location, due to the undulating landform. In middle distance views the landform rises towards the minor summits of Cnoc Mor (82 m AOD), to the west of the view, and the notable landform of Dun Bheolain, to the east of the view. There is a telecommunication mast on the eastern flank of Cnoc Mor. In longer distance views to the north-west, and framed between these landforms, the open sea is visible. Views to the north-east and east look inland, over Loch Gorm and towards distant elevated terrain on Islay. To the south, views look towards Kilchoman Distillery below the wide enclosing skyline of rocky hills beyond, including Creag Bealach na Caillich (139 m AOD). Views to the west and south-west are partially foreshortened by rising landform, though extend to coastal edge in the middle distance as it rises towards Cnoc Mor.		
Sensitivity	Visitors to the distillery are considered to be of medium susceptibility. The viewpoint is not located in a designated landscape, though it is a scenic coastal view experienced by visitors to the distillery. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 21 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 48 degrees. The proposed turbines would be apparent in the open sea seen in framed views between Cnoc Mor, to the west of the view, and Dun Bheolain and Cnoc Uamh nam Fear (128 m AOD), to the east of the view. These landforms would provide partial screening of turbines in the south and north of the array. The more central turbines would be seen in open views in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in the centre of the array. It would nevertheless read as one coherent large scale offshore windfarm. One of the OSP would also be apparent, in the centre of the array. The scale of change is judged to be large. The geographical extent of the change is judged to be medium. Views of this nature would be available from approximately 5 km of the road between Machir Bay and Loch Indaal, though localised landform and undulations would reduce actual visibility to some degree.		

Viewpoint 3: Kilchoman, Islay	
	The magnitude of impact is judged to be **high**. As shown in Figure 16.2.3h of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, filling in the framed view. The turbines would be slightly smaller in scale, with those in the north and south of the array partially screened by the landform. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 21 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	As illustrated in Figure 16.2.3f and 16.2.3g of **Appendix 16.4 SLVIA Visualisations**, red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 21 km. Lighting would be seen in an otherwise dark seascape, though in the context of artificial lighting at scattered properties and the distillery nearby. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.27 Construction and operational effects on Viewpoint 4: Creag Bealach na Caillich, Islay

Viewpoint 4: Creag Bealach na Caillich, Islay			
Grid Reference (NGR)	120615, 661536	**Figure Number**	16.2.4
LCT / CCA	Rocky Moorland – Argyll (42)	**Designated Landscape or Wild Land Area**	North & West Islay (Coast) LLA
Direction of View	North-west	**Distance to WDA at closest point**	22 km
Baseline Description	This viewpoint is located on the summit of Creag Bealach na Caillich, north of Kilchiaran and south of Machir Bay. The viewpoint is accessed by tracks which provide maintenance access to telecommunications masts, which are accessed from the south via the small community of Kilchiaran. The viewpoint represents recreational receptors at the summit.		

Viewpoint 4: Creag Bealach na Caillich, Islay	
	From this elevated position, the view looks across the sandy expanse of Machir Bay and north along the north-western coastline of Islay. The coastal edge is characterised by low cliffs and rocky bays with gently undulating farmland and moorland inland to the east. There are a number of smaller summits and more pronounced rock formations along the north-western edge of Islay such as Cnoc Mor and Dun Bheolain which provide variation to the landform along the coastal edge. Views to the north-west are long distance and look out to sea, across the open Atlantic. Views to the east and south are largely foreshortened by landform, though with some longer-distance glimpsed views over Islay. Views to the west look out to sea.
Sensitivity	Recreational receptors at this non-promoted location are considered to be of medium susceptibility. The viewpoint is located in the North & West Islay (Coast) LLA. It offers panoramic views although with infrastructure in the foreground. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 22 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 51 degrees. The proposed turbines would be apparent in the open sea to the north-west of Islay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west, largely beyond the headland to the north of Machir Bay. From this viewing angle the spread of turbines would be relatively consistent, and the array would read as one coherent large scale offshore windfarm. The OSP would also be apparent, in the centre and north of the array. The scale of change is judged to be high. The geographical extent of the change is judged to be medium. Views of this nature would be available from most of the northern facing higher ground, to the south of Machir Bay and Loch Gorm. The magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.4f of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 22 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 22 km. Lighting would be

Viewpoint 4: Creag Bealach na Caillich, Islay	
	seen in an otherwise dark seascape, though in the context of artificial lighting at scattered properties inland. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.28 Construction and operational effects on Viewpoint 5: Minor Rd near Portnahaven, Islay

Viewpoint 5: Minor Rd near Portnahaven, Islay			
Grid Reference (NGR)	116286, 653584	**Figure Number**	16.2.5
LCT / CCA	Rocky Moorland – Argyll (42)	**Designated Landscape or Wild Land Area**	North & West Islay (Coast) LLA
Direction of View	North-west	**Distance to WDA at closest point**	27 km
Baseline Description	This viewpoint is located on the minor road network near the west coast of the Rinns of Islay, to the north of the small community of Portnahaven. It is representative of views experienced from a minor road on slightly higher ground to the north of the community, with open views to the north-west. Views from the core of Portnahaven will largely be screened by rising landform to the north. Due to the orientation of the landform, coastal views from here also tend to be orientated to the south-west. From this slightly elevated position to the north of the community, the view looks over undulating rough pasture above the coastal edge. The headland at Lossit Point to the north is apparent. There are long distance views looking north-west out over the Atlantic. Views to the east look inland, over Islay. Views south look towards scattered properties and the lighthouse at Portnahaven, and out to sea over the indented, rocky coastal edge and small islets to the west.		
Sensitivity	Transport receptors are considered to be of low susceptibility. The viewpoint is located in the North & West Islay (Coast) LLA and is on a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium.**		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 27 km. The Project would occupy a maximum horizontal angle of view of approximately 39 degrees. The proposed turbines would be apparent in the open sea to the north-west of Islay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. From this viewing angle gaps between rows of turbines in the south of the array would be apparent. There would also be slightly denser clusters of turbines across the array. Nevertheless, the Project would		

Viewpoint 5: Minor Rd near Portnahaven, Islay	
	read as one coherent large scale offshore windfarm. The OSP would also be apparent in the centre and north of the array. The scale of change is judged to be medium. The geographical extent is judged to be medium. Views from this road would be limited, though similar views would be available from the less accessible coastal edge. The magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.5f of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 27 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	As illustrated in Figure 16.2.5e of **Appendix 16.4 SLVIA Visualisations**, red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 27 km. Lighting would be seen in an otherwise dark seascape, though in the context of artificial lighting at scattered properties and the lighthouse at Portnahaven to the south. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, balanced with distance, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**.
Cumulative Effects	WTGs at Malin Sea Wind would be perceptible in distant views approximately 30 km to the south-west. At this distance Malin Sea Wind would not constitute a notable change to the existing baseline and effects would be the same as the primary assessment (**moderate and significant**).

Table 16.29 Construction and operational effects on Viewpoint 6: Bowmore Church, Islay

Viewpoint 6: Bowmore Church, Islay			
Grid Reference (NGR)	131153, 659639	**Figure Number**	16.2.6
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A

Viewpoint 6: Bowmore Church, Islay			
Direction of View	North-west	**Distance to WDA at closest point**	30 km
Baseline Description	This viewpoint is located outside Bowmore Church, in the community of Bowmore on Islay. The viewpoint is located at the head of the Main Street, looking down the Main Street to the north-west. The view is representative of recreational visitors to the church and views for local residents. The view to the north-west is framed by properties either side of the Main Street, which drops in elevation towards Loch Indaal. The open water of the loch is apparent in middle distance views and moorland landform in the Rinns of Islay beyond contributes to the middle to longer distance horizon. Views in other directions are generally contained by buildings in Bowmore.		
Sensitivity	Residential receptors are considered to be of high susceptibility. The viewpoint is not located in a designated landscape, but is a key view from within the settlement along the main street. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 30 km. The Project would occupy a maximum horizontal angle of view of approximately 37 degrees. Certain turbine blades and a limited number of turbine hubs would be apparent, seen in framed views to the north-west. These features would be seen on the skyline, in distant views. From this location the Project may not read as an offshore windfarm. The landform of the Rinns of Islay, beyond Loch Indaal, would play a notable screening role and would mask the open sea context in which the Project is located. No OSP would be visible. The scale of change is judged to be small. The geographical extent of the change is judged to be small. Views of this nature would be limited to localised parts of the community of Bowmore. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.5e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be smaller in scale, with no hubs extending above the skyline and a lesser extent of turbine blades. Overall, the Project would be slightly less noticeable, and the magnitude of impact would remain **low**.		
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 30 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.		
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Due to screening by landform visual effects from this location would only relate to partly-constructed turbines within the WDA and would increase as more turbines are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).		
Night-time Effects	Given the limited number of hubs theoretically visible from this location, views of red (flashing) aviation lighting and yellow (flashing) marine navigation lighting from this		

Viewpoint 6: Bowmore Church, Islay	
	location would likely be limited. Where visible, the lighting would be seen at a distance of approximately 30 km and in the context of artificial lighting in Bowmore. Under both the 2000 candela maximum visibility scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), this would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.30 Construction and operational effects on Viewpoint 7: Beinn Bheigier, Islay

Viewpoint 7: Beinn Bheigier, Islay			
Grid Reference (NGR)	142996, 656465	**Figure Number**	16.2.7
LCT / CCA	Plateau Moorland – Argyll (41)	**Designated Landscape or Wild Land Area**	South and East Islay LLA
Direction of View	North-west	**Distance to WDA at closest point**	39 km
Baseline Description	This viewpoint is located on the summit of Beinn Bheigier (491 m AOD), which is the highest point on Islay. It is representative of views experienced by recreational receptors. The summit is typically accessed from the south-east, via the minor road to Claggain Bay. From this elevated position, large scale and panoramic views are available. Views to the north-west look over Islay with the landcover characterised by moorland on the higher ground and pasture on the lower. Loch Indaal is visible to the west of the view. Higer ground to the north-west of Islay, including the more pronounced rock formations at Dun Bheolain are also apparent in longer distance views. Beyond the landform of Islay there are expansive views to the north-west, looking over the open Atlantic. Views to the east look over the Firth of Jura to the distinctive profile of the Paps of Jura. Views to the south and west look over southern parts of Islay and out to sea, beyond which the Mull of Kintyre and the mountains of North Arran are visible.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the South and East Islay LLA at the highest point on Islay. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 39 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 36 degrees. The Project would be apparent in the open sea to the north-west of Islay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west, partially framed and beyond distinctive landform across the Rinns of Islay. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm. The OSP would also be apparent in the centre and north of the array.		

Viewpoint 7: Beinn Bheigier, Islay	
	Due to the largely undeveloped nature of the view to the north-west, partly framed by the distinctive terrain of the Rinns of Islay, the scale of change is judged to be medium. The geographical extent of the change is judged to be small. Views of this nature would open up at the summit, which tends to be accessed from the coastal edge to the south-east. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.7e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 39 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would likely be perceptible, seen at a distance of approximately 39 km. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Lighting would be seen in an otherwise dark seascape, though in the context of artificial lighting at scattered properties and settlement across Islay, including Bowmore. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.31 Construction and operational effects on Viewpoint 8: American Monument, The Oa, Islay

Viewpoint 8: American Monument, The Oa, Islay			
Grid Reference (NGR)	127070 641545	**Figure Number**	16.2.8
LCT / CCA	Plateau Moorland – Argyll (41)	**Designated Landscape or Wild Land Area**	South West Islay LLA
Direction of View	North-west	**Distance to WDA at closest point**	42 km
Baseline Description	This viewpoint is located at the American Monument, on the coastal edge of the Oa in the south of Islay. The monument is a stone tower structure to the memory of soldiers		

Viewpoint 8: American Monument, The Oa, Islay	
	who lost their lives in nearby waters in WW1. The view is representative of those experienced by recreational receptors visiting the monument. The view to the north-west looks up the coastline to the west of the Oa, across Laggan Bay and the head of Loch Indaal. The coastline is characterised by rocky cliffs and outcrops with undulating rough pasture inland above the cliffs. In middle to longer distance views to the north-west the landform of the Rinns of Islay is apparent and contributes to the horizon. In more westerly views there are long distance views looking out across the open Atlantic. Views to the north-east and east look inland over the Oa and along the rugged coastline. Views to the south look out to sea.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the South West Islay LLA and is on a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 42 km. The Project would occupy a maximum horizontal angle of view of approximately 30 degrees. Certain turbine blades and hubs would be apparent, seen in distant views on the skyline to the north-west and beyond the Rinns of Islay. From this location the Project may not read as an offshore windfarm. The landform of the Rinns of Islay, to the north of Loch Indaal, would play a notable screening role and would somewhat mask the open sea context in which the Project is located. No OSP would be visible. Due to viewing distance and the expansive nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be medium. Views of this nature would be available from the western coastline of the Oa. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.8e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be smaller, with fewer hubs extending above the skyline and a lesser extent of turbine blades. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 42 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Due to screening by landform visual effects from this location would only relate to partly-constructed turbines within the WDA and would increase as more turbines are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Given the limited number of hubs theoretically visible from this location, views of red (flashing) aviation lighting from this location would likely be limited. Where visible, the lighting would be seen at a distance of approximately 42 km across a dark seascape, though in the context of scattered artificial lighting along the western coastline of Loch

Viewpoint 8: American Monument, The Oa, Islay	
	Indaal. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), viewing distance and limited views of turbine hubs would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	WTGs at Malin Sea Wind would be perceptible in distant views approximately 30 km to the south-west. At this distance Malin Sea Wind would not constitute a notable change to the existing baseline and effects would be the same as the primary assessment (**minor and not significant**).

Table 16.32 Construction and operational effects on Viewpoint 9: Colonsay – Port Askaig Ferry

Viewpoint 9: Colonsay – Port Askaig Ferry			
Grid Reference (NGR)	143200, 682100	**Figure Number**	16.2.9
LCT / CCA	N/A	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to WDA at closest point**	24 km
Baseline Description	This view is located on the Colonsay to Port Askaig ferry. The view is representative of those experienced by recreational and transport receptors using the ferry, as it sails towards the Sound of Islay on the northern approach/ southern departure from Colonsay. Open, sea based views looking west from the ferry are expansive and long distance, looking out across the Atlantic. The island of Oronsay and smaller surrounding rocky islets are apparent to the north-west of the view in the middle distance. Views of this nature are available from the northern part of the ferry journey, as it crosses more open waters to the north of the Sound of Islay. Ferry based views from this location north look towards Colonsay, east towards Jura and south towards Islay.		
Sensitivity	Recreational receptors on the ferry are considered to be of medium susceptibility. The viewpoint is not located in a designated landscape, though it offers expansive views across the seascape and to surrounding islands. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 24 km, in views to the west and north-west. The Project would occupy a maximum horizontal angle of view of approximately 45 degrees. The proposed turbines would be apparent in the open sea. Turbines in the far north of the array would be seen behind the landform of Oronsay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in the centre of the array. It would nevertheless read as one coherent large scale offshore		

Viewpoint 9: Colonsay – Port Askaig Ferry	
	windfarm. The OSP would also be apparent, in the centre and north of the array (with the platform to the north also seen beyond the landform of Oronsay). The scale of change is judged to be medium. The geographical extent of the change is judged to be medium. Views of this nature would be available from the northern part of the ferry journey, as it crosses more open waters to the north of the Sound of Islay. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.9d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 24 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 24 km. Lighting would be seen in an otherwise dark seascape, though in the context of the lighthouse at Rubh a' Mhàil. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would still result in a medium scale of change and medium magnitude of impact due to the relatively close viewing distance. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.33 Construction and operational effects on Viewpoint 10: Loch Tarbert, Jura

Viewpoint 10: Loch Tarbert, Jura			
Grid Reference (NGR)	152895, 680617	**Figure Number**	16.2.10
LCT / CCA	Plateau Moorland – Argyll (41)	**Designated Landscape or Wild Land Area**	Jura NSA WLA 5 Jura, Scarba Lunga and Garvellachs

Viewpoint 10: Loch Tarbert, Jura			
Direction of View	West	**Distance to WDA at closest point**	34 km
Baseline Description	This viewpoint is located on the remote southern loch shore of Loch Tarbert. It is representative of recreational receptors at the loch. There are no formal footpaths around the loch shore, though it is commonly accessed via Evans' Path, which traverses remote moorland west of the A846 to reach Glen Batrick and the loch shore. The view looks west over the open waters of Loch Tarbert and rocky islets to the open sea of the Atlantic. The view is framed by the northern shoulder of Scrinadle (508 m AOD) and rocky headlands and moorland to the north and south of the mouth of Loch Tarbert. Oronsay and southern parts of Colonsay are visible in the distance. The view north looks across Loch Tarbert, to the rocky coastline and hinterland of rocky summits. The view east looks along the complex coastline of the loch which becomes increasingly enclosed and south towards the steeply rising landform of Beinn Bhreac (441 m AOD) which foreshortens the view.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in a NSA and WLA. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 34 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 34 degrees. The proposed turbines would be apparent in the open sea in beyond the mouth of Loch Tarbert. The horizontal spread of turbines would fill framed views looking west, out towards the open sea. Turbines in the far north of the array would be seen behind the landform of Oronsay and southern parts of Colonsay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. One offshore substation platform would also be apparent, in the centre of the array. The scale of change is judged to be medium. The geographical extent of the change is judged to be medium. Views of this nature would be available from much of the southern shoreline of Loch Tarbert. The overall magnitude of impact is judged to be **medium**.		
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. As illustrated in Figure 16.2.10d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, filling in the framed view to the west and seen partially beyond Oronsay and southern parts of Colonsay. The turbines would appear slightly smaller in scale and relatively evenly spread, though with some perceptible gaps and a gr eater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **medium**. At 34 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.		

Viewpoint 10: Loch Tarbert, Jura	
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would likely be perceptible, seen at a distance of approximately 34 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant.**
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.34 Construction and operational effects on Viewpoint 11: Beinn an Oir, Jura

Viewpoint 11: Beinn an Oir, Jura			
Grid Reference (NGR)	149810, 674947	**Figure Number**	16.2.11
LCT / CCA	Rugged Mountains (35)	**Designated Landscape or Wild Land Area**	Jura NSA WLA 5 Jura, Scarba, Lunga and Garvellachs
Direction of View	North-west	**Distance to WDA at closest point**	33 km
Baseline Description	This viewpoint is located on the summit of Beinn an Oir. This is a Corbett and forms the highest summit of the Paps of Jura, a series of three summits which are typically accessed via a circular walking route from the east, via the A846 near Ardfernal. It is representative of views experienced by recreational receptors at the summit. This is an elevated view, which offers expansive and panoramic views across the surrounding seascape and islands. To the north-west, the view looks over the Sound of Islay and the southern extents of the Firth of Lorn. The northern extents of Islay and Oronsay and Colonsay are visible, beyond which there are long distance views out to the open Atlantic. Views to the north look along Jura and across the Firth of Lorne to Mull. Views to the east look over the Sound of Jura and towards Kintyre and the mountains of North Arran. Operational windfarms are visible on Kintyre. Views to the south look along elevated terrain on Jura towards the eastern uplands of Islay.		
Sensitivity	Recreational receptors on this popular summit are considered to be of high susceptibility. The viewpoint is located in the Jura NSA, and WLA 5. Value is judged to be high.		

Viewpoint 11: Beinn an Oir, Jura	
	On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 33 km, in views to the north-west. The Project would occupy a maximum horizontal angle of view of approximately 37 degrees. The proposed turbines would be apparent in the open sea to the north-west, seen beyond Islay, Colonsay and Oronsay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the north-west. Direct views into the WDA would be available. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm. The OSP would also be apparent, in the centre and north of the layout. Due to the viewing distance and panoramic nature of views, the scale of change is judged to be medium. The geographical extent of the change is judged to be small. Views of this nature would open up at the summit, which tends to be accessed from the south-east, though would continue to the south to Beinn a' Chaolais. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.11e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with some perceptible gaps and a greater density of turbines. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 33 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 33 km. Lighting would be seen in an otherwise dark seascape, though in the context of distant artificial sources of lighting such as the lighthouse at Rubh a' Mhàil and scattered settlement. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	WTGs at Malin Sea Wind would be perceptible in very distant views approximately 65 km to the south-west. At this distance Malin Sea Wind would not constitute a notable change to the existing baseline and effects would be the same as the primary assessment (**moderate and significant**).

Table 16.35 Construction and operational effects on Viewpoint 12: An Cruachan, north Jura

Viewpoint 12: An Cruachan, north Jura			
Grid Reference (NGR)	169643, 700762	**Figure Number**	16.2.12
LCT / CCA	Plateau Moorland – Argyll (41)	**Designated Landscape or Wild Land Area**	WLA 5 Jura, Scarba Lunga and Garvellachs Jura LLA
Direction of View	West	**Distance to WDA at closest point**	48 km
Baseline Description	This viewpoint is located on the minor summit of An Cruachan at the northernmost point of Jura, which provides elevated views across the Gulf of Corryvreckan. It is representative of views experienced by recreational receptors at the summit. The viewpoint can be accessed via a rough coastal path from Glen Lealt, via Barnhill. The view looks west over the rugged moorland foreground and the descending landform of Aird Bhreacain, to the open sea and the islands of Colonsay and Oronsay, in the middle to longer distance. Either side of the islands there are open and long distance views west looking out to the Atlantic. Views north look towards the broad, rugged profile of Scarba which rises steeply from the Gulf of Corryvreckan and encloses much of the view in this direction. Beyond the western end of Scarba, the Ross of Mull is visible across the Firth of Lorn. The strong tidal flow of the Gulf of Corryvreckan and whirlpool is evidenced by consistent turbulence on the surface water. Views to the north-east through south-east extend to neighbouring islands and the mainland. Three WTGs can be seen in the southern extent of Luing while scattered properties are visible along parts of the coastal edge, including Craobh Haven, Lunga and Crinan. Views south look inland to elevated moorland and summits on Jura which rise to form the middle distance skyline.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Jura LLA, and WLA 5 from where the Gulf of Corryvreckan can be observed. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 48 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 22 degrees. The proposed turbines would be apparent beyond the landform of Colonsay and Oronsay, appearing relatively large in scale to the underlying landform. Turbines in the far north of the array would be seen to the north of Colonsay, in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm, largely seen behind Oronsay and Colonsay. No OSP would be visible. Due to the viewing distance and large scale nature of expansive views, the scale of change is judged to be small. The geographical extent of the change is judged to be medium. Views of this nature would be available from the coastline and open western facing slopes to the north of Jura.		

Viewpoint 12: An Cruachan, north Jura	
	The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.12d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be smaller in relation to the underlying landform. The array would appear relatively evenly spread though with a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 48 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be perceptible, seen at a distance of approximately 48 km. Lighting would be seen in an otherwise dark seascape, though in the context of distant artificial sources of lighting on Colonsay, and neighbouring islands and the mainland to the north-east through south-east. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.36 Construction and operational effects on Viewpoint 13: Oronsay Priory, Oronsay

Viewpoint 13: Oronsay Priory, Oronsay			
Grid Reference (NGR)	135041, 688830	**Figure Number**	16.2.13
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to WDA at closest point**	14 km
Baseline Description	This viewpoint is located on the island of Oronsay, near the Oronsay Priory. It is representative of recreational receptors visiting the Priory. The island is accessed via walking across 'The Strand', which links Oronsay to Colonsay via a stretch of sandy tidal flats accessible at low tide. The view west looks over gently undulating rough pasture and towards the Priory. Beyond, the rocky islet of Dubh Eilean extends seawards. Beyond this there are large scale and long distance views looking out to the open Atlantic.		

Viewpoint 13: Oronsay Priory, Oronsay	
	Views to the north are enclosed by the rocky summit of Beinn Oronsay (93 m AOD). To the east, views extend across undulating rough pasture, machair and dunes to the rugged profile of north Islay and the Paps of Jura. Views to the south look along the low western coastline of Oronsay, including the bay of Poll nan Ron and the rocky terraces of Eilean nan Ron.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is not located in a designated landscape, though it is located on the remote island of Oronsay, adjacent to the Priory and on a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 14 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 59 degrees. Turbines in the south of the array would be apparent beyond smaller rocky islets (including Dubh Eilean) to the west of Oronsay. Turbines in the centre and north of the array would be seen to the north of these landforms in the context of the open sea. Buildings associated with the Priory would screen certain turbines in the far north of the array; however, views would open up with proximity to the coastal edge. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the west, appearing large in scale. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm, largely seen behind distant islands. No OSP would be visible. The scale of change is judged to be large. The geographical extent of the change is judged to be large. Views of this nature would be available from large parts of Oronsay, which is a low lying island with an open character. The overall magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.13g of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The array would appear relatively evenly spread, though with fewer gaps and a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 14 km, the Project would be visible in conditions of 'Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 14 km. Lighting would be

Viewpoint 13: Oronsay Priory, Oronsay	
	seen in an otherwise dark seascape, though in the context of limited artificial lighting at the farmstead adjacent to the Priory. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), the reduced intensity would still result in a large scale of change and high magnitude of impact due to the relatively close viewing distance. The visual effect at night would be **major and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.37 Construction and operational effects on Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay

Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay			
Grid Reference (NGR)	135768, 694238	**Figure Number**	16.2.14
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to WDA at closest point**	14 km
Baseline Description	This viewpoint is located on the B8086, on the west coast of Colonsay. It is representative of oblique views experienced by road users travelling in either direction on the road, to the south of Lower Kilchattan. The view west looks over the rocky coastal edge. Beyond this there are large scale and long distance views looking out across the open Atlantic. Views north and south look along the western coastal edge of Colonsay. To the south, the view extends along the rocky coastal edge and small bays to the summit of Dun Ghallain (38 m AOD) in the middle distance. To the north, properties at Upper and Lower Kilchattan are visible set amongst machair and rough pasture, and enclosed by the rocky profile of Binnein Riabhach (120 m AOD) beyond. Views west look inland, with rising rugged moorland containing the view.		
Sensitivity	Transport receptors are considered to be of low susceptibility. However, similar views would be available for certain residents in Upper and Lower Kilchattan, to the north of this viewpoint location. The viewpoint is not located in a designated landscape, though it is characterised by scenic coastal views. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 14 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 53 degrees. The Project would be seen in middle distance views to the west, in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the west, appearing large in scale. From		

Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay	
	this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm. Both OSP would be apparent in the central and southern area of the array. The scale of change is judged to be large. The geographical extent of the change is judged to be medium. Views of this nature would be available from approximately 4 km of the B8086 as it traverses this section of the coastline. The overall magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.14e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would appear slightly smaller in scale, though still relatively large in scale in the context of the coastal landform. The array would appear relatively evenly spread, though with a greater density of turbines. Overall, the Project would be slightly less prominent, but the magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **major and significant** effect. At 14 km, the Project would be visible in conditions of 'Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**major and significant**).
Night-time Effects	As illustrated in Figure 16.2.14d of **Appendix 16.4 SLVIA Visualisations**, red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 14 km. Lighting would be seen in an otherwise dark seascape, though in the context of limited artificial lighting at Upper and Lower Kilchattan and the lighthouse of Dubh Artach, seen beyond the northern end of the array. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **major and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), the reduced intensity would still result in a large scale of change and large magnitude of impact due to the relatively close viewing distance. The visual effect at night would be **major and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**major and significant**).

Table 16.38 Construction and operational effects on Viewpoint 15: Uragaig, Colonsay

Viewpoint 15: Uragaig, Colonsay			
Grid Reference (NGR)	138822, 698209	**Figure Number**	16.2.15

Viewpoint 15: Uragaig, Colonsay			
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to WDA at closest point**	17 km
Baseline Description	This viewpoint is located on the minor road network, to the west of the small community of Uragaig on Colonsay. It is representative of open views from nearby properties and recreational receptors in the area. The view looks west over rough grassland in the foreground, which drops in elevation towards the western coastal edge of Colonsay. The view is framed by higher ground (characterised by rocky moorland) and cliffs to the north and south of Port nam Fliuchan. Framed long distance views, looking west and out over the open Atlantic, are available beyond. Views north and south look towards higher (rocky moorland) which contain the more immediate view. Views east look back towards the community of Uragaig, and Kiloran Bay, with Mull visible in the far distance.		
Sensitivity	Residential receptors are considered to be of high susceptibility. The viewpoint is not located in a designated landscape, though it is characterised by scenic coastal views from a community. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 17 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 23 degrees. The Project would be seen in framed middle to longer distance views to the west, in the context of the open sea. Higher ground and cliffs to the north and south of Port nam Fliuchan would frame the view, screening northern and southern parts of the array. Central parts of the array would occupy the framed offshore horizon to the west, with turbine hubs and blades seen on the skyline. The proposed turbines would appear relatively large in scale. One of the OSP would also be visible. The scale of change is judged to be medium. The geographical extent of the change is judged to be small. Framed views of this nature would be limited to a more localised area to the west of the community of Uragaig, though more open views would be available from the surrounding coastline. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.15d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, filling the framed view to the west. The turbines would appear slightly smaller in scale, though still relatively large in scale in the context of the coastal landform. The turbines would appear more clustered and with a greater density of turbines visible, receding into the distance. Overall, the array would appear less visually balanced, and the magnitude of impact would remain **medium**.		
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 17 km, the Project would be visible in conditions of 'Good' atmospheric visibility.		

Viewpoint 15: Uragaig, Colonsay	
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 17 km. Lighting would be seen in an otherwise dark seascape, though in the context of limited artificial lighting at nearby properties. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would still result in a medium scale of change and medium magnitude of impact due to the relatively close viewing distance. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.39 Construction and operational effects on Viewpoint 16: Beinn nan Gudairean, Colonsay

Viewpoint 16: Beinn nan Gudairean, Colonsay			
Grid Reference (NGR)	138805, 694980	**Figure Number**	16.2.16
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to WDA at closest point**	17 km
Baseline Description	This viewpoint is representative of views experienced by recreational receptors, on the summit of Beinn nan Gudairean (136 m AOD). The summit is typically accessed via a track and the minor road network to the east. The view west looks over higher ground to Upper and Lower Kilchattan, set amongst rough pasture beyond Loch Fada. The hills are characterised by moorland with rocky outcrops. There is a telecommunications mast on slightly lower ground to the south-west of the view. Middle to longer distance views west look out over the open Atlantic, which forms the distant horizon. This is partially broken by some of the higher ground in Colonsay, to the west of the view. Views to the north and south look along Colonsay to Mull and Islay respectively. Scattered settlement is visible in both directions. Views east look beyond a telecommunications mast in the foreground and over the Firth of Lorn towards the distinctive profile of the Paps of Jura.		
Sensitivity	Recreational receptors at this location are considered to be of medium susceptibility.		

Viewpoint 16: Beinn nan Gudairean, Colonsay	
	The viewpoint is not located in a designated landscape but is mapped as a 360 degree panoramic OS viewpoint. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 17 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 46 degrees. The proposed turbines would be apparent beyond Colonsay, appearing relatively large in scale. Turbines in the north of the array would be seen in the context of the open sea, beyond Upper and Lower Kilchattan. Turbines in the south of the array would be seen beyond higher ground in Colonsay, with certain turbines seen in the context of the open sea and certain turbines seen contained behind higher ground in the foreground. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of turbines across central parts of the array. The Project would read as one coherent large scale offshore windfarm. Both OSP would also be visible in the northern and southern areas of the array. The scale of change is judged to be large. The geographical extent of the change is judged to be small. Views of this nature would open up from the summit of Beinn nan Gudairean, which is typically accessed from a track and the minor road network to the east. The overall magnitude of impact is judged to be **high**. As illustrated in Figure 16.2.16f of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though they would appear slightly smaller in scale. The turbines would appear relatively evenly spread though with a greater density of turbines. The magnitude of impact would remain **high**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 17 km, the Project would be visible in conditions of 'Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	As illustrated in Figure 16.2.16e of **Appendix 16.4 SLVIA Visualisations**, red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 17 km. Lighting would be seen in an otherwise dark seascape, though in the context of limited artificial lighting at Upper and Lower Kilchattan and the lighthouse of Dubh Artach, seen beyond the northern end of the array. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a large scale of change and high magnitude of impact. The visual effect at night would be **moderate and significant**.

Viewpoint 16: Beinn nan Gudairean, Colonsay	
	Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), the reduced intensity would still result in a medium scale of change and medium magnitude of impact due to the relatively close viewing distance. The visual effect at night would be **moderate and significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.40 Construction and operational effects on Viewpoint 17: Oban - Colonsay Ferry

Viewpoint 17: Oban - Colonsay Ferry			
Grid Reference (NGR)	158000, 710000	**Figure Number**	16.2.17
LCT / CCA	N/A	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South-west	**Distance to WDA at closest point**	38 km
Baseline Description	This view is located on the Oban to Colonsay ferry. The view is representative of those experienced by recreational and transport receptors using the ferry, as it crosses the Firth of Lorn on approach to Colonsay. Open, sea based views looking west and south-west from the ferry are expansive and long distance, looking out across the Atlantic. The northern extent of the island of Colonsay is apparent in the view in the middle to longer distance. The Ross of Mull is apparent to the north of the view in the middle to longer distance. Views of this nature are available from the central part of the ferry journey, as it crosses more open waters between the mainland and to the north-east of Colonsay. Ferry based views from this location north look towards Mull, east towards the mainland (and island and islets to the west, including the Garvellachs), and south towards Jura.		
Sensitivity	Recreational receptors at this location are considered to be of medium susceptibility. The viewpoint is not located in a designated landscape, though it offers expansive views across the seascape and to surrounding islands. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 38 km, in views to the west. The Project would occupy a maximum horizontal angle of view of approximately 24 degrees. The proposed turbines would be apparent in the open sea. Turbines in the far south of the array would be seen behind the landform of Colonsay. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in the centre of the array. It would nevertheless read as one coherent large scale offshore windfarm. The scale of change is judged to be small. The geographical extent of the change is judged to be medium. Views of this nature would be available from the central part of		

Viewpoint 17: Oban - Colonsay Ferry	
	the ferry journey, as it crosses more open waters in the Firth of Lorn between the mainland and Colonsay. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.17d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would appear slightly smaller in scale, with hubs and blades lower on the skyline. The array would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 38 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 38 km. Lighting would be seen in an otherwise dark seascape, though in the context of artificial lighting on the ferry. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.41 Construction and operational effects on Viewpoint 18: Scarba

Viewpoint 18: Scarba			
Grid Reference (NGR)	169068, 704462	**Figure Number**	16.2.18
LCT / CCA	Craggy Coast and Islands (57)	**Designated Landscape or Wild Land Area**	Scarba, Lunga and the Garvellachs NSA WLA 5 Jura, Scarba Lunga and Garvellachs
Direction of View	South-west	**Distance to WDA at closest point**	47 km
Baseline Description	This viewpoint is located on the island of Scarba, to the north of Jura and west of Luing. The viewpoint is from the high point on the island, Cruach Scarba (449 m AOD). Scarba is accessible via private boat. There are a lodge and minor roads in the east of the island. The centre and west of the island is very remote in nature. This view is		

Viewpoint 18: Scarba	
	representative of recreational receptors exercising their right to roam, as there are no formal tracks to the high point. A wireline only visualisation has been provided from this viewpoint. This highlights the open and expansive nature of views west and south-west, looking over the Firth of Lorn towards Colonsay and Oronsay. Beyond these landforms there are expansive views west looking out over the Atlantic. The landform of Jura is visible in more southerly views and small islets and the Island of Mull in more northerly views.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Scarba, Lunga and the Garvellachs NSA and WLA 5. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 47 km, in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 21 degrees. The proposed turbines would be apparent in the open sea beyond the landforms of Colonsay and Oronsay. Turbines in the south and centre of the array would be seen behind these landforms, and turbines in the north of the array in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south-west. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in central parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. Both OSP would also be theoretically visible, though would likely be difficult to discern due to viewing distance. Due to the viewing distance, and large scale nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be small. Views of this nature would be limited to western facing slopes and coastline on Scarba. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.18c of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout beyond Oronsay and Colonsay, though appearing slightly smaller in scale. The turbines would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 47 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 47 km. Lighting would be seen in an otherwise dark seascape, though limited artificial lighting from settlement on Colonsay would possibly be visible. At this

Viewpoint 18: Scarba	
	distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), viewing distance would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.42 Construction and operational effects on Viewpoint 19: Cnoc Dhomnuill, Luing

Viewpoint 19: Cnoc Dhomnuill, Luing			
Grid Reference (NGR)	174323, 713140	**Figure Number**	16.2.19
LCT / CCA	Craggy Coast and Islands (57)	**Designated Landscape or Wild Land Area**	Knapdale / Melfort LLA
Direction of View	South-west	**Distance to WDA at closest point**	54 km
Baseline Description	This viewpoint is located on the summit of Cnoc Dhomnuill (94 m AOD), in the north of the island of Luing. The summit is accessed via a track which links Cullipool, to the south-west, to the ferry at Cruan Sound to the north-east. The track passes to the east of the minor summit. The view is representative of recreational receptors at the summit. The view looks south-west, over the western coastline of Luing and across Scarba and smaller islands to the north (including Garbh Eileach and the Garvellachs). The white lighthouse on the small islet of Fladda forms a notable feature in the foreground. The landforms of Colonsay and Oronsay are apparent in middle to longer distance views to the south-west, beyond which there are open views out across the Atlantic. Views to the north look along the western coastline of Seil, on the mainland. Views east look across Torsa and towards the mainland. Views to the south look across Luing.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Knapdale / Melfort LLA and offers panoramic views from a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 54 km, in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 20 degrees. The proposed turbines would be apparent in the open sea beyond the landforms of Garbh Eileach and the Garvellachs and the more distant islands of Colonsay and Oronsay. These landforms would provide partial screening of the Project, including all the turbine tower lower sections. The visible proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south-west. From this viewing angle and distance the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines in central parts of		

Viewpoint 19: Cnoc Dhomnuill, Luing	
	the array. Despite being contained behind distant islands, given the coastal nature of views it would likely read as one coherent large scale offshore windfarm. Due to the viewing distance, and the large scale nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be small. Views of this nature would be limited to western facing higher ground and the western coastline, in the north of the island of Luing. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.19d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though it would not extend beyond Colonsay and would appear slightly smaller in scale. The array would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 54 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. Viewing distance and intervening landform would reduce the perceptibility of lower-level construction activities to some degree. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be perceptible, seen at a distance of approximately 54 km. Lighting would be seen in an otherwise dark seascape, though in the context of limited artificial lighting in Cullipool and the Fladda lighthouse. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.43 Construction and operational effects on Viewpoint 20 – Erraid, Mull

Viewpoint 20 – Erraid, Mull			
Grid Reference (NGR)	129694, 720097	**Figure Number**	16.2.20
LCT / CCA	44 - Boulder Moors - Argyll	**Designated Landscape or Wild Land Area**	Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	21 km

Viewpoint 20 – Erraid, Mull	
Baseline Description	This viewpoint is located on the tidal island of Erraid, to the south-west of the Ross of Mull. The viewpoint is located at the highest point on the island - Cnoc Mor (70 m AOD) - a rocky dome of bare granite with open views in all directions towards the mainland of Mull (to the north-east), the mainland of Scotland (to the south-east) and across the sea (to the west). This viewpoint represents recreational receptors at the summit. In the immediate context are low granite ridges covered by heather scrub. To the south-west the landform descends towards the beach of Tràigh Gheal. In middle distance views to the south-west, west and north-west, granite islets and skerries surround Erraid, alongside occasional sandy coves and channels. To the west and south-west, are open views out to sea, and across the Atlantic, looking towards the WDA. Longer distance views to the south look across the Firth of Lorn toward the Inner Hebrides. Islay and the landform of Sgarbh Breac (364 m AOD) can be seen in the distance. To the north, the Sound of Iona and eastern edge of Iona can be seen, including the monastic Abbey and Dun I (101 m AOD). Views to the north-east and east consist of low rocky ridges, areas of heather moorland, scattered buildings and forestry blocks, forming the Ross of Mull. The rising landform of central Mull, including Ben More (966 m AOD) provides a backdrop to longer-distance views.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Central, South and West Mull LLA. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 21 km, in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 39 degrees. The Project would be apparent in the open sea beyond the coastal edge of Erraid, and islets to the south-west. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon. From this viewing angle the array would create slightly denser clusters of turbines in its southern and central areas. It would nevertheless read as one coherent large scale offshore windfarm. Both OSP would also be evident at the left side of the array. Due to the large scale and expansive nature of views, the scale of change is judged to be medium. The geographical extent of the change is judged to be large. Views of this nature would be available from much of the coastal edge to the south-west of Erraid and the Ross of Mull, and from inland areas with south-western facing slopes. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.20d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though would appear slightly smaller in scale. The turbines would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 21 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.

Viewpoint 20 – Erraid, Mull	
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 21 km. Lighting would be seen in an otherwise dark seascape. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	Although theoretically visible, at a distance of over 95 km Malin Sea Wind is not likely to be perceptible. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.44 Construction and operational effects on Viewpoint 21 - Mull – Iona Ferry

Viewpoint 21 - Mull – Iona Ferry			
Grid Reference (NGR)	129560, 723620	**Figure Number**	16.2.21
LCT / CCA	N/A	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South-west	**Distance to WDA at closest point**	24 km
Baseline Description	This viewpoint represents views experienced by recreational receptors travelling on the ferry that crosses the Sound of Iona between Fionnphort (mainland Mull) to the Isle of Iona. Views to the south-west are uninterrupted across the Sound of Iona. The island of Iona to the west and Mull to the east frame the view in this direction. Longer distance views to the south-west look out across the Atlantic towards the WDA. Views to the north look along the Sound of Iona towards Staffa and the more distant western shoreline of Mull. Views to the west are contained by the Isle of Iona, its monastic settlement, Abbey, and rising landform with rocky outcrops and heather moorland rising towards the highest point of Dun I (101 m AOD). To the east, views are towards the mainland of the Ross of Mull.		
Sensitivity	Recreational receptors on the ferry are considered to be of medium susceptibility. The viewpoint is not located in a designated landscape, though it offers scenic coastal views. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		

Viewpoint 21 - Mull – Iona Ferry	
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 24 km, in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 35 degrees. Views would be focused along the Sound of Iona, with the landform of Iona to the west and the Ross of Mull to the east framing the view to the south-west. The proposed turbines would be apparent in the open sea beyond, with turbines to the far north of the array seen behind the landform of Iona and turbines in the far south of the layout seen behind the landform of Mull. The proposed turbines would also fill the horizon between these two landforms. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south-west. From this viewing angle there would be slightly denser clusters of turbines in the south of the array, with a more even spread of turbines in the north of the array. It would nevertheless read as one coherent large scale offshore windfarm. One offshore substation platform would be visible at the left side of the array. Due to the expansive nature of views, the scale of change is judged to be medium. The geographical extent of the change is judged to be medium. Views of this nature would be available from the ferry between Iona and Mull. The overall magnitude of impact is judged to be **medium**. As illustrated in Figure 16.2.21e of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, filling in the framed view between Mull and Iona. The turbines would appear slightly smaller in scale, though with a greater density of turbines and more clustering. The magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 24 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	As illustrated in Figure 16.2.21d of **Appendix 16.4 SLVIA Visualisations**, red (flashing) aviation lighting and yellow (flashing) marine navigation lights on turbines would be visible, seen at a distance of approximately 24 km. Lighting would be seen in an otherwise dark seascape, though in the context of artificial lighting at Fionnphort and Iona. Under the 2000 candela maximum visibility scenario and given the number and intensity of lights in the view, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.

Viewpoint 21 - Mull – Iona Ferry	
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.45 Construction and operational effects on Viewpoint 22 – Dun I, Iona

Viewpoint 22 – Dun I, Iona			
Grid Reference (NGR)	128384, 725236	**Figure Number**	16.2.22
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	25 km
Baseline Description	This viewpoint is located at the highest point, Dun I (101 m AOD), on the Isle of Iona. The viewpoint represents recreational receptors visiting a notable landmark, marked by a stone cairn. Views from this location are panoramic in nature. The immediate setting is characterised by rocky terrain with heather and low grasses. To the south-west the view extends over the rugged landform of Iona beyond which there are wide, expansive views across the Atlantic Ocean, looking towards the proposed array area. To the east, views extend over sloping landform, encompassing Iona Abbey and the Sound of Iona. The landform of Mull provides partial containment for longer distance views to the east. To the north-east, views extend across uplands of Mull towards Ben More (966 m AOD). The islands of Tiree and Coll can be seen in longer distance views. To the north and west, views open to open moorland and low coastal cliffs leading to Traigh an t-Suidhe and the northern tip of Iona before opening out to the sea. Long-distance views north encompass the islands of Bac Mor (the Dutchman's Cap), Staffa and Ulva.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in in the Central, South and West Mull LLA and offers panoramic views. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of 25 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 35 degrees. The Project would be apparent in the open sea beyond the island of Iona, which contributes to the foreground context in views to the south-west. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon. From this viewing angle the array arrangement would create slightly denser clusters of turbines in the south of the array, with a looser arrangement of turbines in the north of the array. It would nevertheless read as one coherent large scale offshore windfarm. Both OSP would be visible at the left side of the array. Due to the expansive nature of views, the scale of change is judged to be medium. The geographical extent of the change is judged to be medium. Views of this nature would be available from the summit of Dun I and from open south-western sloping ground on Iona. The overall magnitude of impact is judged to be **medium**.		

Viewpoint 22 – Dun I, Iona	
	As illustrated in Figure 16.2.22d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, though appearing slightly smaller in scale. The turbines would appear relatively evenly spread, though with gaps evident and a slightly greater degree of clustering. The magnitude of impact would remain **medium**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **moderate and significant** effect. At 24 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).
Night-time Effects	Red (flashing) aviation lighting and yellow (flashing) marine navigation lighting on turbines would be visible, seen at a distance of approximately 24 km. Lighting would be seen in an otherwise dark seascape though in the context of artificial lighting at scattered properties. Under the 2000 candela maximum visibility scenario for aviation lighting and given the number and intensity of lights in the view, this would result in a medium scale of change and medium magnitude of impact. The visual effect at night would be **moderate and significant**. Under the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the reduced intensity would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	Although theoretically visible, at a distance of over 100 km Malin Sea Wind is not likely to be perceptible. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**moderate and significant**).

Table 16.46 Construction and operational effects on Viewpoint 23 – Carsaig Bay, Mull

Viewpoint 23 – Carsaig Bay, Mull			
Grid Reference (NGR)	154473, 721324	**Figure Number**	16.2.23
LCT / CCA	Stepped Rocky Coastlands (50)	**Designated Landscape or Wild Land Area**	Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	40 km
Baseline Description	This viewpoint is located at Carsaig Bay on the south coast of the Isle of Mull. The viewpoint represents recreational receptors. Similar views would be experienced by residents with open coastal views in the small community of Carsaig, to the north-west of the viewpoint. The foreground comprises the rocky shoreline, tidal flats, and scattered boulders along the bay. Rock formations jut from the shallow water. Small buildings are located to the north-west and north-east of the view. Views are coastal and contained by steep		

Viewpoint 23 – Carsaig Bay, Mull	
	landform to the west of the bay. To the south and south-west views extend out across open sea towards the proposed array area. To the east and west, the bay is framed by steeply-sided basalt cliffs, scree slopes and wooded gullies. In longer-distance views to the south-east, the coastline of Jura and the Paps of Jura are visible.
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Central, South and West Mull LLA and is on a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 40 km. The Project would occupy a maximum horizontal angle of view of approximately 13 degrees. The Project would be apparent in the open sea beyond Mull, with cliffs to the west of Carsaig Bay screening the northern part of the array. The proposed turbine hubs and blades would be seen on the skyline across part of the distant offshore horizon. From this viewing angle the array arrangement would create slightly denser clusters of turbines in the centre of the array, with a more regular arrangement of turbines in the south of the array (turbines in the north of the array are screened by the landform). It would nevertheless read as one coherent distant offshore windfarm. No OSP would be visible The scale of change is judged to be small. The geographical extent of the change is judged to be small, as this represents more localised views from Carsaig Bay. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.23d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would appear slightly smaller in scale, with hubs and blades lower on the skyline. The turbines would appear relatively evenly spread, with fewer gaps evident due to a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 40 km, the Project would be visible in conditions of 'Very Good/Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible on some hubs seen above the horizon, seen at a distance of approximately 40 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance and limited views of turbine hubs would result in a small

Viewpoint 23 – Carsaig Bay, Mull	
	scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant.**
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.47 Construction and operational effects on Viewpoint 24: Staffa

Viewpoint 24: Staffa			
Grid Reference (NGR)	132372, 735116	**Figure Number**	16.2.24
LCT / CCA	Stepped Cliffs and Terraces – Argyll (45)	**Designated Landscape or Wild Land Area**	Loch na Keal, Isle of Mull NSA
Direction of View	South-west	**Distance to WDA at closest point**	36 km
Baseline Description	This viewpoint is located on Staffa, a small island to the west of Mull which is under the ownership and care of the National Trust. The island is uninhabited and can be visited by private boat tour. The view is representative of recreational receptors visiting the island. A wireline only visualisation has been provided from this location. Views to the south-west are large scale and look across the open water, towards Iona and the Ross of Mull. Beyond there are long distance and expansive views looking out across the Atlantic. Views to the north and east look across smaller islands to the west of Mull, and the western coastline of Mull.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is located in the Loch na Keal NSA. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 36 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 28 degrees. It would be apparent in the open sea beyond the island of Iona and the western edge of the Ross of Mull. The landform of Iona would provide some partial screening to southern and central parts of the array. Turbines in the north of the array would be seen in the context of the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon. The spread of turbines would be relatively consistent, with slightly denser clusters across parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. It is unlikely the OSP would be visible due to intervening landform and viewing distance. The scale of change is judged to be small. The geographical extent of the change is judged to be small. Views of this nature would be limited to west facing coastline and elevated terrain on the small island of Staffa. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.24c of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout,		

Viewpoint 24: Staffa	
	beyond the island of Iona and the western edge of the Ross of Mull. The turbines would appear slightly smaller in scale, with hubs and blades lower on the skyline. The turbines would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 36 km, the Project would be visible in conditions of 'Very Good' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 36 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.48 Construction and operational effects on Viewpoint 25: Ulva

Viewpoint 25: Ulva			
Grid Reference (NGR)	141916, 738753	**Figure Number**	16.2.25
LCT / CCA	Stepped Cliffs and Terraces – Argyll (45)	**Designated Landscape or Wild Land Area**	Loch na Keal, Isle of Mull NSA
Direction of View	South-west	**Distance to WDA at closest point**	44 km
Baseline Description	This viewpoint is located at Ormaig (approximately 40 m AOD), a former historic settlement on a minor track and footpath at a central point on the Isle of Ulva. The viewpoint represents recreational receptors using the footpaths on the southern side of Ulva. In views to the south-west the foreground consists of rough ground with vegetation including heather and bracken, interspersed with rocky outcrops and the remains of crofting settlements. Middle distance views include lower lying coastal land along the southern coast of Ulva and a number of smaller islands including Little Colonsay and Staffa. Beyond this there are expansive offshore views with western parts of Mull (the Ross of Mull) and the island of Iona extending across the distant horizon.		

Viewpoint 25: Ulva	
	To the north-west, views extend to Gometra. To the south-west Inch Kenneth and the mountainous mainland of Mull form the backdrop, including the Munro Ben More (966 m AOD). To the north and east, views are contained by the upland of Ulva.
Sensitivity	Recreational receptors at this location are considered to be of medium susceptibility. The viewpoint is located in the Loch na Keal NSA and is on a core path. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 44 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 23 degrees. It would be apparent behind the Ross of Mull and Iona, with these landforms providing some partial screening. The Sound of Iona would provide a glimpse towards some turbine tower bases, so the Project would still be legible as an offshore windfarm, seen in distant seas beyond Mull and Iona. When visible the proposed turbine hubs and blades would be seen partially on the distant skyline with certain hubs screened by the intervening landform. The spread of turbines would be relatively consistent, with slightly denser clusters across parts of the array. The intervening landform would mask some slightly denser clusters of turbines. It would nevertheless read as one coherent distant offshore windfarm, seen beyond the intervening horizons of the Ross of Mull and Iona. The scale of change is judged to be small. The geographical extent of the change is judged to be medium, with similar views indicated from the south-western coastline and elevated terrain on Ulva. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.25d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, beyond the island of Iona and the western edge of the Ross of Mull. The turbines would appear slightly smaller, with hubs and blades lower on the skyline and subject to a greater degree of screening by intervening landform. The turbines would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 44 km, the Project would be visible in conditions of ‘Excellent’ atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 44 km. Lighting would be seen in an otherwise dark seascape either side of distant landform. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible.

Viewpoint 25: Ulva	
	Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.49 Construction and operational effects on Viewpoint 26: B8073 Mull

Viewpoint 26: B8073 Mull			
Grid Reference (NGR)	146945 739580	**Figure Number**	16.2.26
LCT / CCA	Stepped Rocky Coastlands (50)	**Designated Landscape or Wild Land Area**	Loch na Keal, Isle of Mull NSA Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	47 km
Baseline Description	This viewpoint is located along the minor coastal road of the B8073 on the western side of the Isle of Mull overlooking Loch na Keal. This viewpoint represents road receptors. Views south and south-west are foregrounded by roadside verge, heath, gorse and basalt outcrops. Middle distance views are framed by the landform to the north and south of Loch na Keal. The islands of Inch Kenneth, Salaman and Eorsa are visible. The Isle of Iona can be seen in longer distance views south-west. Rising landform of the Ardmeanach Peninsula, the peak of Ben More (966 m AOD), and sloping hills of Mull form the skyline of longer distance views south and south-east. Views north are foreshortened by rising landform of Cnoc Clach na Ciste (248 m AOD). The B8073 continues in immediate views west and east, bordered by steep rocky outcrops and scrub land. Interspersed Islands of Ulva, Little Colonsay, islets and skerries can be seen in middle distance views west and north-west. Wider views west expand across Loch na Keal's channel towards the Atlantic.		
Sensitivity	Transport receptors are considered to be of low susceptibility. The viewpoint is located in the Loch na Keal NSA with scenic coastal views. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **medium**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 47 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 18 degrees. The landform to the north and south of Loch na Keal would frame the view, with the Project apparent behind the distant landforms of the Ross of Mull and Iona (with these landforms providing some partial screening). When visible the proposed turbine hubs and blades would be seen partially on the distant skyline with certain hubs screened by the intervening landform. The spread of turbines would be relatively consistent, with slightly denser clusters across parts of the array. Intervening landform would somewhat mask the offshore context of the Project.		

Viewpoint 26: B8073 Mull	
	The scale of change is judged to be small. The geographical extent of the change is judged to be medium, with similar views indicated from approximately 5 km of the road network to the north of Loch na Keal. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.26d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, beyond the island of Iona and the western edge of the Ross of Mull. The turbines would appear slightly smaller in scale, with hubs and blades lower on the skyline and subject to a greater degree of screening by intervening landform. The turbines would appear relatively evenly spread, though with a greater density of turbines. The magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 47 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 47 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance and limited views of turbine hubs would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.50 Construction and operational effects on Viewpoint 27: Ben More, Mull

Viewpoint 27: Ben More, Mull			
Grid Reference (NGR)	152041, 733287	**Figure Number**	16.2.27
LCT / CCA	Rugged Mountains (35)	**Designated Landscape or Wild Land Area**	Loch na Keal, Isle of Mull NSA WLA 8 Ben More Mull Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	45 km

Viewpoint 27: Ben More, Mull	
Baseline Description	This viewpoint is located at the summit of Ben More (966 m AOD), a Munro on Mull. This viewpoint represents views experienced by recreational receptors at the summit. Views from this location are panoramic in nature. The immediate foreground consists of rocky terrain. To the south-west, views descend steeply across Loch Scridian and across the Ross of Mull. Longer distance views extend across the Atlantic towards Colonsay and Jura. The Paps of Jura are notable landmarks on the skyline, in more southernly views. To the east, middle distance views extend across the steep and wooded valley of Glen More and wider peaks of central Mull. Longer distance views to the east extend to the distinctive peaks of Glen Coe and Ben Nevis on the skyline, including Ben Cruachan (1126 m AOD). To the north, views extend across Loch na Keal, Ulva, the Treshnish Isles and Loch Tuath. The northern mainland Movern and Ardnamurchan can be seen in longer distance views north.
Sensitivity	Recreational receptors on this Munro summit are considered to be of high susceptibility. The viewpoint is located in the Loch na Keal NSA and WLA 8, and is at the summit of a Munro. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 45 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 22 degrees. It would be apparent in the open sea beyond the Ross of Mull. Due to the elevated nature of the viewpoint, a number of turbine hubs would be seen below the distant horizon. All the turbine blades would be seen on the skyline. The spread of turbines would be relatively consistent, with slightly denser clusters across parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. Both OSP would be evident at the left side of the array. Due to the viewing distance and panoramic and large scale nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be small. The summit tends to be accessed from the north-east, via Dhiseig. As such, views of this nature open up on approach to the summit area on Ben More. As illustrated in Figure 16.2.27d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be slightly smaller in scale with hubs and blades lower on the skyline. The array would appear relatively evenly spread though with a greater density of turbines. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **low**. The overall magnitude of impact is judged to be **low**.
Effect significance (operation)	Combing judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 45 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected.

Viewpoint 27: Ben More, Mull	
	The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 45 km. Lighting would be seen in an otherwise dark seascape though in the context of scattered artificial lighting along the coastal edge of Mull. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of impact. The visual effect at night would be **minor and not significant**.
Cumulative Effects	Although theoretically visible, at a distance of over 115 km Malin Sea Wind is not likely to be perceptible. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.51 Construction and operational effects on Viewpoint 28: Cruachan Treshnish Cairn, Mull

Viewpoint 28: Cruachan Treshnish Cairn, Mull			
Grid Reference (NGR)	137357, 746628	**Figure Number**	16.2.28
LCT / CCA	Stepped Cliffs and Terraces – Argyll (45)	**Designated Landscape or Wild Land Area**	Loch na Keal, Isle of Mull NSA Central, South & West Mull LLA
Direction of View	South-west	**Distance to WDA at closest point**	49 km
Baseline Description	This viewpoint is located at the Cruachan Treshnish Cairn. This viewpoint represents views for recreational receptors. The B8073 is located directly adjacent to the viewpoint. Therefore, oblique views experienced by road receptors travelling west are likely to be similar. Views south and south-west are framed by the undulating landform of rocky hillocks (Beinn Reudle and Ard Dubh Bhurgh) that slope towards Loch Tuath. Middle distance views extend across Loch Tuath/ Loch na Keal and the islands of Ulva, Gometra and Staffa (to the south-west). The Isle of Iona and its' historic Abbey can be seen in longer distance views south-west. Views south-east extend across the Isle of Ulva and Loch na Keal. Ben More (966 m AOD) forms the backdrop of longer distance views. Views north, north-east and east are foreshortened by the rolling moorland of the Mornish headlands.		
Sensitivity	Recreational receptors at this location are considered to be of medium susceptibility. The viewpoint is located in the Loch na Keal NSA. Value is judged to be high. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 49 km in views to the south-west. The Project would occupy a maximum horizontal angle of view of approximately 23 degrees. The Project would be apparent in framed views looking out to the open sea and beyond the island of Iona. The landform of Iona would provide some partial screening to		

Viewpoint 28: Cruachan Treshnish Cairn, Mull	
	southern and central parts of the array. Turbines in the north of the array would be seen in the context of the open sea. The proposed turbines hubs and blades would be seen on the skyline spread across the distant offshore horizon. The spread of turbines would be relatively consistent, with slightly denser clusters across parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. No OSP would be visible The scale of change is judged to be small. The geographical extent of the change is judged to be small. Views of this nature would be limited to a short stretch of the B8073, in framed views looking between Beinn Reudle and Ard Dubh Bhurgh. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.28d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout, filling in the framed view. The turbines would be slightly smaller in scale with hubs and blades lower on the skyline. The turbines would appear relatively evenly spread though with a greater density of turbines. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 49 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be perceptible, seen at a distance of approximately 49 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10 percent intensity in clear weather conditions), viewing distance would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.52 Construction and operational effects on Viewpoint 29: Hynish, Tiree

Viewpoint 29: Hynish, Tiree			
Grid Reference (NGR)	098757, 739132	**Figure Number**	16.2.29
LCT / CCA	Island Mixed Farmland (49)	**Designated Landscape or Wild Land Area**	N/A

Viewpoint 29: Hynish, Tiree			
Direction of View	South	**Distance to WDA at closest point**	37 km
Baseline Description	This viewpoint is located near the small community of Hynish, to the south-west of the island of Tiree. It is representative of residential receptors, from properties with open coastal views to the south. Similar views would be available from the B8066, which provides access to this community. The view south looks over the rocky coastal edge and out across the open Atlantic. The view is expansive and large scale. The view east looks towards Mull. Views north and east look inland over Tiree.		
Sensitivity	Residential receptors at this location are considered to be of high susceptibility. The viewpoint is not located in a designated landscape though it offers scenic coastal views. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 37 km, in views to the south. The Project would occupy a maximum horizontal angle of view of approximately 35 degrees. The proposed turbines would be apparent in the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south. From this viewing angle the spread of turbines would be relatively consistent, with some slightly denser clusters of overlapping turbines across parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. One of the OSP would also be apparent. Due to the viewing distance and expansive nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be medium. Views of this nature would be available from much of the coastal edge, to the south of Tiree. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.29d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be slightly smaller in scale with hubs and blades lower on the skyline. The turbines would appear relatively evenly spread though with a greater density of turbines. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **low**.		
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 37 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.		
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).		

Viewpoint 29: Hynish, Tiree	
Night-time Effects	Red (flashing) aviation lighting on turbines would be visible, seen at a distance of approximately 37 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), viewing distance would result in a small scale of change and low magnitude of effect. The visual effect at night would be **minor and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

Table 16.53 Construction and operational effects on Viewpoint 30: Crossapol Bay, Coll

Viewpoint 30: Crossapol Bay, Coll			
Grid Reference (NGR)	114293, 753481	**Figure Number**	16.2.30
LCT / CCA	Sand Dunes and Machair (58)	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South	**Distance to WDA at closest point**	51 km
Baseline Description	This viewpoint is located on the dunes to the north of Crossapol Bay, in the west of the island of Coll. The viewpoint is representative of recreational receptors exercising their right to roam. From this slightly elevated position from the dunes to the north of the bay, the view looks over the undulating grass covered dunes and across Crossapol Bay (the sandy shoreline to the immediate south of the view is screened by the dunes). The headlands to the west and east of the bay are apparent, along with some sections of the sandy shoreline. In the middle distance the landform of eastern parts of the island of Tiree is visible, in the west of the view. Views more directly south are expansive and long distance, looking out across the open Atlantic. In distant views to the south/ south-east the Paps of Jura are apparent on the distant horizon. Views north, east and west look across the dunes to the west of Tiree.		
Sensitivity	Recreational receptors at this location are considered to be of high susceptibility. The viewpoint is not located in a designated landscape, though it offers scenic coastal views from near a core path. Value is judged to be medium. On balance, taking account of the judgements of susceptibility and value, the overall sensitivity is judged to be **high**.		
Magnitude of impact (operation)	The Project would be seen at a distance of approximately 51 km, in views to the south. The Project would occupy a maximum horizontal angle of view of approximately 27 degrees. The proposed turbines would be apparent in the open sea. The proposed turbine hubs and blades would be seen on the skyline spread across the distant offshore horizon in views to the south. Due to the viewing distance and curvature of the earth the lower tower sections (and offshore substation platforms) would be screened. From this viewing angle the spread of turbines would be relatively consistent, with some slightly		

Viewpoint 30: Crossapol Bay, Coll	
	denser clusters of overlapping turbines across parts of the array. It would nevertheless read as one coherent large scale offshore windfarm. Due to the viewing distance and expansive nature of views, the scale of change is judged to be small. The geographical extent of the change is judged to be medium. Views of this nature would be available from much of the coastal edge, to the south of Coll. The overall magnitude of impact is judged to be **low**. As illustrated in Figure 16.2.30d of **Appendix 16.4 SLVIA Visualisations**, the 144-turbine layout would occupy a similar horizontal field of view to the 91-turbine layout. The turbines would be slightly smaller in scale with fewer hubs and a lesser extent of blades seen above the horizon of the sea. The turbines would appear relatively evenly spread though with a greater density of turbines. Overall, the Project would be slightly less noticeable, but the magnitude of impact would remain **low**.
Effect significance (operation)	Combining judgements on sensitivity and magnitude of impact would result in a **minor and not significant** effect. At 51 km, the Project would be visible in conditions of 'Excellent' atmospheric visibility.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).
Night-time Effects	Red (flashing) aviation lighting on turbines would be perceptible, seen at a distance of approximately 51 km. Lighting would be seen in an otherwise dark seascape. At this distance, lower intensity yellow (flashing) marine navigation lighting is less likely to be perceptible. Under the 2000 candela scenario and the more realistic 200 candela scenario for aviation lighting (in which the lights are dimmed to 10% intensity in clear weather conditions), the viewing distance would result in a barely perceptible scale of change and negligible magnitude of impact. The visual effect at night would be **negligible and not significant**.
Cumulative Effects	No other cumulative developments would be visible from this location. As there would be no change to the existing baseline, effects would be the same as the primary assessment (**minor and not significant**).

16.10.1.4.2 Effects on Views experienced from Settlements and Routes

127. Theoretical visibility of the Project from settlements and routes is illustrated on **Figure 16.2 and 16.3**. Visual effects on receptors which have been taken forward for detailed assessment, as set out in **Table 16.11**, **Table 16.12** and **Table 16.13** are discussed below. The assessment was structured by island / island group. Effects on users of ferry routes were considered separately.

Table 16.54 Operational effects on routes on Colonsay and Oronsay

Colonsay and Oronsay	
Representative Viewpoints	Routes on Colonsay and Oronsay are represented by the following viewpoints: • Viewpoint 13 - Oronsay Priory, Oronsay (see Figure 16.2.13 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 14 - B8086 south of Lower Kilchattan, Colonsay (see Figure 16.2.14 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 16 - Beinn nan Gudairean, Colonsay (see Figure 16.2.16 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	The following routes have theoretical visibility of the Project: • The B8086 and B8087 are predominantly single-track roads which form a loop in the centre of Colonsay, connecting the scattered communities of Kilchattan, Kiloran and Scalasaig. The B8085 connects the B8086 with Garvard to the south. There is little vegetation along the routes, and views tend to be open. In the west, at Upper and Lower Kilchattan (see Viewpoint 14) there are some open sea views looking west towards the WDA. In the east there are views across the sound to Jura. Elsewhere the rugged and undulating terrain provides some enclosure to views. • Core Path C048 is a grass and stone track located in the north of Colonsay, and connects the settlement of Kiloran with Tràigh Ban, via Kiloran Bay and Balnahard. • Core Path C047 runs between Scalasaig and the summit of Beinn Nan Gudairean, from which there are panoramic views across Colonsay. • Core Path C046 runs between the B8086 and Ardskenish, where it forms a loop across the sand dunes. • Core Path C045 runs between the B8085 and Oronsay Priory, where crossing of the Strand is only available at low tide.
Sensitivity	Road users are considered to be of low susceptibility to changes in the view. Users of core paths are considered to be of medium susceptibility to changes in the view. The routes are not located within any designated landscapes. The value of views is judged to be medium. Taking account of the judgements of susceptibility and value, sensitivity of receptors is judged to be **medium**.
Magnitude of impact and effect significance (operation)	As shown on **Figure 16.2 and 16.3** there would be intermittent theoretical visibility of the Project from B-roads on Colonsay, particularly in the west (e.g. Figure 16.2.14 of **Appendix 16.4 SLVIA Visualisations**). The rugged terrain would screen views towards the Project from some parts of the routes including at Kiloran and Scalasaig. There would also be intermittent theoretical visibility from the core path network on Colonsay and Oronsay (e.g. Figure 16.2.13 and Figure 16.2.16 of **Appendix 16.4 SLVIA Visualisations**). Where visible from roads and core paths the proposed turbines would be seen on the skyline spread across the offshore horizon in views to the west. The turbines would appear large in scale at a distance of between approximately 12 km and 20 km. The assessment of effects on routes is as follows: • B8085, B8086 and B8087 – medium to high magnitude of impact, resulting in **moderate and significant** to **major and significant effects;** • Core Path C045 - high magnitude of impact, resulting in a **moderate and significant effect;** • Core Path C046 - high magnitude of impact, resulting in a **moderate and significant effect**; • Core Path C047 – high magnitude of impact, resulting in a **moderate and significant effect** (at the summit only); and • Core Path C048 – high magnitude of impact, resulting in a **moderate and significant effect.**
Magnitude of impact and effect	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA

Colonsay and Oronsay	
significance (construction)	including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (ranging from **moderate and significant** to **major and significant**).

Table 16.55 Operational effects on settlements and routes on Islay

Islay	
Representative Viewpoints	Settlements and routes on Islay are represented by the following viewpoints: • Viewpoint 1 - Ardnave Point, Islay (see Figure 16.2.1 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 2 - Saligo Bay, Islay (see Figure 16.2.2 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 3 - Kilchoman, Islay (see Figure 16.2.3) of **Appendix 16.4 SLVIA Visualisations**; • Viewpoint 4 - Creag Bealach na Caillich, Islay (see Figure 16.2.4 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 5 - Minor Rd near Portnahaven, Islay (see Figure 16.2.5 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 6 - Bowmore Church, Islay (see Figure 16.2.6 of **Appendix 16.4 SLVIA Visualisations**); • Viewpoint 7 - Beinn Bheigier, Islay (see Figure 16.2.7 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 8 - American Monument, The Oa, Islay (see Figure 16.2.8 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	Within approximately 40 km of the WDA the following settlements have theoretical visibility of the Project: • Portnahaven on the Rinns; • Bowmore and Bridgend on Loch Indaal; and • Glenegedale by Laggan Bay. Within approximately 40 km of the WDA the following routes have theoretical visibility of the Project: • A846 – connects Ardbeg in the south of Islay with Port Askaig in the north-east, via Bridgend; • B8016 – connects the A846 north of Port Ellen with Bridgend; • B8017 and B8018 – forming a loop between Loch Indaal and Sanaigmore Memorial on the north Islay coast; • Core Paths C057, C512 and C058 – forming a loop between Portnahaven and Octofad; • Core Path C054 and C511 – forming a loop between Ardnave and Ardnave Point; • Core Path C055 – between Saligo and Saligo Bay; • Core Path C056 – between Kilchiaran and Kilchoman; • Core Path CO61 – Loch Gruinart dunes; • Core Path CO63 – Bridgend Circular; • Core Path CO68 – Bowmore to Saltpan Point; • Core Path CO69 – Laggan Bay dunes; • Core Path CO70 - Glenegedale to Laggan Bay dunes; and • Core Path CO71 – Kintra to Standing Stones, Port Ellen.

Islay	
Sensitivity	Residential receptors are considered to be of high susceptibility to changes in the view. Users of core paths are considered to be of medium susceptibility to changes in the view. Road users are considered to be of low susceptibility to changes in the view. Some of the settlements and routes are located within locally designated landscapes including the North and West Islay (Coast) LLA, South and East Islay LLA and South West Islay LLA. The value of views is judged to be high. Taking account of the judgements of susceptibility and value, sensitivity of receptors is judged to be **high** for both residents and users of Core Paths, and **medium** for road users.
Magnitude of impact and effect significance (operation)	As illustrated in Figures 16.2.1 to 16.2.5, and Figure 16.2.7 of **Appendix 16.4 SLVIA Visualisations**, there would be some relatively close views of the Project in the open sea to the north-west, at a distance of approximately 15 km and greater. From the coastal edge views would be open and framed by the rugged coastal edge. Moving inland, views would be more intermittent with the undulating landform providing some screening of the Project. The assessment of effects on settlements and routes is as follows: • B8017 and B8018 – medium magnitude of impact, resulting in **moderate and significant effects**; • Core Paths C057, C512 and C058 – medium magnitude of impact, resulting in **moderate and significant effects;** • Core Path C054 and C511 – high magnitude of impact, resulting in **major and significant effects;** • Core Path C055 – medium magnitude of impact, resulting in a **moderate and significant effect;** • Core Path C056 – medium magnitude of impact, resulting in a **moderate and significant** effect; and • Core Path CO61 – medium magnitude of impact, resulting in a **moderate and significant** effect. Where theoretical visibility is reduced by intervening landform or buildings (e.g. Figure 16.2.6 of **Appendix 16.4 SLVIA Visualisations**) and / or the receptor is more distant (e.g. Figure 16.2.8 of **Appendix 16.4 SLVIA Visualisations**), the magnitude of impact would be no greater than low. The assessment of effects on settlements and routes is as follows: • Portnahaven – low magnitude of impact, resulting in a **minor and not significant effect**; • Bowmore and Bridgend on Loch Indaal - low magnitude of impact, resulting in **minor and not significant effects**; • Glenegedale by Laggan Bay - low magnitude of impact, resulting in a **minor and not significant effect**; • A846 – low magnitude of impact, resulting in a **minor and not significant effect**; • B8016 – low magnitude of impact, resulting in a **minor and not significant effect**; • Core Path CO63 – negligible magnitude of impact, resulting in a **negligible and not significant effect**; • Core Path CO68 – low magnitude of impact, resulting in a **minor and not significant effect**; • Core Path CO69 – low magnitude of impact, resulting in a **minor and not significant effect**; • Core Path CO70 - low magnitude of impact, resulting in a **minor and not significant effect**; and • Core Path CO71 – low magnitude of impact, resulting in a **minor and not significant effect.**
Magnitude of impact and effect	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA

Islay	
significance (construction)	including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (ranging from **negligible and not significant** to **major and significant**).

Table 16.56 Operational effects on settlements and routes on Mull and Iona

Mull and Iona	
Representative Viewpoints	Settlements and routes on Mull and Iona are represented by the following viewpoints: • Viewpoint 21 - Mull - Iona Ferry (see Figure 16.2.21 of **Appendix 16.4 SLVIA Visualisations**); and • Viewpoint 23 - Carsaig Bay, Mull (see Figure 16.2.23 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	Within approximately 40 km of the WDA the following small settlements have theoretical visibility of the Project: • Baile Mor on Iona is located in St Ronan's Bay and hosts a primary school, post office and hotels along with a small number of houses. Iona Abbey is a popular visitor attraction. There are views across and along the Sound of Iona to Mull. • Fionnphort on Mull is located along the A849 and has a small ferry terminal. There are views from the western end of the village across and along the Sound of Iona to Iona. Within approximately 40 km of the WDA the following routes have theoretical visibility of the Project: • Core Paths C483 and C484 on Iona connect Baile Mor with the south side of Iona at Port na Curaich. The routes follow minor roads at the edge of farmland and undulating rocky terrain. There are some open and expansive views across the Atlantic, as well as more channelled views looking along the Sound of Iona. • Core Paths C040 and CO41 form the 'Pottie Circular', a loop from Fionnphort to Pottie, via Fidden Bay. There are open views across rugged moorland and sandy bays. • Core Path C515 runs between Bunessan and Uisken, following a minor road. There are some open and expansive views where the path rises to the north of Ardalanish Bay. • Core Paths C400 and C401 run between Carsaig Pier and Carsaig Arches, along the southern edge of the Ross of Mull. There are open sea views to the south. • Core Path C042 forms the 'Burg Walk' and follows the south side of the Ardmeanach peninsula. There are elevated views south and west across Loch Scridian to the Ross of Mull.
Sensitivity	Residential receptors are considered to be of high susceptibility to changes in the view. Users of core paths are considered to be of medium susceptibility to changes in the view. The settlements and routes are located within the Central, South and West Mull LLA. The value of views is judged to be high. Taking account of the judgements of susceptibility and value, sensitivity of receptors is judged to be **high** for both residents and users of Core Paths.
Magnitude of impact and effect significance (operation)	As illustrated in Figure 16.2.21 of **Appendix 16.4 SLVIA Visualisations**, views from Baile Mor and Core Paths on Iona and Mull, would be focused along the Sound of Iona. In some views the Project would fill the sound in views which are framed by the low-lying and rugged coastlines of Iona and the Ross of Mull. The proposed turbines would be visible on the distant horizon to the south-west. The assessment of effects on settlements and routes is as follows:

Mull and Iona	
	• Baile Mor – medium magnitude of impact, resulting in a **moderate and significant effect**; • Core Paths C483 and C484 – medium magnitude of impact, resulting in **moderate and significant effects**; and • Core Paths C040 and CO41 - medium magnitude of impact, resulting in **moderate and significant effects**. Where theoretical visibility is reduced by intervening landform and / or the receptor is more distant (e.g. Figure 16.2.23 of **Appendix 16.4 SLVIA Visualisations**), the magnitude of impact would be no greater than low. The assessment of effects on settlements and routes is as follows: • Fionnphort – low magnitude of impact, resulting in a **minor and not significant effect**; • Core Path C515 – low magnitude of impact, resulting in a **minor and not significant effect**; • Core Paths C400 and C401 – low magnitude of impact, resulting in **minor and not significant effects**; and • Core Path C042 – low magnitude of impact, resulting in a **minor and not significant effect**.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (ranging from **minor and not significant** to **moderate and significant**).

Table 16.57 Operational effects on settlements and routes on Tiree

Tiree	
Representative Viewpoints	Settlements and routes on Tiree are represented by the following viewpoint: • Viewpoint 29 - Hynish, Tiree (see Figure 16.2.29 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	Within approximately 40 km of the WDA the following small crofting settlements have theoretical visibility of the Project: Balephuil; Hynish; Balemartine; Crossapol; and Scarinish. These settlements are all located along the south-facing coast of Tiree and have expansive views to the south. Within approximately 40 km of the WDA the following routes have theoretical visibility of the Project: • B8065 – runs between Barrapol and Scarinish; • B8066 – runs north / south via Balemartine; • B8067 – runs east / west between Balephuil and Balemartine; • Core Paths C003, C004 and C326 connect Barrapol to Eilean Dubh and Balephuil Bay; • Core Path C002 runs between Mannal and Hynish; • Core Path C001 is a short path from Balinoe to Sorobaidh Bay.
Sensitivity	Residential receptors are considered to be of high susceptibility to changes in the view. Users of roads and core paths are considered to be of medium susceptibility to changes in the view. The settlements and routes are not located within any designated landscapes. The value of views is judged to be medium.

Tiree	
	Taking account of the judgements of susceptibility and value, sensitivity of receptors is judged to be high for residents and medium for users of Core Paths.
Magnitude of impact and effect significance (operation)	As illustrated in Figure 16.2.29 of **Appendix 16.4 SLVIA Visualisations**, in views from the south of Tiree the proposed turbines would be seen on the skyline spread across the distant offshore horizon in views to the south. Due to the viewing distance and expansive nature of views, of which the Project would form a small part, the magnitude of impact would be no greater than low. The assessment of effects on settlements and routes is as follows: • Settlements (Balephuil, Hynish, Balemartine, Crossapol and Scarinish) – low magnitude of impact, resulting in a **minor and not significant effect**; • B8065 – negligible magnitude of impact, resulting in a **negligible and not significant effect**; • B8066 – negligible magnitude of impact, resulting in a **negligible and not significant effect**; • B8067 – negligible magnitude of impact, resulting in a **negligible and not significant effect**; • Core Paths C003, C004 and C326 – low magnitude of impact, resulting in **minor and not significant effects**; • Core Path C002 – low magnitude of impact, resulting in a **minor and not significant effect**; and • Core Path C001 – negligible magnitude of impact, resulting in a **negligible and not significant effect**.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (ranging from **negligible and not significant** to **minor and not significant**).

Table 16.58 Operational effects on the Oban to Colonsay Ferry

Oban to Colonsay Ferry	
Representative Viewpoints	People travelling on the ferry between Oban and Colonsay are represented by Viewpoint 17: Oban – Colonsay Ferry (see Figure 16.2.17 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	The ferry runs between Oban in the north-east and Scalasaig Pier on Colonsay in the south-west, over a distance of approximately 60 km. At its north-eastern end the ferry travels through the Sound of Kerrera and views are partially enclosed by the surrounding landform. As the route passes Kerrera it enters the wider Firth of Lorne, where there are open views out to sea and nearby islands including Mull to the north and Jura, Scarba, Lunga and the Garvellachs to the south.
Sensitivity	Visual receptors on the ferry are considered to be of medium susceptibility to changes in the view. The route does not pass through any designated landscapes, although offers scenic coastal views, including views towards LLAs on the mainland and Mull and Scarba, Lunga and the Garvellachs NSA. Overall, views from the route are considered to be of medium value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.
Magnitude of impact and effect	There is no theoretical visibility of the Project between Oban and the southern extents of Kerrera. Travelling south-west theoretical visibility increases as the viewer moves away from the mainland and into the Firth of Lorne (see Viewpoint 17). There is no theoretical visible

Oban to Colonsay Ferry	
significance (operation)	from Scalasaig Pier on Colonsay and over a distance of approximately 2 km on approach, due to intervening landform on Colonsay. The Project would be visible over a distance of approximately 50 km. The Project would be seen at a distance of over approximately 20 km. Turbines would be seen on the horizon in open views to the south-west. Turbines in the south of the WDA would be visible alongside or behind Colonsay on approach to Colonsay. In the context of the open and expansive views available the Project would occupy a moderate proportion of the overall view (approximately 25 degrees). The OSPs would also be visible. The scale of change is judged to be small. The ZTV indicates theoretical visibility from the majority of the ferry route, with the number of turbines visible decreasing on approach to Colonsay and as the route approaches the mainland. The geographical extent is judged to be large. The overall magnitude of impact is judged to be **low** and taking into account the **medium** sensitivity would result in a **minor and not significant** sequential visual effect, for approximately 50 km of the route.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**minor and not significant**).

Table 16.59 Operational effects on the Colonsay to Port Askaig (Islay) Ferry

Colonsay to Port Askaig (Islay) Ferry	
Representative Viewpoints	People travelling on the ferry between Colonsay and Port Askaig (Islay) are represented by Viewpoint 9: Colonsay – Port Askaig Ferry (see Figure 16.2.9 of **Appendix 16.4 SLVIA Visualisations**).
Baseline Description	The ferry runs between Scalasaig Pier on Colonsay in the north and Port Askaig on Islay in the south, over a distance of approximately 25 km. At its northern end there are open views out to sea and the nearby islands of Colonsay, Islay and Jura. At its southern end the ferry passes through the narrow Sound of Islay and views are more contained.
Sensitivity	Visual receptors on the ferry are considered to be of medium susceptibility to changes in the view. The route passes along the western edge of Jura NSA, and offers scenic coastal views, including views towards the North and West Islay (Coast) LLA. Overall, views from the route are considered to be of high value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.
Magnitude of impact and effect significance (operation)	There is no theoretical visibility of the Project between Scalasaig Pier on Colonsay and approximately 1.5 km offshore. Travelling south theoretical visibility increases as the viewer moves away from Colonsay, and the Project would be visible over a distance of approximately 15 km (see Viewpoint 9). East of Rubha a' Mhail on Islay the ferry enters the Sound of Islay and the Project would be screened by intervening landform on Islay until it reaches Port Askaig. Where theoretical visibility is at its maximum the Project would be seen at a distance of between approximately 20 km and 25 km. Turbines would be seen on the horizon in open

Colonsay to Port Askaig (Islay) Ferry	
	views to the west and north-west. Turbines in the north of the WDA would be visible alongside or behind Oronsay and Colonsay on approach to Colonsay. In the context of the open and expansive views available the Project would occupy a moderate proportion of the overall view (approximately 45 degrees). The OSPs would also be visible. The scale of change is judged to be medium. The ZTV indicates theoretical visibility from over half of the ferry route, with the number of turbines visible decreasing on approach to Colonsay. The geographical extent is judged to be medium. The overall magnitude of impact is judged to be **medium** and taking into account the **medium** sensitivity would result in a **moderate and significant** sequential visual effect, for approximately 15 km of the route.
Magnitude of impact and effect significance (construction)	The majority of visual effects during the construction phase would be short-term and reversible, limited to the influence of views of construction work taking place within the WDA including marine traffic. Visual effects would arise primarily from partly-constructed turbines within the WDA and would increase as more turbines and platforms are erected. The magnitude of impact and significance of effect would be comparable to the operational effect (**moderate and significant**).

16.10.1.5 Effects on Local Landscape Areas

128. The Project is not located within a designated landscape. There are nationally and locally designated landscapes within the 60 km SLVIA Study Area, as shown on **Figure 16.13**. Theoretical visibility across designated landscapes within 40 km is mapped on **Figure 16.14**.

129. An assessment of effects on the SLQs of NSAs is included separately in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**. For the avoidance of doubt, these assessed effects on NSA should be considered alongside those identified in this chapter and form part of the reasoned conclusions of this EIAR.

130. This section presents the assessment of effects of the Project on locally designated landscapes within 40 km of the WDA, which have been scoped in as outlined in **Table 16.7**. Given the limited nature of other windfarm proposals within the SLVIA Study Area, no cumulative assessment was undertaken.

131. Effects during construction would be short-term, reversible and adverse unless stated otherwise. Operational effects would be long-term, partially reversible and adverse unless stated otherwise.

Table 16.60 Effects on North and West Islay (Coast) Local Landscape Area

Receptor	North and West Islay (Coast) Local Landscape Area
Baseline Description	The North and West Islay (Coast) LLA is located approximately 15 km to the south-east of the WDA. The designation covers the north-west facing coast of Islay, between Orsay in the south-west and Rubha a' Mhail in the north-east. The LLA is narrow in profile in the south, comprising only the immediate inland setting to the coast. In the north the LLA widens to include Loch Gruinart, a sea loch, and the plateau moorland which forms the hinterland to the coast. The LLA is within the following LCTs: • LCT 41: Plateau Moorland - Argyll. • LCT 42: Rocky Moorland - Argyll; • LCT 48: Lowland Bog and Moor;

Receptor	North and West Islay (Coast) Local Landscape Area
	• LCT 49: Island Mixed Farmland; and • LCT 58: Sand Dunes and Machair; No special qualities pertaining to the LLA have been defined or published by Argyll and Bute Council. As such, for the purpose of this assessment, the qualities of this LLA are assumed to be defined primarily by the key characteristics of LCT 41, LCT 42, LCT 49 and LCT 58, and to a lesser extent LCT48 (which lies mainly outside of the LLA). The landscape is open in nature and outward sea views are considered an important characteristic. In the north-east views north to Colonsay and east across the Sound of Island to Jura are also available. The landform typically rises to the east of the LLA, limiting more distant views in this direction. There are no operational windfarms in existing views.
Potential for the Project to affect the special qualities of the LLA	There would be no direct effects on the LLA. The Project would be located in offshore waters between approximately 15 km and 30 km from this LLA. As such, effects would be indirect, experienced through outward views of the Project from within the LLA. The ZTV in **Figure 16.14** indicates theoretical visibility of the Project from the majority of the LLA including its north-west facing coastline. There is a reduction in theoretical visibility from south-facing bays and the east-facing side of Loch Gruinart. The ZTV indicates theoretical visibility from the following LCTs within the LLA: • LCT 41: Plateau Moorland - Argyll, for which a **medium** magnitude of impact was identified between 20 km and 30 km, reducing to **low** beyond 30 km; • LCT 42: Rocky Moorland – Argyll, for which a **high** magnitude of impact was identified within 20 km of the WDA, reducing to **medium** between 20 km and 30 km; • LCT 48: Lowland Bog and Moor, for which a **low** magnitude of impact was identified from the unit south of Loch Gruinart (partially within the LLA); • LCT 58: Sand Dunes and Machair, for which a **high** magnitude of impact was identified within 20 km of the WDA, reducing to **medium** between 20 km and 30 km; and • LCT 49: Island Mixed Farmland, for which a **high** magnitude of impact was identified within 20 km of the WDA, reducing to **medium** between 20 km and 30 km. Assessment viewpoints located within the LLA include: • Viewpoint 1 - Ardnave Point, Islay, representing views experienced by recreational receptors, for which a **high** magnitude of impact was identified; • Viewpoint 2 - Saligo Bay, Islay, representing views experienced by recreational receptors, for which a **high** magnitude of impact was identified; • Viewpoint 4 - Creag Bealach na Caillich, Islay, representing views experienced by recreational receptors, for which a **medium** magnitude of impact was identified; and • Viewpoint 5 – Minor Rd near Portnahaven, Islay, representing views experienced by residents and road users, and for which a **medium** magnitude of impact was identified. Where visible from the LLA, the Project would generally be seen in its entirety, in open views out to the Atlantic, at distances of between approximately 15 km and 30 km. In some views the WTGs would be seen alongside or behind the low-lying and intricate coastal landform (see Viewpoints 1 and 2). In other views (see Viewpoint 5) the Project would be seen in more distant and elevated views, and would form a discrete element which is separate from the LLA. Views north to Colonsay and east to Jura would not be affected. Changes to the key characteristics of the LLA would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. Introducing large-scale modern features would affect the strong qualities of remoteness and wildness which are characteristic of the underlying landscape, particularly along its rugged coastal edge where there is a strong relationship with the sea. Inland, the introduction of the Project would contrast with the tranquil, rural nature of the landscape and its historic character.

Receptor	North and West Islay (Coast) Local Landscape Area
	Based upon the assumed characteristics of the LLA as described above, the introduction of the Project is likely to result in **significant effects** (up to **major**) on the special qualities of the LLA, during construction and operation. These effects would occur within approximately 15 – 30 km of the WDA, from the north-west facing coast of Islay and extending inland to the low hills in the north-east.

Table 16.61 Effects on Central, South and West Mull Local Landscape Area

Receptor	Central, South and West Mull Local Landscape Area
Baseline Description	The Central, South and West Mull LLA is located approximately 20 km to the north-east of the WDA. The designation covers Iona and a large part of Mull, including the Ross of Mull and part of the Ardmeanach peninsula. The LLA also covers a smaller area of steep upland on the north side of Loch Tuath. The LLA borders the Loch na Keal, Isle of Mull NSA, which links the separate parts of the LLA. Part of the LLA is within WLA 8 Ben More, Mull. The LLA is within the following LCTs (within 40 km): • LCT 35: Rugged Mountains; • LCT 44: Boulder Moors – Argyll; • LCT 45: Stepped Cliffs and Terraces; • LCT 49: Island Mixed Farmland; and • LCT 50: Stepped Rocky Coastlands. No special qualities pertaining to the LLA have been defined or published by Argyll and Bute Council. As such, for the purpose of this assessment, the qualities of this LLA are assumed to be defined primarily by the key characteristics of LCT 35, LCT 44, LCT 45, LCT 49 and LCT 50, as well as the key attributes and qualities of WLA 08 Ben More, Mull. The landscape is open in nature and outward sea views are an intrinsic part of the experience of the LLA. Views across Loch Tuath and Loch na Keal in the neighbouring NSA are also important. There are no operational windfarms in existing views.
Potential for the Project to affect the special qualities of the LLA	There would be no direct effects on the LLA. The Project would be located in offshore waters between approximately 20 km and 55 km from this LLA. As such, effects would be indirect, experienced through outward views of the Project from within the LLA. This assessment focuses on effects within 40 km. The ZTV in **Figure 16.14** indicates intermittent theoretical visibility of the Project across Iona and the Ross of Mull, between approximately 20 km and 30 km from the WDA, particularly from coastal areas and areas of higher ground including Dun I on Iona. Between approximately 30 km and 40 km there is theoretical visibility from the south-facing coastline of the Ross of Mull including Carsaig Bay. There is also theoretical visibility from higher ground including Beinn Chreagach (341 m AOD) although forestry would reduce visibility from some areas. There is also theoretical visibility from the south and west facing coast of the Ardmeanach peninsula and higher ground including Bearraich (432 m AOD). There is no or limited theoretical visibility from north-east facing slopes and the north-facing coastline of the Ross of Mull. The ZTV indicates theoretical visibility from the following LCTs within the LLA: • LCT 35: Rugged Mountains, for which a **low** magnitude of impact was identified for the LCT unit on Mull; • LCT 44: Boulder Moors – Argyll, for which a **medium** magnitude of impact was identified; • LCT 45: Stepped Cliffs and Terraces, for which a **low** magnitude of impact was identified; • LCT 49: Island Mixed Farmland, for which a **medium** magnitude of impact was identified for the LCT units on Mull; and

Receptor	Central, South and West Mull Local Landscape Area
	• LCT 50: Stepped Rocky Coastlands, for which a **low** magnitude of impact was identified. Assessment viewpoints located within the LLA include: • Viewpoint 20 – Erraid, Mull, representing views experienced by recreational receptors, for which a **high** magnitude of impact was identified; • Viewpoint 21 - Mull - Iona Ferry, representing views experienced by recreational receptors, for which a **high** magnitude of impact was identified; • Viewpoint 22 - Dun I, Iona, representing views experienced by recreational receptors, for which a **high** magnitude of impact was identified; and • Viewpoint 23 – Carsaig Bay, representing views experienced by recreational receptors, for which a **low-medium** magnitude of impact was identified. Where visible from the LLA, the Project would generally be seen in open or framed views, at distances of between approximately 20 km and 40 km. From Iona, in some views the Project would be seen in the open sea beyond the island (see Viewpoint 22), or in framed views looking along the Sound of Iona (see Viewpoint 21). From Mull there would be some open views (see Viewpoint 20) and some views where the Project would be seen against the distinctive coastal landscape (see Viewpoint 23). Views towards the Loch na Keal, Isle of Mull NSA would not be affected. Changes to the key characteristics of the LLA would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. Introducing large scale modern features would affect the qualities of remoteness and wildness which are characteristic of the underlying landscape. WTGs would also contrast with the low-lying rocky coast and offshore islands which are characteristic of the LLA. The Project would also contrast with the tranquil, rural nature of the landscape and its historic character. Based upon the assumed characteristics of the LLA as described above, the introduction of the Project is likely to result in **significant effects** (up to **major**) on the special qualities of the LLA, during construction and operation. These effects would occur within approximately 20 – 30 km of the WDA, from Iona and the western edge of the Ross of Mull including Erraid.

Table 16.62 Effects on Jura Local Landscape Area

Receptor	Jura Local Landscape Area
Baseline Description	The Jura LLA is located approximately 30 km to the east of the WDA. The designation covers the northern half of Jura, and borders Jura NSA which covers the southern half of the island. Much of the LLA is within WLA 5 Jura, Scarba Lunga and Garvellachs. The LLA is within the following LCTs: • LCT 41: Plateau Moorland – Argyll; and • LCT 55 Coastal Parallel Ridges. No special qualities pertaining to the LLA have been defined or published by Argyll and Bute Council. As such, for the purpose of this assessment, the qualities of this LLA are assumed to be defined primarily by the key characteristics of LCT 41 and LCT 55. The landscape is open in nature and outward sea views are considered an important characteristic. Views southwards towards the Jura NSA and eastwards to the mainland across the Sound of Jura are also available. There are no operational windfarms in existing views.
Potential for the Project to affect the special qualities of the LLA	There would be no direct effects on the LLA. The Project would be located in offshore waters between approximately 30 km and 50 km from this LLA. As such, effects would be indirect, experienced through outward views of the Project from within the LLA. The ZTV in **Figure 16.14** indicates theoretical visibility of the Project from the north-west facing coastline and the hills which form the central spine to Jura (running south-west to

Receptor	Jura Local Landscape Area
	north-east). There is a reduction in theoretical visibility to the east of this spine, and from the lower-lying east coast of Jura. The ZTV indicates theoretical visibility from LCT 41: Plateau Moorland – Argyll, for which a **low** magnitude of impact was identified on Jura. Assessment viewpoint 12 – An Cruachan, Jura is located within the LLA, representing views experienced by recreational receptors, for which a **low** magnitude of impact was identified. Changes to the key characteristics of the LLA would occur as a result of changes to views looking out to sea and associated effects on the more perceptual characteristics of the landscape. Introducing large scale modern features would affect the perception of remoteness and wildness which is characteristic of the underlying landscape. Where visible from this remote and relatively inaccessible LLA, the Project would generally be seen in outward sea views, beyond or alongside Colonsay, at distances of between approximately 30 km and 47 km. In views from the lower-lying coastal edge (see Viewpoint 12) the Project would be partially screened by Colonsay, with turbines contrasting with its low-lying rugged landscape. Views south to the Paps of Jura and east across the Sound of Jura would not be affected. Based upon the assumed characteristics of the LLA as described above, effects on the special qualities of the LLA, during construction and operation, would be no more than **minor and not significant**.

16.10.1.6 Likely Significant Effects During Decommissioning

132. Due to the similar nature of activities involved in both the construction and decommissioning of an offshore windfarm, seascape, landscape and visual effects no greater than those assessed for the operational stage are expected to continue through the approximately 5-year decommissioning period. After the conclusion of decommissioning all seascape, landscape and visual effects would cease.

16.10.1.7 Additional Mitigation and Residual Effect

133. Measures to reduce effects upon the seascape / landscape resource and upon views and visual amenity so far, have been predominantly achieved through the design of the Project, as set out in **Section 16.8** and **Chapter 4 Site Selection and Alternatives**. This embedded mitigation included refinements to the northern, eastern and southern boundaries of the WDA, resulting in an overall reduction of the WDA by approximately 40% when compared with the W1 Plan Option Agreement Area. No further mitigation has been incorporated into the design to date that is likely to change the level of landscape or visual effects identified in this SLVIA. As such, all landscape and visual effects identified are residual.

134. The final design of the WDA layout is likely to be a refinement of the worst-case scenario assessed within this SLVIA. Further design development would be undertaken prior to construction, following the completion of geotechnical and other surveys and studies. As such these changes cannot be considered within the SLVIA. The development of the final design will be informed by the Design Objectives that have been agreed through collaborative engagement with NatureScot, and which are set out in **Appendix 15 Design Strategy Document**. Application of these objectives would potentially reduce seascape, landscape and visual effects on NSAs and limit night-time lighting effects. Therefore, the seascape, landscape and visual effects of the implemented Project will not be any worse than those set out within this SLVIA, and may be reduced.

16.10.2 Combined Assessment: Windfarm Development Area, Offshore Export Cable Corridor and Onshore Development Transmission Development Area

135. There would be no spatial overlap between the SLVIA Study Area and the OnTDA, which is anticipated to be in South Ayrshire. Due to the large distance between the WDA and the OnTDA, there are no impact pathways that would result in the same receptors being affected by both elements of the Project.

136. No significant effects relating to the Offshore ECC are anticipated for seascape, landscape and visual receptors given the lack of permanent above-water infrastructure and the temporary nature of the works.

137. Therefore, no significant residual seascape, landscape or visual effects are considered likely in relation to the whole Project assessment.

16.11 CUMULATIVE EFFECTS

138. The cumulative assessment is set out in **Section 16.10** for each individual receptor. As the introduction of Malin Sea Wind Offshore Wind Farm would not notably alter the existing baseline, cumulative effects would be the same as the primary assessment.

16.12 TRANSBOUNDARY EFFECTS

139. No potential for significant transboundary effects from the WDA on SLVIA receptors within the EEZ of other EEA member states or other interests of EEA member states has been identified. Therefore, transboundary effects have been scoped out of the EIA, in line with the Scoping Opinion (MD-LOT, 2024).

16.13 INTER-RELATED AND INTERACTING IMPACTS

16.13.1 Inter-Relationships

140. **Table 16.63** below provides a summary of the key inter-relationships between the SLVIA and other technical chapters and indicates where those issues have been addressed in the relevant chapters.

Table 16.63 SLVIA inter-relationships

Topic and description	Related chapter(s)	Where addressed in this chapter	Rationale
Construction			
Effects on recreational visual receptors	Chapter 13 Shipping and Navigation	Refer to visual receptors in Section 13.11	The effects identified in this chapter are used to assess effects to other receptors.
Effects on recreational visual receptors	Chapter 14 Offshore Archaeology and Cultural Heritage	Refer to visual receptors in Section 14.11	The effects identified in this chapter are used to assess effects to other receptors.
Effects on recreational visual receptors	Chapter 18 Socio-economics	Refer to visual receptors in Section 18.11	The effects identified in this chapter are used to assess effects to other receptors.
Operation and Maintenance			
Effects on recreational visual receptors	Chapter 13 Shipping and Navigation	Refer to visual receptors in Section 13.11	The effects identified in this chapter are used to assess effects to other receptors.

Topic and description	Related chapter(s)	Where addressed in this chapter	Rationale
Effects on recreational visual receptors	Chapter 14 Offshore Archaeology and Cultural Heritage	Refer to visual receptors in Section 14.11	The effects identified in this chapter are used to assess effects to other receptors.
Effects on recreational visual receptors	Chapter 18 Socio-economics	Refer to visual receptors in Section 18.11	The effects identified in this chapter are used to assess effects to other receptors.
Decommissioning			
Effects on recreational visual receptors	Chapter 13 Shipping and Navigation	Refer to visual receptors in Section 13.11	The effects identified in this chapter are used to assess effects to other receptors.
Effects on recreational visual receptors	Chapter 14 Offshore Archaeology and Cultural Heritage	Refer to visual receptors in Section 14.11	The effects identified in this chapter are used to assess effects to other receptors.
Effects on recreational visual receptors	Chapter 18 Socio-economics	Refer to visual receptors in Section 18.11	The effects identified in this chapter are used to assess effects to other receptors.

16.13.2 Interactions

141. The impacts identified and assessed in this chapter have the potential to interact with each other. Areas of potential interaction between impacts are presented in **Table 16.64** below. The impacts are assessed relative to each development phase (i.e. construction, O&M or decommissioning) to see if (for example) multiple construction impacts affecting the same receptor could increase the magnitude of impact upon that receptor.

142. A subsequent lifetime assessment has been undertaken which considers the impact interactions identified and the potential for impacts to effect receptors relevant to this chapter across all development phases (**Table 16.65**).

Table 16.64 Potential interaction between impacts – construction

Potential Interactions Between Construction (C), Operation and Maintenance (O&M), and Decommissioning (D) Impacts				
	Changes to landscape elements/ fabric	Changes to landscape and coastal character	Changes to landscape designations	Changes to visual amenity
Changes to landscape elements/ fabric	-	N/A	N/A	N/A
Changes to landscape and coastal character	N/A	-	C, O&M, D	C, O&M, D
Changes to landscape designations	N/A	C, O&M , D	-	C, O&M, D
Changes to visual amenity	N/A	C, O&M , D	C, O&M, D	-

Table 16.65 Potential interactions between impacts – phase and lifetime assessment

Potential Interactions Between Impacts					
Receptor	**Construction**	**Operation and Maintenance**	**Decommissioning**	**Phase Assessment**	**Lifetime Assessment**
Coastal and onshore landscape character	Up to major adverse	Up to major adverse	Up to major adverse	**No greater than individually assessed impact for each phase.** The Project will affect the character of certain landscapes. There would not be multiple effects that, taken together, would result in appreciably greater impacts than assessed individually.	**No greater than individually assessed impact.** The Project will affect the character of certain landscapes at all stages. Taken together, the effects across the project lifetime would not be appreciably greater than the operational effects, which represent the greater part of the project lifetime.
Landscape designations	Up to major adverse	Up to major adverse	Up to major adverse	**No greater than individually assessed impact for each phase.** The Project will affect the qualities of certain landscape designations. There would not be multiple effects that, taken together, would result in appreciably greater impacts than assessed individually.	**No greater than individually assessed impact.** The Project will affect the qualities of certain landscape designations at all stages. Taken together, the effects across the project lifetime would not be appreciably greater than the operational effects, which represent the greater part of the project lifetime.
Visual receptors	Up to major adverse	Up to major adverse	Up to major adverse	**No greater than individually assessed impact for each phase.** The Project will affect the visual amenity experienced by people. There would not be multiple effects that, taken together, would result in appreciably greater impacts than assessed individually.	**No greater than individually assessed impact.** The Project will affect the visual amenity experienced by people at all stages. Taken together, the effects across the project lifetime would not be appreciably greater than the operational effects, which represent the greater part of the project lifetime.

16.14 POTENTIAL MONITORING REQUIREMENTS

143. No monitoring requirements are identified in light of the conclusions of the SLVIA. Whilst significant landscape and visual effects have been identified, there are no landscape mitigation proposals, which require monitoring, which could lead to a reduction in landscape and visual effects.

16.15 SUMMARY

144. This SLVIA describes the baseline seascape, landscape and visual environment within a 60 km radius Study Area around the WDA. Using a methodology based on established good practice guidance and informed by a range of relevant policy and data sources, it presents a professional assessment of the likely significant impacts associated with MachairWind.

145. A summary of significant effects during construction, operation and decommissioning is provided below, structured by island / island group.

16.15.1 Colonsay and Oronsay

146. Colonsay and Oronsay are located between approximately 12 km and 21 km to the east of the WDA, at its closest point.

147. Significant effects on landscape and coastal character are predicted to arise across both islands, from areas with theoretical visibility. This includes west-facing coastlines, extending inland to west-facing slopes and hill summits, as well as areas of north and south-facing coastline along the Strand. Significant effects on landscape character would be experienced from parts of the following LCTs / CCAs, including at night:

- LCT 49 – Island Mixed Farmland;
- LCT 58 – Sand Dunes and Machair;
- CCA 9 - Kiloran Bay to Eilean Dubh, Colonsay;
- CCA 11 - West Colonsay (Tighe Mhoir to Ardskenish);
- CCA 12 - The Strand, Colonsay/Oronsay; and
- CCA 13 – Oronsay.

148. Significant effects on visual amenity are predicted for people on Colonsay and Oronsay, representing medium to high sensitivity visual receptors in coastal and inland locations, during the day and at night. There would be significant effects on residents in small coastal communities on Colonsay, including at Viewpoint 15: Uragaig, Colonsay and Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay. Significant effects would be experienced by visitors to Oronsay, as represented by Viewpoint 13: Oronsay Priory, Oronsay. There would be significant effects on road users on parts of the B8085, B8086 and B8087 on Colonsay (see Viewpoint 14). There would be significant effects on recreational receptors from parts of the Core Path network (C045, C046, C047 and C048) including at the elevated summit of Viewpoint 16: Beinn nan Gudairean, Colonsay.

149. There would also be significant effects on people travelling on the ferry between Colonsay and Islay, as represented by Viewpoint 9: Colonsay – Port Askaig Ferry.

150. No significant additional cumulative effects on seascape, landscape or visual receptors are predicted.

16.15.2 Islay

151. Islay is located between approximately 15 km and 48 km to the south-east of the WDA, at its closest point.

152. Significant effects on landscape and coastal character are predicted to arise from the north-west facing coast of Islay between Coul Point and Rubha a' Mhail, extending inland to the hills between Loch Gorm and Ardnave Point. Significant effects on landscape character would be experienced from parts of the following LCTs / CCAs:

- LCT 49 – Island Mixed Farmland;
- LCT 58 – Sand Dunes and Machair;
- LCT 48 – Lowland Bog and Moor;
- LCT 41 – Plateau Moorland – Argyll;
- CCA 18 - Sgairail, Islay; and
- CCA 20 - Ardnave Point to Rhinns Point, Islay.

153. Significant effects are predicted to arise on the assumed special qualities of the North and West Islay (Coast) LLA, which is coincident with the LCTs and CCAs named above.

154. Significant effects are predicted on views experienced from Islay, representing medium to high sensitivity visual receptors in coastal and inland locations, during the day and at night. There would be significant effects on residents in small coastal communities including at Kilchoman, as represented by Viewpoint 3: Kilchoman, Islay. There would be significant effects on road users travelling on parts of the B8017 and B8018, as well as parts of the local road network including at Viewpoint 5: Minor Rd near Portnahaven, Islay. There would be significant effects on recreational receptors along the north-west coast of Islay including at Viewpoint 1: Ardnave Point, Islay and Viewpoint 2: Saligo Bay, Islay. Significant effects would extend to recreational receptors at elevated locations along the coast (e.g. Viewpoint 4: Creag Bealach na Caillich, Islay) and more distant locations inland (e.g. Viewpoint 7: Beinn Bheigier, Islay). There would be significant effects from parts of the Core Path network, particularly in north-west Islay (C057, C512, C058, C054, C511, C055, C056 and CO61).

155. No significant additional cumulative effects on seascape, landscape or visual receptors are predicted.

16.15.3 Mull and Iona

156. Mull and Iona are approximately 20 km to the north-east of the WDA, at their closest point. Mull extends beyond the edge of the 60 km SLVIA Study Area.

157. Significant effects on landscape and coastal character are predicted to arise from the east and west coasts of Iona and west coast of the Ross of Mull, along the Sound of Iona, and along the south coast of the Ross of Mull. Significant effects on landscape character would be experienced from parts of the following LCTs / CCAs:

- LCT 49 – Island Mixed Farmland;
- LCT 44 – Boulder Moors – Argyll;
- CCA 5 - Sound of Iona;
- CCA 6 - Iona West Coast – Druim an Aoineidh to Ardionra; and
- CCA 7 - Ross of Mull South.

158. Significant effects are predicted to arise on the assumed special qualities of the Central, South and West Mull LLA, which is coincident with the LCTs and CCAs named above.

159. Significant effects are predicted on views experienced from Mull, Iona and other offshore islands in proximity, representing medium to high sensitivity visual receptors in coastal and inland locations, during the day. There would be significant effects on residents and visitors to Iona, including at Baile Mor, at the summit of Dun I (Viewpoint 22: Dun I, Iona) and travelling on the ferry across the Sound of Iona (Viewpoint 21: Mull – Iona Ferry). Recreational receptors on Erraid (Viewpoint 20: Erraid,

Mull) would experience significant visual effects. There would also be significant effects on users of Core Paths on Iona (C483 and C484) and Mull (C040 and CO41).

160. No significant additional cumulative effects on seascape, landscape or visual receptors are predicted.

16.15.4 Jura

161. Jura is between approximately 27 km and 52 km to the south-east of the WDA, at its closest point.

162. Significant effects on coastal character are predicted to arise from the west coast of Jura, extending inland to include Loch Tarbert. Significant effects on coastal character would be experienced from parts of the following CCAs:

- CCA 14: Rubha an t-Sailein to Glendebadel Bay, Jura
- CCA 15: Loch Tarbert, Jura

163. Significant effects are predicted to arise on the "*distinctive Paps of Jura*", "*large tracts of wild land*" and "*inaccessible Loch Tarbert*" SLQs within Jura NSA, as set out in **Appendix 16.2 Assessment of Effects on Special Landscape Qualities**.

164. Significant effects are predicted on views experienced from Jura, representing high sensitivity visual receptors in coastal and inland locations, during the day. Significant effects would be experienced from Loch Tarbert (Viewpoint 10: Loch Tarbert, Jura) and the Paps of Jura (Viewpoint 11: Beinn an Oir, Jura).

165. No significant additional cumulative effects on seascape, landscape or visual receptors are predicted.

16.15.5 Overview

166. **Table 16.66** presents a summary of the assessment of potential effects on seascape, landscape and visual receptors during the construction, O&M and decommissioning phases of the Project.

Table 16.66 Summary of potential effects for SLVIA

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
Operation and Maintenance										
Effects on the special qualities of NSAs – refer to **Appendix 16.2** for details	Jura NSA	M-20, M-43, M-47	**High**	N/A	**Significant**, for the "*distinctive Paps of Jura*", "*large tracts of wild land*" and "*inaccessible Loch Tarbert*" SLQs	N/A	**Significant**, for the "*distinctive Paps of Jura*", "*large tracts of wild land*" and "*inaccessible Loch Tarbert*" SLQs	None required	Not significant	No change to primary assessment
	Loch na Keal, Isle of Mull NSA		**High**	N/A	Not significant	N/A	Not significant	None required	Not significant	No change to primary assessment
	Scarba, Lunga and the Garvellachs NSA		**High**	N/A	Not significant	N/A	Not significant	None required	Not significant	No change to primary assessment
Effects on the special qualities of locally designated landscapes	North and West Islay (Coast) LLA	M-20, M-43, M-47	**High**	N/A	**Significant**	N/A	**Significant**	None required	Not significant	No change to primary assessment
	Central, South and West Mull LLA		**High**	N/A	**Significant**	N/A	**Significant**	None required	Not significant	No change to primary assessment
	Jura LLA		**High**	N/A	Not significant	N/A	Not significant	None required	Not significant	No change to primary assessment
Effects on onshore landscape character	LCT 49 – Island Mixed Farmland	M-20, M-43, M-47	**High**	High across Colonsay, Oronsay and in the north-west of Islay, reducing to medium on Iona and low elsewhere	**Major and significant** across Colonsay, Oronsay and in the north-west of Islay, reducing to **moderate and significant** on Iona and minor and not significant elsewhere	N/A	**Major and significant** across Colonsay, Oronsay and in the north-west of Islay, reducing to **moderate and significant** on Iona and minor and not significant elsewhere	None required	Not significant	No change to primary assessment
	LCT 58 – Sand Dunes and Machair		**High**	High on Colonsay and north-west Islay, low on Tiree and Laggan Bay on Islay	**Major and significant** on Colonsay and north-west Islay, minor and not significant on Tiree and Laggan Bay on Islay	N/A	**Major and significant** on Colonsay and north-west Islay, minor and not significant on Tiree and Laggan Bay on Islay	None required	Not significant	No change to primary assessment
	LCT 42 – Rocky Moorland – Argyll		**High**	High from the coastal edge and hills north and west of Loch Gorm, medium from the hills south of Loch Gorm, low elsewhere on Islay	**Major and significant** from the coastal edge and extending inland to the hills north and west of Loch Gorm, **moderate and significant** from more inland areas of the LCT on the Rinns of Islay, south of Loch Gorm, minor and not significant elsewhere	N/A	**Major and significant** from the coastal edge and extending inland to the hills north and west of Loch Gorm, **moderate and significant** from more inland areas of the LCT on the Rinns of Islay, south of Loch Gorm, minor and not significant elsewhere	None required	Not significant	No change to primary assessment

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
	LCT 48 – Lowland Bog and Moor		**High**	High from Loch Gorm, low from Loch Gruinart and Laggan Bay	**Major and significant** from Loch Gorm, minor and not significant from Loch Gruinart and Laggan Bay	N/A	**Major and significant** from Loch Gorm, minor and not significant from Loch Gruinart and Laggan Bay	None required	Not significant	No change to primary assessment
	LCT 41 – Plateau Moorland – Argyll		**High**	Medium in north Islay, low in south Islay and on Jura	**Moderate and significant** in north Islay, minor and not significant in south Islay and on Jura	N/A	**Moderate and significant** in north Islay, minor and not significant in south Islay and on Jura	None required	Not significant	No change to primary assessment
	LCT 44 – Boulder Moors – Argyll		**High**	Medium on the south and west coast of the Ross of Mull, reducing to low elsewhere	**Moderate and significant** on the south and west coast of the Ross of Mull, reducing to minor and not significant elsewhere	N/A	**Moderate and significant** on the south and west coast of the Ross of Mull, reducing to minor and not significant elsewhere	None required	Not significant	No change to primary assessment
	LCT 50 – Stepped Rocky Coastlands		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	LCT 45 – Stepped Cliffs and Terraces – Argyll		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	LCT 35 – Rugged Mountains		**High**	Low on Jura, negligible on Mull	Minor and not significant on Jura, negligible and not significant on Mull	N/A	Minor and not significant on Jura, negligible and not significant on Mull	None required	Not significant	No change to primary assessment
Effects on coastal character	CCA 1 - South Tiree	M-20, M-43, M-47	**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	CCA 2 - The Wilderness and Gribun Rocks, Mull		**High**	Low from west-facing coast, negligible elsewhere	Minor and not significant from west-facing coast, negligible and not significant elsewhere	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	CCA 5 - Sound of Iona		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 6: Iona West Coast – Druim an Aoineidh to Ardionra		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 7: Ross of Mull South		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 8: Staffa & Treshnish Isles		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	CCA 9: Kiloran Bay to Eilean Dubh, Colonsay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	CCA 11: West Colonsay (Tighe		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
	Mhoir to Ardskenish)									
	CCA 12: The Strand, Colonsay/Oronsay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	CCA 13: Oronsay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	CCA 14: Rubha an t-Sailein to Glendebadel Bay, Jura		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 15: Loch Tarbert, Jura		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 18: Sgairail, Islay		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 19: Loch Gruinart, Islay		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	CCA 20: Ardnave Point to Rinns Point, Islay		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	CCA 21: Loch Indaal, Islay		**Medium**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	CCA 22: Laggan Bay, Islay		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
Effects on visual receptors at viewpoints	Viewpoint 1: Ardnave Point, Islay	M-20, M-43, M-47	**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 2: Saligo Bay, Islay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 3: Kilchoman, Islay		**Medium**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 4: Creag Bealach na Caillich, Islay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 5: Minor Rd near Portnahaven, Islay		**Medium**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
	Viewpoint 6: Bowmore Church, Islay		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 7: Beinn Bheigier, Islay		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 8: American Monument, The Oa, Islay		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 9: Colonsay - Port Askaig Ferry		**Medium**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 10: Loch Tarbert, Jura		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 11: Beinn an Oir, Jura		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 12: An Cruachan, north Jura		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 13: Oronsay Priory, Colonsay		**High**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 14: B8086 south of Lower Kilchattan, Colonsay		**Medium**	High	**Major and significant**	N/A	**Major and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 15: Uragaig, Colonsay		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 16: Beinn nan Guidairean, Colonsay		**Medium**	High	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 17: Oban - Colonsay Ferry		**Medium**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 18: Scarba		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 19: Cnoc Dhomnuill, Luing		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
	Viewpoint 20: Erraid, Mull		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 21: Mull - Iona Ferry		**Medium**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 22: Dun I, Iona		**High**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Viewpoint 23: Carsaig Bay, Mull		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 24: Staffa		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 25: Ulva		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 26: B8073 Mull		**Medium**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 27: Ben More, Mull		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 28: Cruachan Treshnish Cairn, Mull		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 29: Hynish, Tiree		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
	Viewpoint 30: Crossapol Bay, Coll		**High**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment
Effects on visual receptors at settlements and travelling on routes	Colonsay and Oronsay	M-20, M-43, M-47	**Medium**	Medium to High	**Moderate and significant** to **major and significant**	N/A	**Moderate and significant** to **major and significant**	None required	Not significant	No change to primary assessment
	Islay		**Medium to High**	Negligible to High	Negligible and not significant to **major and significant**	N/A	Negligible and not significant to **major and significant**	None required	Not significant	No change to primary assessment
	Mull and Iona		**High**	Low to Medium	Minor and not significant to **moderate and significant**	N/A	Minor and not significant to **moderate and significant**	None required	Not significant	No change to primary assessment
	Tiree		**Medium to High**	Negligible to low	Negligible and not significant to minor and not significant	N/A	Negligible and not significant to minor and not significant	None required	Not significant	No change to primary assessment
Effects on visual receptors travelling on ferry routes	Colonsay – Port Askaig (Islay) Ferry	M-20, M-43, M-47	**Medium**	Medium	**Moderate and significant**	N/A	**Moderate and significant**	None required	Not significant	No change to primary assessment
	Oban – Colonsay Ferry		**Medium**	Low	Minor and not significant	N/A	Minor and not significant	None required	Not significant	No change to primary assessment

Potential Impact	Receptor(s)	Relevant Embedded Mitigation Measures	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation	Residual Significance of Effect	Proposed Monitoring	Combined assessment	Cumulative Residual Significance of Effect
Construction										
Effects during construction	As above for operational effects	M-43, M-47	Seascape, landscape and visual effects no greater than those assessed for the operational stage are expected to continue through the construction period (up to five years).							
Decommissioning										
Effects during decommissioning	As above for operational effects	M-46	Due to the similar nature of activities involved in both the construction and decommissioning of an offshore windfarm, seascape, landscape and visual effects no greater than those assessed for the operational stage are expected to continue through the 5-year decommissioning period. After the conclusion of decommissioning all seascape, landscape and visual effects would cease.							

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