

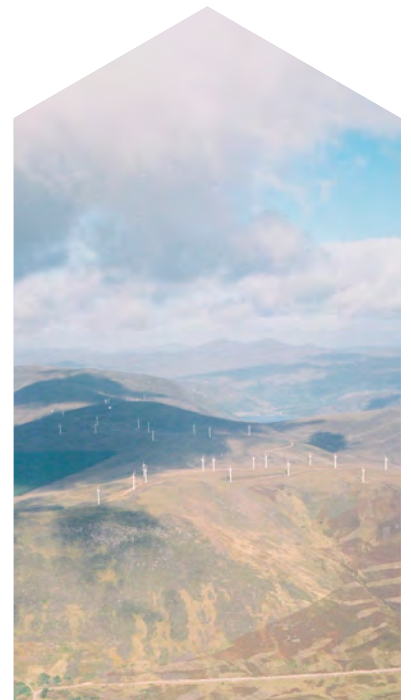
# Landscape Sensitivity Appraisal:

## Black Isle, Surrounding Hills and Moray Firth Coast Caithness

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**For Inclusion in the Onshore Wind Energy Supplementary Guidance**

Version for Committee  
August 2017



This document presents two landscape sensitivity appraisals, one for the Black Isle, Surrounding Hills and Moray Firth Coast study area and one for the Caithness study area. It is intended to form part of the Highland Council's Onshore Wind Energy Supplementary Guidance (SG). An earlier draft was consulted on and comments received can be viewed [online](#).

<b>1 Black Isle, Surrounding Hills and Moray Firth Coast</b> .....	<b>3</b>
Black Isle, Surrounding Hills and Moray Firth Coast Strategic Capacity .....	3
Black Isle, Surrounding Hills and Moray Firth Coast Landscape Sensitivity .....	3
Key Views .....	6
Key Routes .....	15
Gateways .....	19
BL1: Carse of Delnies, Culbin, Nairn Dunes to the Bar .....	20
BL2: Kingsteps to Cothill .....	21
BL3: Seafield to Hardmuir .....	22
BL4: Balvonie of Inshes to Loch Flemington .....	25
BL5: Cantraydoune to Darnaway Forest .....	26
BL6: Lentrán to Englishton Muir .....	28
BL7: Banchor to Airdrie Mill .....	30
BL8: Balmore .....	31
BL9: North of Drynachan Lodge to Findhorn .....	33
BL10: Tom nan Clach, Lochindorb to Airdrie Mill, South of River Findhorn .....	35
BL11: Milton of Moy to Banchor .....	37
BL12: Clava to White Bridge .....	38
BL13: Ardross - Balnagown and BL14: Swordale - Redburn .....	40
BL15: Cul Mor - Auchmore .....	42
BL16: Ulladale and Kinellan .....	43
BL17: Morrich More .....	45
BL18: Chanonry Point .....	46
BL19: Bunchrew Point .....	48
BL20: Fearn Peninsula .....	49
BL21: North Sutor .....	51
BL22: South Sutor and Northern Black Isle .....	53
BL23: Knockfarrel and Blackwood .....	55
BL24: Kinnahaird .....	56
BL25: Marybank/Coul of Fairburn .....	57
BL26: Ruisaurie .....	59
BL27: Heights of Fodderty and Brae to Arduillie .....	60
BL28: Foothills of Easter Ross Hills .....	61
BL29: Black Isle Centre and South .....	63

## Contents

BL30: Eastern Foothills of Central Highland Hills .....	65
BL31: Brahan Estate, Cnoc Mòr and Loch Ussie .....	67
BL32: Englishton to Blackpark .....	69
BL33: Peffery, Conon, Beauly Rivers and Newton Burn .....	70
BL34: Portmahomack to North Sutor, BL35: North West Black Isle Coast, BL36: South Central Black Isle Coast and BL37: South East Black Isle Coast .....	72
BL38: Above Dingwall .....	74
BL39: Above Evanton .....	76
BL40: Above Invergordon .....	79
BL41: Ben Wyvis Massif (South) .....	81
BL42: Carn Gorm and Carn Loch an Tuirc .....	82
BL43: Rogie and Tarvie .....	84
<b>2 Caithness .....</b>	<b>87</b>
Caithness Strategic Capacity .....	87
Caithness Landscape Sensitivity .....	87
Key Views .....	89
Key Routes .....	91
Gateways .....	94
CT1: Melvich, Dunnet, Brough, Gills Bay, Canisbay, Keiss and Freswick Bay .....	94
CT2: Hempriggs to Berriedale .....	95
CT3: Northeast Caithness .....	97
CT4: Central Caithness .....	99
CT5: Dunnet Interior .....	101
CT6: Black Hill Mosses .....	103
CT7: Sandside Bay, Melvich Bay, Dunnet Bay and Keiss and Ackergill Links .....	104
CT8: Rubha Bhra to Dunbeath .....	105
CT9: North Caithness .....	107
CT10: Strath Halladale .....	109
CT11: Island of Stroma .....	110

## Black Isle, Surrounding Hills and Moray Firth Coast Strategic Capacity

**1.1** The Council has appraised the Black Isle, Surrounding Hills and Moray Firth Coast study area and considered its potential strategic capacity. The appraisal concludes that whilst there may be opportunities for some limited development in the study area, where it takes into account the conclusions for the relevant LCA appraisal, there is no strategic capacity. Scottish Government advice states that “Areas of strategic capacity are essentially Group 3 areas from the spatial framework ... where it may be desirable to restrict smaller-scale wind turbines to allow larger wind turbines/farms to come forward ... [but such work] should not be used to define individual wind farms as strategic” ([Onshore Wind Some Questions Answered](#)). The following factors contributed to the conclusion that there is no strategic capacity in the study area:

- multiple overlapping landscape and visual sensitivities identified in the appraisal across the study area;
- a large coverage of Group 2 Spatial Framework features, which includes a lot of settlements with boundaries identified in the Local Development Plan that are important for the strategic growth of the region and where the development of windfarms should not restrict this growth;
- a large amount of the remaining Group 3 areas being located relatively close to residential properties (i.e. settlements and individual properties without an identified boundary in the Local Development Plan);
- a large amount of the remaining Group 3 areas located relatively close to Group 2 features identified for landscape and visual sensitivities/ qualities;
- in some instances, remaining Group 3 areas are within or in proximity to Special Landscape Areas;
- remaining Group 3 areas being fragmented and at the scale of an individual site which [guidance](#) on SPP makes clear should not be regarded as strategic capacity.

## Black Isle, Surrounding Hills and Moray Firth Coast Landscape Sensitivity

**1.2** The following tables set out the results of the landscape sensitivity appraisal for the Black Isle, Surrounding Hills and Moray Firth Coast Study Area.



**1.3** The Black Isle and Ben Wyvis range serve as important focal points in the Inner Moray Firth region, the most populated area of Highland that includes the City of Inverness. Views from the Ben Wyvis range are extensive across and beyond the study area and not every view is referenced in the study, but it should always be considered. This means that the area is sensitive to development. However the baseline does include a number of schemes that have been permitted, are sometimes in view and form part of the experience of the area. The presence of important landscape features that define the Inner Moray Firth area and relatively easy access for people to enjoy a range of popular locations add to the area's sensitivity to wind energy development. Whilst there is some consented, under construction and operational larger scale development within or near the study area (Moy, Tom nan Clach, Novar, Fairburn, Farr, Glen Kyllachy), development is mainly comprised of smaller scale turbines associated with residential properties and farms.

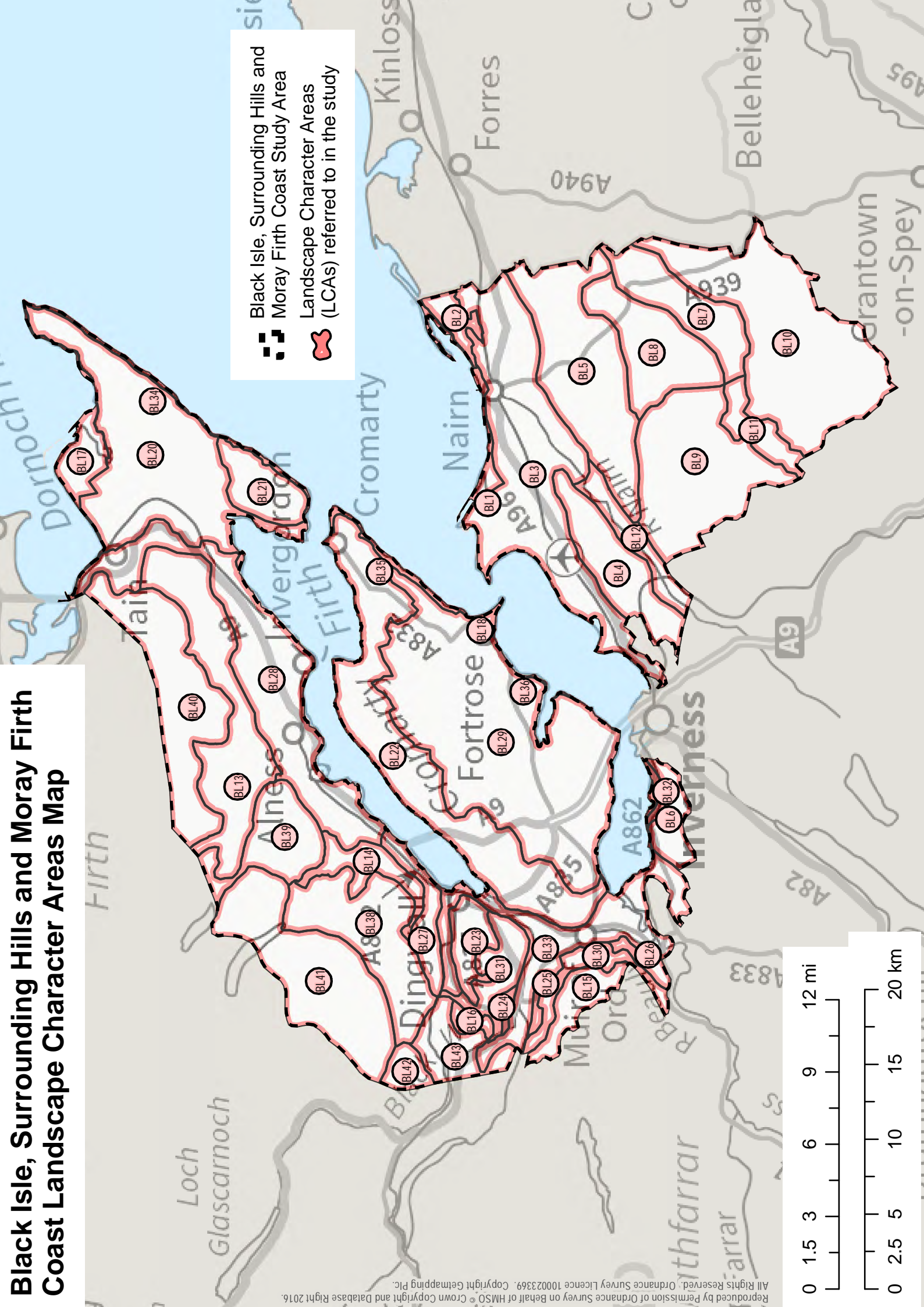
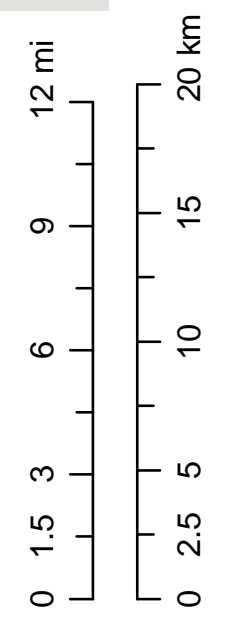
### Summary of key findings from landscape and visual sensitivity appraisal

**1.4** The Black Isle, Ben Wyvis range, northern shores of the Cromarty Firth and shores of the Moray Firth inland to Dava are unlikely to be appropriate for large scale development. However, some of these areas may have potential for small and micro-scale development, with several exceptions including the Ben Wyvis range, the sections of the Moray Firth coast along the Fearn Peninsula and south coast of the Black Isle from Chanonry Point east. The north and central parts of the Fearn Peninsula and parts of the foothills rising from the north shores of the Cromarty Firth may have some potential for medium scale development. There may be some limited potential for larger scale development in LCA BL10 where development respects the space and scale of existing development, is well contained and respects the Drynachan, Lochindorb and Dava Moor SLA, including its particular sensitivities set out in the SLA citation. There may be some limited potential for larger

scale development in LCA BL40 where development respects horizons, the sense of place of the Moray Firth, the Ben Wyvis SLA and key views, and respects the mitigation of nearby wind farms. There may also be some potential in parts of LCA BL9 where it avoids locations and layouts where Key Characteristics and Special Qualities of the Drynachan, Lochindorb and Dava Moors SLA are diminished and locations and layouts where turbines would create a prominent focus in the layered landscape perceived from key viewpoints to the north.

# Black Isle, Surrounding Hills and Moray Firth Coast Landscape Character Areas Map

 Black Isle, Surrounding Hills and Moray Firth Coast Study Area  
 Landscape Character Areas (LCAs) referred to in the study



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## Key Views

### Key Views

Name	Description	Locations Available	Regional/local importance Value/Significance	LCAs important to the integrity of views
<b>Views From</b>				
<b>Ben Wyvis</b>	Extensive and varied panoramas. Mountain profiles of Wester Ross and Sutherland to the north and west, the indented coastline and settled, fertile lowlands of Easter Ross and the Black Isle to the east, and the distant summits to the south.	Extensive across study area	Regional/SLA-  As the only Munro on the eastern seaboard, Ben Wyvis affords expansive, almost aerial views across the region. Views take in panoramas of lochs and distant mountains but also give unique perspective on the settled landscapes of the Black Isle, and Cromarty and Moray Firths. Landscapes which lie between Ben Wyvis, other SLAs and Key Routes will be particularly important to its relationship with its landscpae hinterland.	Including but not limited to:  13, 14, 16 FOREST EDGE FARMING  22, 23 OPEN FARMED SLOPES  27 OPEN STEEP FARMED SLOPES  28, 29 FARMED AND FORESTED SLOPES  38-40 ROUNDED HILLS AND MOORLAND SLOPES  41 ROUNDED MOUNTAIN MASSIF  42 ROUNDED ROCKY HILLS  43 WOODDED GLENS AND ROCKY MOORLAND
<b>Chanonry Point</b>	General views of Firth. Specific views to Fort George and towards Sutors.	Chanonry Point	Regional/SLA- Popular tourist site, location on spit allows wide views over water to coastal features. Highly valued for Lighthouse and views of dolphins, porpoise and seals.	1 SOFT COASTAL SHORE 3 COASTAL FARMLAND 18 COASTAL SHELF 21-22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 34-37 CLIFFS AND ROCKY COAST



# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>Ft George</b>	General views of Firth. Specific views to Chanonry Point and towards Sutors.	Ft George and approaches	Regional/SLA- Popular tourist site, location on spit allows wide views over water to coastal features. Highly valued for historic barracks location.	1 SOFT COASTAL SHORE 3 COASTAL FARMLAND 18 COASTAL SHELF 21-22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 34-37 CLIFFS AND ROCKY COAST
<b>Fyrish Monument</b>	General views of Cromarty Firth and surrounding area including the Sutors within the Sutors of Cromarty, Rosemarkie and Fort George SLA. More distant views west to Ben Wyvis SLA and south to Monadhliaths.	Fyrish Monument	Local/Regional- Views into SLA Elevated, almost aerial views of the firth have rarity as well as scenic value.	21-22 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28-29 FARMED AND FORESTED SLOPES 38-40 ROUNDED HILLS AND MOORLAND SLOPES 41 ROUNDED MOUNTAIN MASSIF
<b>Kessock Bridge</b>	Travelling south: primary views to south and east, - Inner Moray Firth, Alturlie Point, Inverness and slopes rising towards Monadhliaths. Travelling North: primary views to north and west, - Beaulie Firth, Craig Phadraig and the Black Isle.	Kessock Bridge	Local- Views primarily incidental to travel. Important for the Sense of Place of Inverness and Inner Moray Firth and helping people orientate themselves in the landscape.	3 COASTAL FARMLAND 6 ROLLING FARMLAND AND FOREST/WOODLAND 18-19 COASTAL SHELF 29 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 36-37 CLIFFS AND ROCKY COAST
<b>Cromarty Harbour</b>	Water level views from edge of Cromarty Conservation Area. Cromarty Firth generally, views of changing collection of rigs.	Cromarty Harbour and locations with outlook in and around Cromarty	Regional/SLA- Interest arises from Historic nature and connections of Cromarty itself and from contrast between the stone harbour and the modern rigs and cruise ships seen in the Firth.	13 FOREST EDGE FARMING 20 LOWLAND PLAIN FARMING 21-22 OPEN FARMED SLOPES 28 FARMED AND FORESTED SLOPES 40 ROUNDED HILLS AND MOORLAND SLOPES

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<p><b>Portmahomack</b></p>	<p>Westward views into Dornoch Firth NSA and northwards to Sutherland coastal hills. Due to the curving shoreline the views into the designated landscape are seen in context with a foreground of either Portmahomack and Balnabruach.</p>	<p>Seafront and village</p>	<p>National-  (although Portmahomack is 2km outside NSA, westward views are across Coastal Shelf portion of it) Otherwise Regional for views to Loch Fleet, Loch Brora and Glen Loth SLA. The curving shore and juxtaposition of coastal settlement with sea and distant hills creates a valued and picturesque scenic composition.</p>	<p>17 COASTAL SHELF 20 LOWLAND PLAIN FARMING</p>
<p><b>Dornoch coast-Representative location, Lonemore</b></p>	<p>Views across NSA to Ross-shire Views are from within the Dornoch Firth NSA, across the firth and Morrish More which are included in the designation to the low relief landscape of the Lowland Plain Farming on the Fearn peninsula, which lies beyond.</p>	<p>Dornoch coast-including Dornoch Links, Cuthill Links and airstrip</p>	<p>Regional- The relatively low lying nature of the Lowland Farming Plain allows long open views from the Dornoch Coast, emphasising a perception of space, distance and appreciation of east coast light effects.</p>	<p>17 COASTAL SHELF 20 LOWLAND PLAIN FARMING 21 OPEN FARMED SLOPES 28 FARMED AND FORESTED SLOPES</p>
<p><b>Tarbat Ness/Wilkhaven Point</b></p>	<p>Views west over the plateau of Tarbat Ness/Wilkhaven Point, north to Sutherland hills in Loch Fleet, Loch Brora and Glen Loth SLA.</p>	<p>Paths and roads around Tarbat Ness</p>	<p>Local-Regional/SLA- The close horizon caused by the topography of the Ness/Point creates a sense of detachment from the wider landscape and emphasises the simplicity of the composition of fields, roads and walls and contrasts with the distinctive line of the Sutherland Hills to the North.</p>	<p>17 COASTAL SHELF 20 LOWLAND PLAIN FARMING 34 CLIFFS AND ROCKY COAST</p>

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<p><b>Strathpeffer Conservation Area</b></p>	<p>Views down Strath Peffer to Cromarty Firth and Black Isle, framed by the Knockfarrel Ridge and the the heights of Inchvannie, Keppoch, Fodderty and Brae.</p>	<p>Eagle Stone, Spa Gardens, Square, Hotels etc</p>	<p>Local- Views notable for the distinctive shape of Knockfarrel and the convex farmed slopes which roll over the northern horizon.</p>	<p>23 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 33 FARMED RIVER PLAINS</p>
<p><b>A9T between Duncanston and Causeway</b></p>	<p>Views across Cromarty Firth to Wyvis massif in Wyvis SLA and Ross-shire hills.</p>	<p>A9 between Duncanston and Causeway</p>	<p>Regional/Local- views across Cromarty Firth to Wyvis SLA and Ross-shire hills The view presents a broad and scenic backcloth to the Cromarty Firth, allowing appreciation of the landscape transition from farmed and settled coastal fringe, through forestry and moorland to distant peaks. The view is valued for its focus on Ben Wyvis and sense of transition from the landscapes of the Moray Forth to the Cromarty Firth and northern hills.</p>	<p>14 FOREST EDGE FARMING 22 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28 FARMED AND FORESTED SLOPES 38-39 ROUNDED HILLS AND MOORLAND SLOPES 41 ROUNDED MOUNTAIN MASSIF</p>
<p><b>Foulis Point</b></p>	<p>Views to Black Isle and down Cromarty Firth. Main feature of views is the dominance of water and that summits of the Ross-shire hills and Wyvis massif are obscured by the convex slopes closer to the shore.</p>	<p>Foulis Point</p>	<p>Local- Recreational location-Tourism. Popular tourist site, location on point allows wide views over water to coastal features and oil rig structures when moored in the firth. Highly valued for views of seals.</p>	<p>22 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28 FARMED AND FORESTED SLOPES</p>

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<p><b>Clachnaharry Lock</b></p>	<p>Views north to Black Isle and west up Beaully Firth.</p>	<p>Clachnaharry Lock</p>	<p>Historic/Tourism importance-</p> <p>Also proxy for views from South Kessock Breakwater path. Conservation Area. Classically composed picturesque views are important to the setting and experience of Inverness itself.</p>	<p>6 ROLLING FARMLAND AND FOREST/WOODLAND 19 COASTAL SHELF 22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 37 CLIFFS AND ROCKY COAST</p>
<p><b>Knockfarrel</b></p>	<p>Panoramic views, taking in Novar and Fairburn windfarms, plus more distant developments in the Monadhliaths.</p>	<p>Knockfarrel</p>	<p>Local/Scheduled Monument-</p> <p>Hill Fort: This is a high impact view which gains its value from a combination of its scenic composition, historic nature and accessibility. The Fort lies a short, though steep walk from the car park. The car park itself affords similar views although the summit of Knockfarrel obscures views to the east.</p>	<p>14-16 FOREST EDGE FARMING 22-23 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 31 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 38 ROUNDED HILLS AND MOORLAND SLOPES 41 ROUNDED MOUNTAIN MASSIF 42 ROUNDED ROCKY HILLS 43 WOODED GLENS AND ROCKY MOORLAND</p>
<p><b>Nairn Beaches</b></p>	<p>Views over open water to Black Isle, esp SLA and Sutors.</p>	<p>Nairn Beaches from Nairn Golf Course to Culbin Sands</p>	<p>Regional-</p> <p>Views to SLA - Tourism Views</p>	<p>1 SOFT COASTAL SHORE 3 COASTAL FARMLAND 20 LOWLAND PLAIN FARMING 21-22 OPEN FARMED SLOPES 28 FARMED AND FORESTED SLOPES 34-35 CLIFFS AND ROCKY COAST</p>

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>Lochindorb</b>	Views of Lochindorb and Lochindorb Castle.	Shores of Lochindorb	Regional/SLA- Views at the heart of the SLA which have a strong sense of place adding to its sense of spaciousness, wide views, and sparse human presence. The composition of views of the castle on its island within the loch has elements of the picturesque.	3 COASTAL FARMLAND 4-5 ROLLING FARMLAND AND FOREST/WOODLAND 7 NARROW WOODED VALLEY 9-10 ROLLING/OPEN UPLAND 11 VALLEY IN ROLLING/OPEN UPLAND
<b>Allanfearn Junction A96T</b>	Views towards Kessock Bridge, Meall Fuar-mhonaidh.	Allanfearn Junction A96	Regional- Inverness setting. The value of the view lies in the attractive composition of the Kessock Bridge in combination with Craig Phadraig and Ord Hill and more Distant hills including Meall Fuar-mhonaig in the Great Glen, which creates sense of arrival at head of Great Glen and Inverness.	3 COASTAL FARMLAND 4, 6 ROLLING FARMLAND AND FOREST/WOODLAND 19 COASTAL SHELF 29 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 37 CLIFFS AND ROCKY COAST
<b>A9T at Inshes</b>	Views towards Black Isle and Wyvis Massif.	A9 at Inshes/Milton of Leys.	Regional- Inverness setting. Important to sense of arrival at Inverness/Settled coastal area. Transition from landscape of Monadhliaths to great Glen and Moray Landscapes as identified in SNH's Landscapes of Scotland.	3 COASTAL FARMLAND 4, 6 ROLLING FARMLAND AND FOREST/WOODLAND 19 COASTAL SHELF 29 FARMED AND FORESTED SLOPES 37 CLIFFS AND ROCKY COAST 38 ROUNDED HILLS AND MOORLAND SLOPES 41 ROUNDED MOUNTAIN MASSIF

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<p><b>Culloden Battlefield Visitor Centre</b></p>	<p>Views North, South and West. East mostly obscured by trees.</p>	<p>Culloden Battlefield Visitor Centre- primarily from elevated viewpoints on Visitor Centre Roof.</p>	<p>Cultural/Historic significance-  Conservation Area Views to surrounding landscape important to setting of battlefield.</p>	<p>3 COASTAL FARMLAND 4, 5 ROLLING FARMLAND AND FOREST/WOODLAND 9, 10 ROLLING/OPEN UPLAND 11 VALLEY IN ROLLING/OPEN UPLAND 12 FARMED STRATH 22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 36, 37 CLIFFS AND ROCKY COAST</p>
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Views To				
<b>Ben Wyvis</b>	A substantial hill massif, a broad, relatively level summit ridge more than 7 kms long. Isolated from the main mountain areas to the west and north, its bulk and profile make it a dominant landmark in the inner Moray Firth area.	Across region. Inverness centre, Bridge Street Bridge North side of Black Isle Muir of Ord etc	Regional from North side of Black Isle and from Craig Phadrig. "Ben Wyvis is an important part of the wider landscape setting for settlements in the inner Moray Firth, not least Inverness. Here some of the most iconic views downriver from the city centre feature Wyvis as a backdrop and over the year the changing colours of the hill act as a visual marker of the changing seasons for local residents." Assessment of Highland Special Landscape Areas (SLA Citations).	13,14, 16 FOREST EDGE FARMING 22-24 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28, 29, 31 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 38-40 ROUNDED HILLS AND MOORLAND SLOPES 41 ROUNDED MOUNTAIN MASSIF 42 ROUNDED ROCKY HILLS 43 WOODDED GLENS AND ROCKY
<b>Black Isle from Inverness (Ord Hill as representative)</b>	The long ridge of the Black Isle provides the back drop to the northern shore of the Beauty/Inverness Firths and the south shore of the Cromarty Firth.	Across Inverness and Culloden area	Regional The Black Isle is important for its own sense of place and for the definition it brings to the firths which it divides.	18 COASTAL SHELF 22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 36-37 CLIFFS AND ROCKY COAST
<b>North Sutor</b>	Twin headlands at North and South Sutor which stand guard over the entrance to the Cromarty Firth.	From A9 and associated settlements north of Cromarty Firth. From Fyrish monument. From Nairn beaches. From Black Isle and Fearn peninsula.	Regional/SLA The Sutors are valued for their gateway and landmark properties, defining the entrance of the Cromarty Firth and contrasting with the shallower slopes of the farmland around the Firth.	18 COASTAL SHELF 20 LOWLAND PLAIN FARMING 21, 22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 34, 35 CLIFFS AND ROCKY COAST
<b>South Sutor</b>				

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>Fyrish Monument</b>	Monument, built in 1782, on Fyrish Hill (Cnoc Fyrish) near Alness.	It is visible throughout the Foothills of Easter Ross and, more distantly, from the farmland of the Northern Black Isle	Local A key local landmark and recreational destination. The access paths are popular with walkers, runners and mountain bikers.	13,14 FOREST EDGE FARMING 22 OPEN FARMED SLOPES 28 FARMED AND FORESTED SLOPES 38 ROUNDED HILLS AND MOORLAND SLOPES
<b>Chanonry Point</b>	Opposing low lying promontories which reach out to each other and mark the entrance to the Inner Moray Firth. Both promontories have landmark buildings at their seaward extremities and are vantage points in their own right.	Visible from Kessock bridge and surrounding area generally. The SLA Citation states that the promontories are ' best appreciated from the higher ground adjacent and to the north'.	Regional/SLA The promontories are valued for their distinctive forms and the gateway they form between the open coast and expansive waters of the Moray Firth and the intimate landscapes of the Beaulie and Inverness Firths.	18 COASTAL SHELF 3 COASTAL FARMLAND 35-37 CLIFFS AND ROCKY COAST 28 FARMED AND FORESTED SLOPES
<b>Fort George</b>				
<b>Lochindorb</b>	Views of Lochindorb and Lochindorb Castle.	Shores of Lochindorb	Regional/SLA Views at the heart of the SLA which have a strong sense of place adding to its sense of spaciousness, wide views, and sparse human presence. The composition of views of the castle on its island within the loch has elements of the picturesque.	3 COASTAL FARMLAND 4-5 ROLLING FARMLAND AND FOREST/WOODLAND 7 NARROW WOODED VALLEY 9-10 ROLLING/OPEN UPLAND 11 VALLEY IN ROLLING/OPEN UPLAND
<b>Inverness and Kessock bridge from Allanfeearn Junction A96</b>	Views towards Kessock Bridge, Meall Fuar-mhonaidh, Ord Hill etc.	A96 from Allanfeearn Junction	Regional- Setting of Inverness Regional Inverness setting. The value of the view lies in the attractive composition of the Kessock Bridge in combination with Craig Phadraig and Ord Hill and more distant hills including Meall Fuar-mhonaig in the Great Glen, which creates sense	3 COASTAL FARMLAND 4, 6 ROLLING FARMLAND AND FOREST/WOODLAND 19 COASTAL SHELF 29 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 37 CLIFFS AND ROCKY COAST



			of arrival at head of Great Glen and Inverness.	
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## Key Routes

### Key Routes

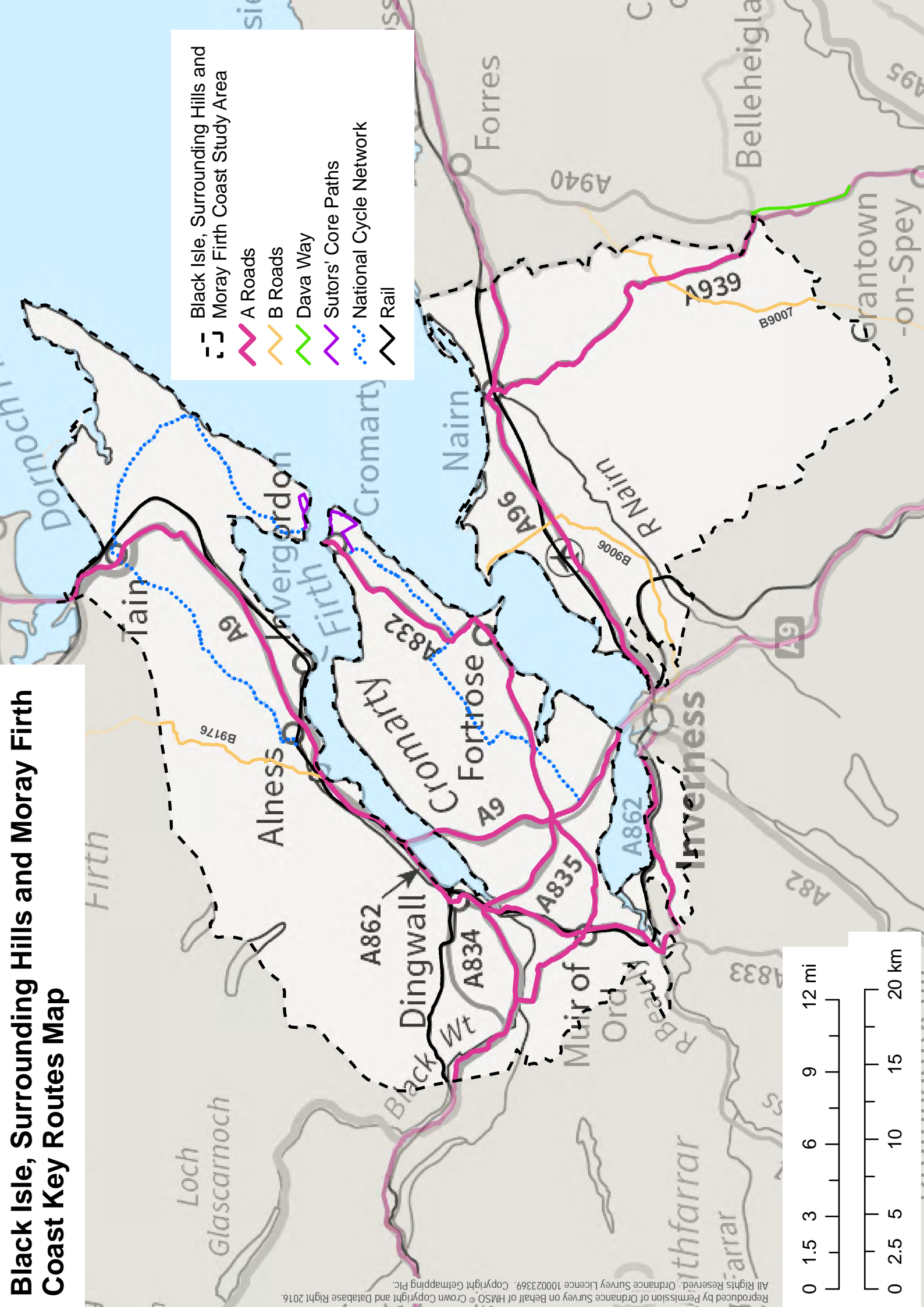
Name	LCAs Passed through/Bordered	Receptors
<b>A9T</b>	13 FOREST EDGE FARMING 17 COASTAL SHELF 20 LOWLAND PLAIN FARMING 37 CLIFFS AND ROCKY COAST 22 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28, 29 FARMED AND FORESTED SLOPES	Local residents People from wider Highland area Tourists
<b>A835</b>	22-24 OPEN FARMED SLOPES 29, 31 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS 43 WOODED GLENS AND ROCKY MOORLAND	Local residents People from wider Highland area Tourists
<b>A862</b>	6 ROLLING FARMLAND AND FOREST/ WOODLAND 19 COASTAL SHELF 22-24 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 32 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS	Local Residents Recreational users from wider Highland area
<b>A832</b>	18 COASTAL SHELF 22, 25 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS	Local Residents Recreational users from wider Highland area Tourists
<b>B9176 (Struie)</b>	13 FOREST EDGE FARMING 28 FARMED AND FORESTED SLOPES 40 ROUNDED HILLS AND MOORLAND SLOPES	Local Residents Recreational users from wider Highland area Tourists
<b>A96</b>	3 COASTAL FARMLAND	Local residents People from wider Highland area Tourists

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>B9007</b>	10 ROLLING/OPEN UPLAND 7 NARROW WOODED VALLEY	Local Residents Recreational users from wider Highland area Tourists
<b>A939</b>	3 COASTAL FARMLAND 5 ROLLING FARMLAND AND FOREST/WOODLAND 7 NARROW WOODED VALLEY 8 UPLAND MOORLAND AND FORESTRY 9-10 ROLLING/OPEN UPLAND	Local Residents Recreational users from wider Highland area Tourists
<b>B9006</b>	3 COASTAL FARMLAND 4 ROLLING FARMLAND AND FOREST/WOODLAND  12 FARMED STRATH	Local Residents Recreational users from wider Highland area Tourists
<b>Railway – Far North Line</b>	17, 19 COASTAL SHELF 20 LOWLAND PLAIN FARMING 22 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 28, 32 FARMED AND FORESTED SLOPES 33 FARMED RIVER PLAINS	Local residents Commuters People from wider Highland area Tourists
<b>Railway – Kyle of Lochalsh Line</b>	23 OPEN FARMED SLOPES 27 OPEN STEEP FARMED SLOPES 33 FARMED RIVER PLAINS 38 ROUNDED HILLS AND MOORLAND SLOPES 43 WOODED GLENS AND ROCKY MOORLAND	Local Residents Recreational users from wider Highland area Tourists
<b>Inverness - Aberdeen Railway Line</b>	2 COASTAL FOREST 3 COASTAL FARMLAND	Local residents Commuters People from wider Highland area Tourists
<b>Highland Railway Line</b>	3 COASTAL FARMLAND 4 ROLLING FARMLAND AND FOREST/WOODLAND 12 FARMED STRATH	Local residents Commuters People from wider Highland area Tourists
<b>Core paths at Sutors</b>	20 LOWLAND PLAIN FARMING 21, 22 OPEN FARMED SLOPES  34, 35 CLIFFS AND ROCKY COAST	Recreational users
<b>National Cycle Network 1</b>	13 FOREST EDGE FARMING 28 FARMED AND FORESTED SLOPES	Local residents Commuters People from wider Highland area Tourists

<b>Cyclists between Allangrange and Tain via Nigg Ferry</b>	21, 22 OPEN FARMED SLOPES 29 FARMED AND FORESTED SLOPES 20 LOWLAND PLAIN FARMING	Local residents Commuters People from wider Highland area Tourists
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# Black Isle, Surrounding Hills and Moray Firth Coast Key Routes Map



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## Gateways

### Gateways

Location	Description and Direction of Travel	<a href="#">The Landscapes of Scotland(TLoS)</a> Boundary Reference (where relevant)
<b>B9176 in Vicinity of Balnacraig, south of Dalneich Bridge</b>	Heading southwards on Struie road this point has a sense of arrival in the Cromarty Firth,	Approximately in threshold of TLoS Areas 12 and 13, Ross and Easter Ross.
<b>Dornoch bridge/Edderton roundabout</b>	Outwith area as drawn, but crossing large water body creates sense of arrival.	Junction of TLoS 9,12 and 13
<b>A9 roundabout Calrossie</b>	Change from traveling around the edge of a landmass to going up and over it. Quite a different feeling.	
<b>A9 at Duncanston</b>	Heading North, Duncanston is the point at which views open out to the north giving first views of Wyvis and Cromarty Firth.	
<b>Torepark</b>	Heading South, views over Black Isle to Monadhliaths open out just north of Torepark giving first views towards Monadhliath hills	
<b>A835 at Leanaig junction</b>	Travelling north, at this point the road emerges from cuttings which have restricted the view since the brow of the hill at Newton of Ferintosh, and reveals first views into Conon Valley/Cromarty Firth	
<b>Kessock Bridge</b>	Gateway to Inverness, Smithton etc. when headed south	Junction between TLoS 13 & 14
<b>A835 at junction with A832</b>	The approximate point at which the gradually revealed view towards Achilty Tor and the Fannichs etc is finally unobscured.	Approximate boundary of TLoS 13 & 18
<b>A834 Strathpeffer</b>	Outlook down the strath. Quite fleeting	Approximate Boundary of TLoS 12 & 13
<b>A9/A862 roundabout Arduillie heading east</b>	Point at which traffic from Dingwall emerges from tree lined twisty road with changes of perspective to open firth.	
<b>A939 straight between SLA boundary and Cairngorms strath (where Dava Way runs parallel)</b>	'Threshold' to the Dava moor landscape when travelling north	Approximate boundary between TLoS 20 and 21; Monadhliaths and Speyside.
<b>A939 at Junction with A940</b>	'Threshold' to the Dava moor landscape when travelling south on A940. Coincidental with SLA northern boundary.	

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>A939 Milestone area</b>	'Threshold' to the Dava moor landscape when travelling south on A939. Coincidental with LCA boundary between Narrow Wooded Valley and Rolling Upland.	
<b>A9 at Inshes</b>	Sense of arrival at Inner Moray Firth and Inverness.	Approximate junction of TLoS 14,19 & 20

## BL1: Carse of Delnies, Culbin, Nairn Dunes to the Bar

<b>Area Ref and Name</b>	<b>BL1: Carse of Delnies, Culbin, Nairn Dunes to the Bar</b>										
<b>LCT</b>	Soft Coastal Shore										
<b>Description of Landscape Role</b>	<p>Flat, open ground adjacent to the sea, though in more extensive areas the sea may be out of view. Characterised by a feeling of impermanence and changeability in response to the power of sea and wind. High water table and poor drainage influence vegetation. LCA includes two golf course areas at Nairn and Dunbar courses. Carse of Delnies lies partially within the Sutors of Cromarty, Rosemarkie and Fort George SLA.</p> <p>Location of the SLA on the edge of the Firth adds prominence to any potential development, far beyond the prominence of the LCA itself.</p> <p>However the LCA is not consistent and the inclusion of the shoreward portion of Nairn town creates a significant change of character.</p>										
<b>Key Views</b>	Nairn Beach- views along the shore are characteristic of Nairn Beach and the setting of the town and development within the LCA would feature in these views.										
<b>Key Routes</b>	A96T and Inverness/Aberdeen Rail Line – The LCA is not likely to be visible from the road, or railway. However the low lying nature of the ground between the road/rail corridor and the LCA means that turbine development would be visible and interrupt coastal views.										
<b>Gateways</b>	N/A										
<b>Landscape Sensitivity</b>	<p>The LCA within the Study Area is centred around Nairn, which is a significant tourist centre selling itself on its coastal location, with accommodations, caravan and camping sites, beaches and other facilities.</p> <p>The low lying character of the coastal strip would add to the vertical emphasis of wind energy development. Location of the LCA on the edge of the Firth adds prominence to any potential development, far beyond the prominence of the LCA itself.</p> <table border="1" data-bbox="486 1765 1420 2011"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>1</td> </tr> </tbody> </table>		Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	1
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Large Scale Wind Farms	Small Individual	Access Infrastructure									
1	2	1									

<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>People using Key Routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines, singly or in groups.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Micro and Small scale turbines strongly associated with existing buildings/land use, in the more developed part of the LCA, i.e. campsite, golf courses or marina.</li> </ul>

## BL2: Kingsteps to Cothill

Area Ref and Name	BL2: Kingsteps to Cothill
<b>LCT</b>	Coastal Forest
<b>Description of Landscape Role</b>	<p>Extensive plantation landscape, whose external uniformity belies the complexity of landform, habitats and woodland structure, which may be apparent within the plantation.</p> <p>The plantations are publicly accessible and contain networks of paths and tracks which are a popular recreational resource.</p> <p>A small number of farms, crofts and residences are located within the LCA on the forest edge.</p>
<b>Key Views</b>	N/A
<b>Key Routes</b>	<p>Short length of the Inverness/Aberdeen Rail Line, east of Nairn.</p> <p>In long views (25km) from A9T at the Kessock Bridge.</p>
<b>Gateways</b>	N/A
<b>Landscape Sensitivity</b>	While not highly visible, the LCA is well known in the area and a popular recreational resource, whose origins as means of stabilising blown sand are relatively widely understood.

	<p>Location of the LCA on the edge of the Firth adds prominence to any potential development, far beyond the prominence of the LCA itself.</p> <table border="1"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	2
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Large Scale Wind Farms	Small Individual	Access Infrastructure											
1	1	2											
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>Visitors/tourists including cyclists and walkers. <i>NCR1 passes along the route. C1159 Core paths within forest.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>Users of other routes. <i>Local routes close to LCA.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>												
<b>Current Wind Energy Development</b>	None.												
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines, singly or in groups.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Micro or &lt;25m Small turbines strongly associated with existing buildings/land use at the forest edge.</li> </ul>												

## BL3: Seafield to Hardmuir

<b>Area Ref and Name</b>	<b>BL3: Seafield to Hardmuir</b>
<b>LCT</b>	Coastal Farmland
<b>Description of landscape Role</b>	<p>A broad strip of flat to gently undulating farmland lying on the coastal plain between the coastal shore and forests to the north, and farmed and wooded foothills to the south.</p> <p>The LCA carries the main east-west transport corridor of the A96T and the Inverness/Aberdeen Rail Line.</p> <p>In addition to Farmland the LCA also accommodates Inverness Airport and some significant industrial and business sites and settlements.</p>



<b>Key Views</b>	<p>Chanonry Point - in views out the LCA forms the immediate backdrop to the Moray Firth, development would be seen in context with the Lighthouse and Fort George.</p> <p>Fort George – in views out the LCA forms the immediate setting to the south of the fort.</p> <p>Kessock Bridge - in views out the LCA frames the firth to the south and is seen in combination with Craig Phadraig and Ord Hill and more Distant hills including Meall Fuar-mhonaig in the Great Glen.</p> <p>Allanfearn Junction A96T - the western extent of the LCA lies between the junction and Kessock Bridge/Meall Fuar-mhonaigh.</p> <p>Nairn Beaches - Although the LCA runs closely to the south of the beaches, it does not directly bound them or fall between the beaches and principal directions of view.</p>						
<b>Key Routes</b>	<p>A96</p> <p>A939</p> <p>B9006</p> <p>Inverness - Aberdeen Railway Line</p> <p>Highland Railway Line</p>						
<b>Gateways</b>	N/A						
<b>Landscape Sensitivity</b>	<p>The area provides the setting for the main settlement of Nairn as well as Ardersier, Auldearn and a spread of farms, individual properties and townships and is immediately adjacent to Culloden and Balloch. The consented new town development at Tornagrain straddles the boundary between Rolling Farmland And Forest/Woodland and Coastal Farmland, the development will share qualities with Nairn which is characteristic of the Coastal Shore LCT, while its siting will be more strongly related to Smithton and Balloch.</p> <p>The LCA is therefore densely habited and crossed by network of minor and access roads in addition to the main A96T, rail corridor and airport; making it one of the most heavily ‘observed’ parts of the Highlands. The density of roads mean that each part of the LCA is visible from a variety of locations and from receptors engaged in a wide variety of activities.</p> <p>In views from the Black Isle the LCA is seen as part of a layered landscape below Rolling Farmland and Forest, Rolling Upland and Upland Moorland and Forestry and parts of the Drynachan, Lochindorb and Dava Moors SLA.</p> <p>From within the LCA views encompass a range of views, from wide open views emphasising the horizontal, to more limited views into pockets of farmland bounded by woods and plantations.</p> <table border="1" style="width: 100%; text-align: center; margin-top: 10px;"> <tr> <th colspan="3" style="background-color: #d9d9d9;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <td style="background-color: #d9d9d9;"><b>Large Scale Wind Farms</b></td> <td style="background-color: #d9d9d9;"><b>Small Individual</b></td> <td style="background-color: #d9d9d9;"><b>Access Infrastructure</b></td> </tr> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>
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	1	3	2
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>People using Key Routes.</li> <li>Users of other routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>		
<b>Current Wind Energy Development</b>	<p>Easterton Farm: 3 small turbines 21m.</p> <p>Meikle Geddes: 1 small 40m.</p> <p>Brackla Farm: 1 small 26m.</p> <p>Cawdor School: 1 small 18m.</p> <p>Culloden Academy: 1 small 18m.</p> <p>Most of the LCA has no development, though there is the beginning of a pattern of turbines clustering between the B9090 and the River Nairn, just north of the boundary with the adjacent Rolling Farmlands and Forest LCA. The turbines are all well set back from roads and seen in context with productive businesses and in scale with the existing network of overhead power lines.</p>		
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines, singly or in groups.</li> <li>Small or Micro turbines in groups of more than 3.</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>Small and micro turbines.</li> <li>continuation of existing pattern.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>set back from roads.</li> <li>strongly associated with buildings/land use.</li> <li>in scale with other energy infrastructure/overhead lines.</li> </ul> <p>This is a pattern that is limited in its impact on surrounding LCAs and preserves the legibility of the landscape pattern.</p>		

**BL4: Balvonie of Inshes to Loch Flemington**

Area Ref and Name	<b>BL4: Balvonie of Inshes to Loch Flemington</b>													
LCT	Rolling Farmland and Forest/Woodland													
Description of landscape Role	<p>The LCA is a mixture of agricultural lands and woodlands skirting substantial areas of modern housing development at Culloden, Smithton, Balloch and the small settlement of Croy. The consented new town development at Tornagrain straddles the boundary between Rolling Farmland And Forest/Woodland and Coastal Farmland, the development will share qualities with Nairn which is characteristic of the Coastal Farmland LCT, while its siting will be more strongly related to Smithton and Balloch.</p> <p>The topography forms a rounded ridge running north east to south west, the southern flank forming the northern enclosure of the River Nairn valley.</p> <p>Culloden Battlefield site and Visitor Centre is located on the ridge with views to the Wyvis Massif in the north and the Monadhliath in the south. Immediate horizons are obscured by forestry in the north, east &amp; west. Higher elevation from the roof terrace of the centre gives views to the Ross-shire hills and Rocky Moorland and Massif west of Muir of Ord.</p>													
Key Views	From outwith the LCA it is most prominent in general views from the southern flank of the Black Isle, where it is visible across the firth as a part of a layered landscape, between Culloden, Smithton etc, the Coastal Farmlands and the Rolling Upland and Upland and Glen landscapes. This is typified in the Key Views from Chanonry Point and from Fort George.													
Key Routes	<p>The LCA runs close to the A96T between Balloch and Lochside, giving some prominence to the northern flank of the LCA from the transport corridor.</p> <p>The Highland Line loops through the LCA, sometimes on embankments giving elevated views of the south east side of the ridge.</p> <p>B9006.</p>													
Gateways	N/A													
Landscape Sensitivity	<p>The area provides the setting for a spread of farms, individual properties and townships and is immediately adjacent to Culloden and Balloch. It is therefore densely habited and crossed by a network of minor and access roads.</p> <p>The LCA is a key element in the distinctive horizontal layering of the landscape in views across the firth, which give the landscape scale and depth.</p> <table border="1" data-bbox="488 1704 1418 1951"> <thead> <tr> <th colspan="3" data-bbox="488 1704 1418 1749"><b>Degree of Landscape Character Sensitivity</b></th> </tr> <tr> <th colspan="3" data-bbox="488 1749 1418 1794">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th data-bbox="488 1794 798 1888">Large Scale Wind Farms</th> <th data-bbox="798 1794 1107 1888">Small Individual</th> <th data-bbox="1107 1794 1418 1888">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="488 1888 798 1951">1</td> <td data-bbox="798 1888 1107 1951">4</td> <td data-bbox="1107 1888 1418 1951">3</td> </tr> </tbody> </table>		<b>Degree of Landscape Character Sensitivity</b>			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	4	3
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Sensitive Visual Receptors	<b>Highest Sensitivity</b>													

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	<ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>People using key routes.</li> <li>Users of other routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Medium or Large turbines, singly or in groups.</li> </ul> <p>Such development would overwhelm spaces and risk visual confusion in the layers of the landscape when viewed from greater distance.</p> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines in groups of 1-3.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>set back from roads.</li> <li>strongly associated with buildings/land use.</li> <li>in scale with contained landscape spaces created by rolling landscape and woodland matrix.</li> <li>clear of tops of ridgelines.</li> </ul> <p>Particular care should be taken to avoid development which skylines from the vantage point of Culloden Battlefield and Visitor Centre.</p>

## BL5: Cantraydoune to Darnaway Forest

<b>Area Ref and Name</b>	<b>BL5: Cantraydoune to Darnaway Forest</b>
<b>LCT</b>	Rolling Farmland and Forest/Woodland
<b>Description of landscape Role</b>	<p>The LCA is a mixture of agricultural lands generally surrounded by extensive woodlands, with a spread of individual properties and farms within the agricultural areas and at the woodland edges. There are small settlements at Cawdor, Littlemill and Piperhill.</p> <p>There is a series of connected gentle ridges and hills aligned north east to south west.</p>

<b>Key Views</b>	<p>From outwith the LCA it is most prominent in general views from the southern flank of the Black Isle, where it is visible across the firth as a part of a layered landscape between Culloden, Smithton etc, the Coastal Farmlands and the Rolling Upland and Upland and Glen landscapes. This is typified in the Key Views from Chanonry Point and from Fort George.</p> <p>Within the LCA views tend to be open to the north, when not constrained by woodland and otherwise limited to close horizons by rolling landform.</p>												
<b>Key Routes</b>	<p>A939</p> <p>The LCA is largely screened from the A96 within the study area by topography and roadside forestry.</p>												
<b>Gateways</b>	N/A												
<b>Landscape Sensitivity</b>	<p>The LCA provides the setting for a spread of farms, individual properties and small settlements and townships. It is therefore relatively densely habited and crossed by a network of minor and access roads.</p> <p>It is a key element in the distinctive horizontal layering of the landscape in views across the firth, which give the landscape scale and depth.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr style="background-color: #808080; color: white;"> <th colspan="3" style="text-align: center;">Degree of Landscape Character Sensitivity</th> </tr> <tr style="background-color: #d9d9d9;"> <th colspan="3" style="text-align: center;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">4</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	4	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> <li>• Users of other routes.</li> </ul> <p><i>Where routes pass through LCA</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> <li>• People using Key Routes.</li> </ul> <p><i>A9 south of Tore and A832 on Black Isle</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>												
<b>Current Wind Energy Development</b>	None												

<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Medium or Large turbines singly or in groups.</li> </ul> <p>Such development would overwhelm spaces and risk visual confusion in the layers of the landscape when viewed from greater distance.</p> <p>Scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines in groups of 1-3.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• set back from roads.</li> <li>• strongly associated with buildings/land use.</li> <li>• in scale with contained landscape spaces created by rolling landscape and woodland matrix.</li> <li>• clear of tops of ridgelines.</li> </ul> <p>The rolling nature of the landscape and existence of pockets of agricultural land within a woodland matrix creates a variety of contained spaces within which Small and Micro scale turbines may be appropriate where strongly associated with rural buildings and businesses. There will be a limit to the number of turbines which spaces can absorb and development should be restricted to groups of 1-3.</p> <p>There is no scope for Medium or Large turbines as they would overwhelm spaces and risk visual confusion in the layers of the landscape when viewed from greater distance.</p> <p>All development should avoid placement on the top of ridges.</p>
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## BL6: Lentrán to Englishton Muir

Area Ref and Name	BL6: Lentrán to Englishton Muir
<b>LCT</b>	Rolling Farmland and Forest/Woodland
<b>Description of landscape Role</b>	<p>The LCA is a mixture of agricultural lands and woodlands on the south side of the Beaully Firth.</p> <p>A number of gentle north-south ridges which terminate in a north facing slope form the topography.</p> <p>The area is part of the setting of the Beaully Firth and contributes to containment of views from the north, west and east.</p> <p>Views from within the LCA are primarily available to residents as there is no through public road.</p> <p>The LCA has extensive woodland and plantation which surrounds agricultural land on the upper slopes and forms a backdrop to it on the lower slopes.</p>
<b>Key Views</b>	The LCA is a constituent part, but not the focus, of views from Clachnaharry Loch and the Kessock Bridge.
<b>Key Routes</b>	A962 - passes below LCA and forms border between LCA and LCA-BL19. Visibility of LCA from road is limited by topography and tree cover.

	A9 - there is visibility of the LCA from the Kessock Bridge north for approximately 3km when travelling north.									
<b>Gateways</b>	Kessock Bridge – limited potential to impact on gateway qualities.									
<b>Landscape Sensitivity</b>	<p>The area provides the setting for a spread of crofts/smallholdings, individual properties and townships and is immediately adjacent to the Beaully Firth. Habitation is relatively light and although there is a road network there is no through public road.</p> <p>It is a key element in the containment of views south across the firth, where the patchwork of ground cover contributes to understanding of landscape scale.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People using key routes.</li> </ul> <p><i>A862 where road runs close to the LCA boundary</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at key viewpoints.</li> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><i>A9 between Munloch Junction and Kessock Bridge</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Medium or Large turbines, singly or in groups.</li> </ul> <p>Such development would overwhelm spaces and risk visual confusion in the layers of the landscape when viewed from greater distance.</p> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines in groups of 1-3.</li> </ul> <p>Turbines should be:</p>									

	<ul style="list-style-type: none"> <li>• set back from roads.</li> <li>• strongly associated with buildings/land use.</li> <li>• in scale with contained landscape spaces created by rolling landscape and woodland matrix.</li> <li>• clear of tops of ridgelines.</li> </ul> <p>The rolling nature of the landscape and existence of pockets of agricultural land within a woodland matrix creates a variety of contained spaces within which Small and Micro scale turbines may be appropriate where strongly associated with rural buildings and businesses. There will be a limit to the number of turbines which spaces can absorb and development should be restricted to groups of 1-3.</p> <p>There is no scope for Medium or Large turbines as they would overwhelm spaces and risk visual confusion in the layers of the landscape when viewed from greater distance.</p> <p>All development should avoid placement on the top of ridges.</p> <p>Particular care should be taken to avoid development which skylines when seen from north of the Firth.</p>
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## BL7: Banchor to Airdrie Mill

<b>Area Ref and Name</b>	<b>BL7: Banchor to Airdrie Mill</b>										
<b>LCT</b>	Narrow Wooded Valley										
<b>Description of landscape Role</b>	The LCA forms a contained, sheltered and secluded landscape with views limited by its topography and extensive woodlands. It also provides a distinctive landscape break, curtailing the northern extent of Dava Moor and marking the transition from Upland Moorland and Forestry to Open Rolling Upland.										
<b>Key Views</b>	The SLA itself is generally hidden from vantage points outwith its own boundaries.										
<b>Key Routes</b>	<p>The A939 and B9007 are generally contained by woodland or passing through small agricultural areas set within woodland, with glimpses down into the wooded valley available.</p> <p>The break in topography contributes to the 'visual connectivity with the higher mountain ranges to the north' experienced from the Drynachan, Lochindorb and Dava Moors SLA and particularly from the A939 and Dava Way.</p>										
<b>Gateways</b>	The LCA contributes to the sense of Gateway found at the A939 Milestone area.										
<b>Landscape Sensitivity</b>	<p>Seclusion and enclosure provided by the enclosed landform and pattern of woodland gives the landscape of the LCA an intimate scale.</p> <p>The LCA's 'invisibility' from the outside adds to a sense of a hidden and protected place.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <td style="background-color: #d9d9d9; text-align: center;">Large Scale Wind Farms</td> <td style="background-color: #d9d9d9; text-align: center;">Small Individual</td> <td style="background-color: #d9d9d9; text-align: center;">Access Infrastructure</td> </tr> </table>		Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure
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Large Scale Wind Farms	Small Individual	Access Infrastructure									



	1	3	2
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>Users of other routes.</li> </ul> <p><i>Within LCA only</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>		
<b>Current Wind Energy Development</b>	None.		
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Turbine groups.</li> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>set back from roads.</li> <li>strongly associated with buildings/land use.</li> <li>in scale with contained landscape spaces created by woodland matrix and valley landform.</li> <li>in groups of appropriate scale to space, most often this will mean single turbines.</li> <li>held back from upper slopes of the valley to avoid interruption of horizons as seen looking towards LCA and to avoid excessive skylining and domination of space.</li> <li>limited to &lt;25m.</li> </ul>		

**BL8: Balmore**

<b>Area Ref and Name</b>	<b>BL8: Balmore</b>
<b>LCT</b>	Upland Moorland and Forestry
<b>Description of Landscape Role</b>	<p>The LCA forms a visual transition zone between the Open Rolling Upland to the south and the Rolling Farmlands and Forest to the north (although the Narrow Wooded Valley LCA BL7 lies between the Open Rolling Upland and Upland Moorland and Forestry, views generally 'skip over' the valley in long views.)</p> <p>Broad, gentle slopes combined with extensive woodland and forestry mean that views out are expansive, but infrequent.</p>

<b>Key Views</b>	From outwith the LCA it is most prominent in general views from the southern flank of the Black Isle, where it is visible across the firth as a part of a layered landscape, between the Coastal Farmlands and the Rolling Upland and High Moorland and Ridgeland landscapes. This is typified in the Key Views from Chanony Point and from Fort George.									
<b>Key Routes</b>	The visual corridor from the A939 within the LCA is limited by the convex landform and woodland cover to views into the richer agricultural pocket around Redburn.									
<b>Gateways</b>	N/A									
<b>Landscape Sensitivity</b>	<p>The intimate scale of agricultural areas which are visible from Key Routes would be vulnerable to any scale of development that over-rode the perception of containment.</p> <p>The more extensive areas of coniferous plantation cover and moorland tend to occupy the higher ground: development in these locations would be prominent in the layered landscape perceived from key viewpoints to the north and impact on the sense of spaciousness, wide views and visual connectivity with the higher mountain ranges to the north, which is found in the Drynachan, Lochindorb and Dava Moors SLA.</p> <table border="1" data-bbox="486 918 1417 1160"> <thead> <tr> <th colspan="3"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th><b>Large Scale Wind Farms</b></th> <th><b>Small Individual</b></th> <th><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>3</td> <td>3</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	3	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>People using key routes.</li> <li>Users of other routes.</li> </ul> <p><i>Within LCA only</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None.									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or medium turbines.</li> </ul> <p>Limited scope for:</p>									

	<ul style="list-style-type: none"> <li>• turbine groups.</li> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• set back from roads.</li> <li>• strongly associated with buildings/land use.</li> <li>• in scale with contained landscape spaces created by woodland matrix and undulating landform.</li> <li>• in groups of appropriate scale to space, most often this will mean single turbines.</li> <li>• held back from higher ground to avoid interruption of horizons as seen looking towards LCA and to minimise skylining and domination of space.</li> <li>• limited to &lt;25m.</li> </ul>
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## BL9: North of Drynachan Lodge to Findhorn

Area Ref and Name	BL9: North of Drynachan Lodge to Findhorn
LCT	Rolling/Open Upland
Description/landscape Role	<p>Elevated and expansive undulating plateau with rounded hills rising to around 100-200m above the general level of the plateau.</p> <p>Generally the plateau is hidden from outwith the immediate area and the hills are visible from higher elevations to the north, across the firth, or from other points in the eastern tail of the Monadhliaths.</p> <p>Habitation is limited to the fringes of the LCA, generally in the locations where forestry overlies the landform, creating a transitional fringe between the Rolling Farmlands and Forest of LCA BL5.</p> <p>The higher hills in the south of the LCA forms the northern bound of the Drynachan, Lochindorb and Dava Moors SLA.</p>
Key Views	The LCA forms part of the layered landscape visible in long views from the North, while not in itself being a focus within the view.
Key Routes	NCR1 runs along the minor road (C1052) from Dalroy to Wester Galcantray, which forms the northern boundary of the LCA and has direct views into the LCA.
Gateways	N/A
Landscape Sensitivity	<p>The nature of the Landscape itself is not inherently incompatible with wind energy development.</p> <p>Susceptibility to wind energy development arises from the role of the LCA in the wider landscape and the degree to which any development would intrude in the layering of the landscape. While the LCA itself is not prominent, the relatively low relief within the higher ground would have only limited potential to screen development, leaving any development here prominent in the wider landscape.</p> <p>The boundary areas to the north have a much more immediate relationship to more heavily inhabited areas and will tend to share the susceptibilities of those areas rather than the higher upland areas.</p>

	<p>The existing presence of unclassified roads and tracks within the valley bottom suggests that some limited infrastructure could be accommodated away from the side slopes and rolling summits of the hills.</p> <table border="1" data-bbox="488 362 1422 607"> <thead> <tr> <th colspan="3" data-bbox="488 362 1422 454">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th data-bbox="488 454 799 546">Large Scale Wind Farms</th> <th data-bbox="799 454 1110 546">Small Individual</th> <th data-bbox="1110 454 1422 546">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="488 546 799 607">2</td> <td data-bbox="799 546 1110 607">2</td> <td data-bbox="1110 546 1422 607">3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	2	2	3
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>Visitors/tourists <i>including cyclists and walkers NCR1 between Dalroy and Wester Galcantray.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at key viewpoints.</li> <li>Residents of wider region.</li> <li>Users of other routes.</li> </ul> <p><i>Unclassified Drynachan-Highland Boath road.</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People using key routes.</li> <li>Users of other routes.</li> </ul>									
<p><b>Current Wind Energy Development</b></p>	<p>None within LCA, Moy at 125m to tip, in adjacent LCA to the west, outwith the study area.</p>									
<p><b>Potential for Wind Energy Development</b></p>	<p><b>Northern Slopes</b></p> <p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>strongly associated with existing buildings/land use.</li> <li>&lt;25m.</li> <li>single turbines.</li> <li>clear of higher ground.</li> </ul> <p><b>Upland Plateau and Summits</b></p> <p>No scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro Turbines.</li> </ul> <p>Some scope for:</p>									

	<ul style="list-style-type: none"> <li>Large or Medium Turbines.</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>Avoid locations and layouts where Key Characteristics and Special Qualities of the Drynachan, Lochindorb and Dava Moors SLA are diminished.</li> <li>Avoid locations and layouts where turbines would create a prominent focus in the layered landscape perceived from key viewpoints to the north.</li> </ul>
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## BL10: Tom nan Clach, Lochindorb to Airdrie Mill, South of River Findhorn

Area Ref and Name	BL10: Tom nan Clach, Lochindorb to Airdrie Mill, south of River Findhorn
LCT	Rolling/Open Upland
Description/landscape Role	<p>Elevated and expansive undulating plateau with rounded hills rising to around 100-200m above the general level of the plateau.</p> <p>The plateau is generally hidden from outwith the immediate area and the hills are generally visible from higher elevations to the north, across the firth, or from other points in the eastern tail of the Monadhliaths. The LCA lies between the Findhorn Valley (including Narrow Wooded Valley (BL7 Banchor to Airdrie Mill) LCA and Valley in Rolling/Open Upland (BL11 Milton of Moy to Banchor ) LCAs) and the Upland and Glens LCT (outwith the Study Area).</p> <p>Most of the LCA lies within the Drynachan, Lochindorb and Dava Moors SLA, sharing common boundaries in places.</p> <p>The south eastern edge of the LCA falls along the southeast shore of Lochindorb, the largest body of open water within the LCT.</p>
Key Views	<p>The LCA forms part of the layered landscape visible in long views from the North, while not in itself being a key focus within the views.</p> <p>Key View is from minor road on south eastern shore of Lochindorb, where iconic views of Lochindorb castle, backdropped by rolling upland are gained.</p>
Key Routes	<p>B9007: Following the line of the old Military Road north-south through the LCA, views east are largely blocked by rising ground, focusing views across the plateau edged by rolling hills.</p> <p>A939: Runs north-south through the LCA. In the northern section it runs just west of Cairn Duhie, which blocks direct views to the east.</p> <p>A940: The route does not run through The Highland Council's area, but gives views towards Cairn Duhie from the adjacent LCA within Moray.</p> <p>Dava Way: following the disused railway line from Forres to Grantown the route crosses the LCT outwith The Highland Council's boundary, but allows views across the Uplands and Glens.</p>
Gateways	Gateway at A939 Milestone: when travelling south, a sense of entering a more remote and isolated moorland landscape.
Landscape Sensitivity	The nature of the Landscape itself is not inherently incompatible with wind energy development.

	<p>Susceptibility arises from the role of the particular landscape character area in the wider landscape and the degree to which any development would intrude:</p> <ol style="list-style-type: none"> <li>1. in the layering of the landscape when seen in more distant key views in the north.</li> <li>2. on the perception of the landscape and Key Qualities and Characteristics of the SLA. The High Table-land of the area affords borrowed views to more distant hills while obscuring views of the inhabited shores of the firth, major transport corridors and conurbations. It is this perception of limitless horizons and apparent isolation which is highly valued in this LCA and SLA.</li> </ol> <p>While the LCA itself is not prominent, the relatively low relief within the higher ground would have only limited potential to screen development.</p> <table border="1" data-bbox="488 674 1422 920"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	2
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> </ul> <p><i>Viewpoints within LCA- Lochindorb</i></p> <ul style="list-style-type: none"> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• Residents of wider region</li> <li>• People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>												
<p><b>Current Wind Energy Development</b></p>	<p>Tom nan Clach.</p>												
<p><b>Potential for Wind Energy Development</b></p>	<p>Some scope for:</p> <ul style="list-style-type: none"> <li>• Single Micro and &lt;25m Small turbines: <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• at the periphery of the high table-land.</li> </ul> </li> <li>• Medium or Large development: <ul style="list-style-type: none"> <li>• where well designed and contained.</li> <li>• where design respects spacing and scale of existing development pattern.</li> </ul> </li> </ul>												

	<ul style="list-style-type: none"> <li>• where development would not detract from Key Characteristics and Special Qualities of the Drynachan, Lochindorb and Dava Moors SLA.</li> <li>• where development respects borrowed views to more distant hills in the north.</li> <li>• Particular Sensitivities to change are identified in the SLA Citation.</li> </ul>
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## BL11: Milton of Moy to Banchor

Area Ref and Name	BL11: Milton of Moy to Banchor												
LCT	Valley in Rolling/Open Upland												
Description/landscape Role	<p>The LCA is very limited in extent forming a break within the Rolling Uplands LCT (Between LCAs BL9 and BL10.)</p> <p>The Valley is steep sided and up to 150m deep with a small number of largely estate-related properties adjacent to farmland on the valley floor.</p> <p>Valley sides generally have moorland cover, with some muirburn apparent, with some areas of woodland, mostly on the south facing slopes.</p>												
Key Views	There are no key views identified within the LCA itself. The nature of the LCA prevents its visibility in key views from outwith the LCA.												
Key Routes	N/A												
Gateways	N/A												
Landscape Sensitivity	<p>The narrowness of the valley and steep sides limit the extent of any views within the LCA, creating a series of more intimate spaces and framed views. The lack of expansive views makes the impact of development within these spaces very apparent and difficult to mitigate.</p> <p>Medium or Large developments would dominate the available space and have the potential to protrude incongruously into the Rolling/Open Upland LCAs (BL9 and BL10) and impinge on the Key Characteristics and Special Qualities of the Drynachan, Lochindorb and Dava Moors SLA.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #808080; color: white;"> <th colspan="3">Degree of Landscape Character Sensitivity</th> </tr> <tr style="background-color: #d3d3d3;"> <th colspan="3">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d3d3d3;"> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	1
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Sensitive Visual Receptors	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• Users of other routes.</li> </ul>												

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	<p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes.</li> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>strongly associated with existing buildings/land use.</li> <li>&lt;25m.</li> <li>single turbines.</li> <li>clear of higher ground.</li> <li>clear of boundary areas with Rolling/Open Upland LCAs (BL9 and BL10).</li> </ul> <p>Turbines should not breach interim horizons when seen from viewpoints to the north.</p>

## BL12: Clava to White Bridge

Area Ref and Name	BL12: Clava to White Bridge
<b>LCT</b>	Farmed Strath
<b>Description/landscape Role</b>	<p>The higher section of the Nairn river valley is a clearly distinguished river plain with agricultural land uses flowing between well-defined side slopes, with the north facing slopes having rougher, moorland type covering or forestry.</p> <p>Below Cantray the LCA is little distinguished from the adjacent Rolling Farmland and Forest LCAs of BL4 and BL5 and as the strath landform levels out substantially towards the coastal plain and the valley sides are not distinguished by vegetation.</p> <p>The <a href="#">Culloden Muir Conservation Area</a> overlaps the LCA.</p>
<b>Key Views</b>	<p>The nature of the topography means that the strath itself is generally hidden from view outside the LCA.</p> <p>Views of the higher ground of the LCA at Drummore of Clava are available from Culloden Visitor Centre, but not into the Strath itself.</p>
<b>Key Routes</b>	<p>B9006</p> <p>Principal views into the LCA from outside are available from the Highland Railway Line as it passes between Newton of Culloden and Drummore of Clava, where receptors can look down on Clava, across to Culloden Muir and down the strath as the line crosses the viaduct.</p>



<b>Gateways</b>	N/A									
<b>Landscape Sensitivity</b>	<p>The higher strath sides and locations such as Drummore of Clava are visible as a part of the layered landscape in longer views from the north, and more locally in views from the Highland Railway Line and Culloden Visitor Centre, where development would potentially disrupt important skylines of midground horizons.</p> <p>Within the strath are a series of spaces and enclosures where the limited outward views would potentially amplify the focused impacts of development on the sense of scale.</p> <p>The settings of Clava Cairns and Culloden Battlefield and Visitor Centre should be treated as particularly sensitive.</p> <p>The narrowness of the LCA heavily restricts potential for Medium or Large developments, which would dominate the available space and have the potential to protrude incongruously into the Rolling/Open Upland LCA - BL9, Coastal Farmland LCA - BL3 and Rolling Farmland and Forest/Woodland - BL4 and BL5.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> <li>• Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People using key routes.</li> <li>• People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None									
<b>Potential for Wind Energy Development</b>	<p>The restricted extent of the LCA heavily restricts potential for development.</p> <p>Some potential for Micro and Small, individual turbines where related to habitation/farms.</p> <p>No potential for Medium or Large developments which would dominate the available space and have the potential to protrude incongruously into Rolling Farmland and Forest LCAs (BL4 and BL5) and impinge on the setting of Culloden Muir Conservation Area.</p> <p>No scope for:</p>									

	<ul style="list-style-type: none"> <li>• Large or Medium turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• strongly associated with existing buildings/land use.</li> <li>• &lt;25m.</li> <li>• single turbines.</li> <li>• clear of higher ground.</li> <li>• clear of boundary areas with Rolling/Open Upland LCA - BL9, Rolling Farmland and Forest LCAs - BL4 and BL5.</li> </ul> <p>Turbines should not breach interim horizons when seen from viewpoints to the north.</p>
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## BL13: Ardross - Balnagown and BL14: Swordale - Redburn

<b>Area Ref and Name</b>	<p><b>BL13: Ardross-Balnagown</b></p> <p><b>BL14: Swordale-Redburn</b></p>
<b>LCT</b>	Forest Edge Farming (and Strathrusdale Inland Farmed Strath as part of BL13)
<b>Description/landscape Role</b>	<p>The LCA sits between the Rounded Hills and Moorland Slopes LCT, beyond the Study Area, and the Farmed and Forested Slopes LCA BL28.</p> <p>The LCA is transitional in nature, combining a range of gradients and land uses. The balance of ground cover is more biased towards forestry than in the Farmed and Forested Slopes LCAs and slopes are generally steeper.</p> <p>The band of the LCA runs broadly southwest-northeast, with main slopes facing south east. A gentle ridge formation creates a shallow pocket at the base of the higher slopes which often contains agricultural ground associated with rivers and streams running broadly parallel to the coast. Minor straths run back into the Uplands to the north west, the Avern valley landscape being dominated by the Ardross Castle Designed Landscape.</p> <p>Farming occupies the gentler strath floors with forestry covering the main slopes, though forestry also occurs on gentler slopes at Newmore Wood and Badachonacher Moss. The wooded slopes form a backdrop to the more settled coastal strip and tend to add a sense of remoteness to the moorland tops which emerge above them.</p>
<b>Key Views</b>	<p>The area is primarily seen from within and immediately adjacent to the LCA and from locations on the north side of the Black Isle.</p> <p>Much of the area is hidden from the viewpoint at Fyrish monument by the landform, though may be seen from other points on the ridge, but is visible as part of the setting of Fyrish in views from the Black Isle and A9.</p>
<b>Key Routes</b>	A9 travelling North, Duncanston to Nigg Roundabout.

	<p>A9 Travelling south, Tain to Ardullie Roundabout.</p> <p>B9176 Struie Road from Stittenham to Gateway in Vicinity of Balnacraig, south of Dalneich Bridge.</p> <p>NCR1 passes through the LCA.</p> <p><b>Outwith the LCA</b></p> <p>A835 travelling north from Leanaig to Maryburgh roundabout, looking east.</p>									
<b>Gateways</b>	<p>Views at Gateway on A9 between Duncanston and Causeway.</p> <p>Views from Leanaig Gateway.</p>									
<b>Landscape Sensitivity</b>	<p>The area is a part of the layered landscape visible when viewing the Ross-shire Hills and Wyvis Massif from the Black Isle. It plays a significant role in creating a gradation of the landscape from coastal development, through agriculture and Forestry to the moorland tops. This banding helps to create a clear separation between landscape character areas which are suited to different types of development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr style="background-color: #d9d9d9;"> <th colspan="3" style="text-align: center;">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• Residents of wider region.</li> <li>• People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	<p>Two pairs of medium scale turbines at the boundary of the LCA with LCA BL13 Forest Edge Farming.</p>									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>• Medium and Small turbines:</li> </ul>									

	<ul style="list-style-type: none"> <li>• consistent with existing development pattern.</li> <li>• located within pockets of farming land.</li> <li>• set back from Key Routes.</li> <li>• single turbines or pairs.</li> <li>• clear of higher ground.</li> </ul> <ul style="list-style-type: none"> <li>• Micro Turbines:             <ul style="list-style-type: none"> <li>• associated with buildings.</li> </ul> </li> </ul>
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## BL15: Cul Mor - Auchmore

Area Ref and Name	BL15: Cul Mor-Auchmore													
LCT	Forest Edge Farming													
Description/landscape Role	<p>While this shares a character designation with LCAs 10a and 10b, the topography and role in the landscape and to some degree the farming element is markedly different.</p> <p>The LCA slopes generally towards the east north east in a continuous slope. Farming is more limited to rough grazing which blends into moorland vegetation, in contrast with the more cultivated farmland in other examples of the LCT. The convex slope combined with the forestry cover means that the upper slopes are not visible from the majority of common vantage points.</p> <p>The LCA reads in the landscape as covering the wooded steeper slopes below the bare rocky moorland summits to the west.</p>													
Key Views	From Knockfarrel and the elevated crofting areas around Balvaird and Newmore.													
Key Routes	<p>The area is primarily visible from the A835 as it tracks west from Maryburgh roundabout and out of the study area.</p> <p>The A862 between Marybank and Muir of Ord is limited in views by landform and roadside vegetation.</p>													
Gateways	N/A													
Landscape Sensitivity	<p>The sensitivity of the LCA lies in its role within the wider landscape. In the locations where the LCA is visible, it forms a layer which compresses the transition from Rocky Moorland summits to rich farmland plain into a very small range. Development in this location, where visible from the key routes and settlements would be likely to reduce the distinctiveness of skylines and the perception of scale of the landscape.</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>2</td> </tr> </tbody> </table>		Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	Existing development: pair of large turbines at Auchmore approximately 80m.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>Medium and Small turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>consistent with existing development pattern.</li> <li>located within pockets of farming land.</li> <li>set back from Key Routes.</li> <li>single turbines or pairs.</li> <li>clear of higher ground and set back from skylines.</li> </ul>

## BL16: Ulladale and Kinellan

<b>Area Ref and Name</b>	<b>BL16: Ulladale and Kinellan</b>
<b>LCT</b>	Forest Edge Farming
<b>Description/landscape Role</b>	<p>The LCA is small in extent and of intimate character, positioned between Strathpeffer and Contin and looping around the north of Strathpeffer's Ord Hill and dropping into Strath Peffer<sup>(1)</sup> in the east and towards Contin to the west.</p> <p>The LCA forms the setting to Loch Kinellan and its Crannog, and to the Strathpeffer Golf Course, as well as giving access to the extensive tracks and trails within LCA BL43 - Wooded Glens and Rocky Moorland.</p>
<b>Key Views</b>	<p>Knockfarrel – the LCA is seen as a part of the layered landscape between the viewer and Ben Wyvis, forming the setting for Strathpeffer.</p> <p>Strathpeffer Conservation Area – The LCA itself is largely screened from the Conservation Area by Ord Hill to the north-west, but development within the LCA may be visible at the skyline.</p>

<b>Key Routes</b>	<p>A9 - Cromarty Causeway – the LCA is seen to the west as a part of the layered view providing the termination of Strath Peffer.</p> <p>A835 – views of the LCA are limited by landform, but development within the LCA may be visible within layered horizons.</p>												
<b>Gateways</b>	<p>A835 at Leanaig junction- the LCA itself is not distinguishable within the views, but development within the LCA may be visible above the interim horizon of the BL31 and BL23 LCAs and seen in the context of both Ben Wyvis SLA and the existing development in BL23. Where such development impinged on the skyline qualities of the Ben Wyvis SLA this may affect the gateway qualities of the location.</p>												
<b>Landscape Sensitivity</b>	<p>The sensitivity of the LCA lies both in its local role as part of the countryside setting of Strathpeffer and Contin and in its role within the wider landscape.</p> <p>Development in this location may:</p> <ul style="list-style-type: none"> <li>dominate spaces.</li> <li>reduce legibility of layered landscape in longer views.</li> </ul> <table border="1" data-bbox="488 904 1422 1149"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> <li>People engaged on work.</li> </ul>												
<b>Current Wind Energy Development</b>	<p>None.</p>												
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p>												

	<ul style="list-style-type: none"> <li>strongly associated with existing buildings/land use.</li> <li>&lt;25m.</li> <li>single turbines.</li> <li>clear of higher ground and skylines.</li> </ul>
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1. Strath Peffer denotes the strath, rather than the town of Strathpeffer

## BL17: Morrish More

Area Ref and Name	BL17: Morrish More														
LCT	Coastal Shelf														
Description of Landscape Role	<p>Low lying coastal flats on south shore of Dornoch Firth. An area with periodic limitations on access related to the Ministry of Defence Danger Area and lack of through routes, so mostly viewed from outside area.</p> <p>Contrasts with the softer, settled landscape of the lowland farming plain which it divides from the firth and the Rounded Hills to the west, seeming to relate more closely to the waters of the firth. Character is influenced by MoD buildings. Within Dornoch Firth NSA and contributing to 'The tranquillity of an undeveloped coastline' Special Quality.</p>														
Key Views	Present in views from Dornoch coast- representative location at Lonemore and from Portmahomack.														
Key Routes	<p>A9, primarily when travelling south, from Dornoch Bridge.</p> <p>B9176 viewpoint (outwith Study Area) part of distant composition.</p> <p>Railway- Far North Line</p>														
Gateways	N/A														
Landscape Sensitivity	<p>The area has a strong horizontal emphasis and sense of separation from the more settled adjacent landscape. The flat extent of the area leads the eye beyond to the Sutherland landscapes. Turbine development would create new focus diminishing the prominence of the Firth and landscapes beyond.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>			Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	2	2	3
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Sensitive Visual Receptors	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers. <i>NCR1 passes within 1.5km, parallelling the boundary for 2km.</i></li> <li>Users of other routes.</li> </ul>														

	<p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People using key routes. <i>Potential visibility from Far North Rail Line and A9 at Dornoch Bridge Gateway.</i></li> <li>Users of other routes. <i>Including recreational visitors/tourists to Portmahomack and Tarbat Ness.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	<p>None within LCT area. Wider area has few developments, 1 micro, 2 small and 1 medium all associated with buildings:</p> <ul style="list-style-type: none"> <li>Inver Primary School: 15m to hub</li> <li>600m northeast of Baladie Farm: 37m to hub</li> <li>Aldie Farm x2: 20.60m to hub</li> </ul>
<b>Potential for Wind Energy Development</b>	<p>No scope for turbine development.</p> <p>NB. While the Landscape Character Sensitivity assessment does not give the highest sensitivity to the LCA, the sensitivity of the neighbouring National Scenic Area reduces development scope further.</p>

## BL18: Chanonry Point

Area Ref and Name	BL18: Chanonry Point
<b>LCT</b>	Coastal Shelf
<b>Description/landscape Role</b>	Site encompasses part of Fortrose Conservation Area, including the Cathedral as well as farmland, housing, school site, Caravan Parks, Golf Course, Lighthouse, beaches and coastal core paths, parking and cafes. The car park on the Point is heavily used by visitors. Dolphin viewing is key activity. Area allows views up and down firth which would otherwise only be available from on the water. Relationship with opposing Fort George Spit. Part of Sutors of Cromarty, Rosemarkie and Fort George SLA and which forms the gateway between the open coast and expansive waters of the Moray Firth and the intimate landscapes of the Inverness and Beaulie Firths.
<b>Key Views</b>	Key feature in views from Fort George. Visible in views from Allanfean Junction A96 and from Kessock Bridge and from watercraft in the Firth as well as aircraft using Inverness Airport.
<b>Key Routes</b>	<p><b>Outwith LCA</b></p> <p>A96</p> <p>A9</p> <p>A832</p>
<b>Gateways</b>	N/A



<p><b>Landscape Sensitivity</b></p>	<p>Encroaching turbines would be likely to diminish landmark features such as Chanonry Light and Fort George.</p> <p>The Chanonry spit's low topography and projection into the firth would lend undue prominence to all but the smallest scale of turbine.</p> <p>The narrowness of the spit means that any other infrastructure would be likely to overwhelm existing landuses.</p> <p>The 13m high lighthouse would readily be overwhelmed in the landscape by taller structures.</p> <table border="1" data-bbox="488 600 1422 846"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	2
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers. <i>Including people engaged in recreation, i.e. Dolphin spotting, Golfing, walking or sailing leisure craft.</i></li> <li>People using key routes. <i>A832 in proximity.</i></li> <li>Users of other routes. <i>Local roads.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region. <i>Although not 'key views' development would be visible in many residential views on both sides of the Firth.</i></li> <li>People using key routes. <i>A96 south of Firth.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									
<p><b>Current Wind Energy Development</b></p>	<p>None within area: Wider area has the following within the Farmed and Forested Slopes LCT, backdropped by south east facing slopes.</p> <ul style="list-style-type: none"> <li>Easter Templands: 18.40m to hub</li> <li>Carsewood Fortrose: 21m to hub</li> <li>Black Isle Education Centre Raddery:12m to hub</li> </ul>									
<p><b>Potential for Wind Energy Development</b></p>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul>									

	<p>Turbines within 1km of lighthouse should be:</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• single.</li> <li>• &lt; approx. 8m tip height.</li> </ul> <p>Turbines &gt; 1km from lighthouse should be:</p> <ul style="list-style-type: none"> <li>• single or paired.</li> <li>• &lt;25m high.</li> <li>• located at the foot of the slope, backdropped by Farmed and Forested Slopes.</li> </ul>
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## BL19: Bunchrew Point

Area Ref and Name	BL19: Bunchrew Point														
LCT	Coastal Shelf														
Description/landscape Role	A small area of coastal shelf which lies between the A862/Far North Line transport corridor and the Beaulay Firth. The area includes a Country House Hotel, Farm, Camping and Caravan Site with some permanent residence, mature woodland and arable farmland.														
Key Views	Significant in views to and from Clachnaharry Lock.														
Key Routes	<p>A862</p> <p>A9 from Kessock Bridge to approx. Munloch Junction.</p> <p>Railway - Far North Line</p>														
Gateways	Development would be visible from Kessock Bridge.														
Landscape Sensitivity	<p>Small extent of the area and its location, between the transport corridor (including National Tourist Route) and shore, enhances the susceptibility of the area to change arising from development. While outside the area, the immediate proximity of Bunchrew Village and Englishton add to the susceptibility.</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #808080; color: white;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #808080; color: white;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d9d9d9;">1</td> <td style="background-color: #d9d9d9;">3</td> <td style="background-color: #d9d9d9;">2</td> </tr> </tbody> </table>			Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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Sensitive Visual Receptors	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality. <i>Including settlements immediately outwith the LCT area.</i></li> <li>• People at key viewpoints. <i>Clachnaharry Loch.</i></li> <li>• Visitors/tourists including cyclists and walkers.</li> </ul>														

	<p><i>Area is a small, but significant residential hub for tourists.</i></p> <ul style="list-style-type: none"> <li>• People using key routes. <i>A862 and Far North Rail Line.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region. <i>Visibility across the firth for residents of Charleston etc.</i></li> <li>• Users of other routes. <i>C class road on north shore of Beaully Firth.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	No pattern of development within the Beaully Firth area.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• strongly associated with existing buildings/land use.</li> <li>• &lt;25m.</li> <li>• single turbines.</li> </ul>

## BL20: Fearn Peninsula

<b>Area Ref and Name</b>	<b>BL20: Fearn Peninsula</b>
<b>LCT</b>	Lowland Plain Farming
<b>Description/landscape Role</b>	This is a self-contained Landscape area of intensive agriculture with a range of settlement ranging from nucleated and linear villages to the periphery of a main settlement, townships, scattered farmsteads and occasional industrial sites. The area provides the inland setting of the North Sutor in the Open Farmed Slopes LCT and the Morrish More in Coastal Shelf LCT.
<b>Key Views</b>	<p>North Sutor - present in views from interior of LCA and south east coast.</p> <p>Cromarty Harbour – Partial views to east.</p> <p>Nairn Beach – Northern portion of view, but at 20km distance.</p> <p><b>Local Views</b></p> <p>Dornoch Coast – directly opposing coast.</p> <p>Tarbat Ness – is a significant local landmark features, visible in views from within the LCA and to the north around Dornoch.</p> <p>Portmahomack - west and northward views take in northern coastal sections of LCA.</p>

<b>Key Routes</b>	<p>A9 – North and southbound the area is visible to the east of the route, but limited by roadside vegetation and topography.</p> <p>Railway - Far North Line</p> <p>Core Paths at Sutors</p> <p>National Cycle Network 1 (Cyclists between Allangrange and Tain via Nigg Ferry)</p>									
<b>Gateways</b>	<p>N/A</p>									
<b>Landscape Sensitivity</b>	<p>The landscape sensitivity in this LCA arises from a number of factors:</p> <ul style="list-style-type: none"> <li>views towards local landmarks such as the North Sutor and Tarbat Ness which may be diminished by encroachment of turbines.</li> <li>its contribution to the setting of Tain, particularly in views from north of Dornoch Firth.</li> <li>self contained nature of the LCA as experienced within the LCA.</li> </ul> <table border="1" data-bbox="488 819 1422 1064"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>3</td> <td>3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	2	3	3
Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change										
Large Scale Wind Farms	Small Individual	Access Infrastructure								
2	3	3								
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality. <i>Given nature of topography, not all residents would be affected by development within LCA interpret as immediate locality of any proposal.</i></li> <li>People at key viewpoints.</li> </ul> <p><i>Specifically the closer and more tourist-relevant viewpoints including North Sutor, Portmahomack and Cromarty Harbour.</i></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><i>NCR1 from Tain to Nigg Ferry, core paths around Hilton of Cadboll and Balintore.</i></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at key viewpoints.</li> </ul> <p><i>Including more distant viewpoints such as Nairn Beach and Dornoch Coast</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> </ul> <p><i>Views into area from west are relatively limited in the medium range.</i></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									

<b>Current Wind Energy Development</b>	Existing development is limited and includes 2 micro turbines, Small turbines associated with school buildings and disused airfield site. Medium turbine at Baladie Farm. All locations present a legible association with buildings/consumers of energy.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>• Medium turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• Related to communities and of appropriate scale.</li> <li>• Avoid intrusion in Key Views, especially view to North Sutor.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro Turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• strongly associated with existing buildings/land use.</li> <li>• single turbines.</li> <li>• clear of higher ground and skylines.</li> </ul>

## BL21: North Sutor

<b>Area Ref and Name</b>	<b>BL21: North Sutor</b>
<b>LCT</b>	Open Farmed Slopes
<b>Description/landscape Role</b>	<p>The North Sutor and Hill of Nigg form a significant landform visible from around the Cromarty Firth and from the south coast of the Inner Moray Firth, represented by views from Nairn.</p> <p>The landform, together with the South Sutor, creates a distinctive feature marking the entrance to the Cromarty Firth.</p>
<b>Key Views</b>	The North Sutor and Hill of Nigg form a prominent landmark visible from the Black Isle, Fearn Peninsula and Cromarty and Moray Firths.
<b>Key Routes</b>	<p>A9 between Alness and Tain</p> <p>Sutors Core Paths</p> <p>National Cycle Network 1 (Cyclists between Allangrange and Tain via Nigg Ferry)</p>
<b>Gateways</b>	A9 Nigg Roundabout: the landform is framed in views on the approach to the roundabout from the north.
<b>Landscape Sensitivity</b>	The landmark quality of the landforms within the LCA increases its susceptibility to change arising from development. The contrast of the steeper higher ground compared to the relative flatness of the Lowland Plain Farming makes the LCA particularly vulnerable to impact on appreciation of scale and distance.

	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change		
	Large Scale Wind Farms	Small Individual	Access Infrastructure
	2	3	2
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> </ul> <p><i>Cromarty Seafront.</i></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><i>NCR1 runs along the northern edge of the LCA linking to the Nigg Ferry route.</i></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> </ul> <p><i>The feature enjoys a high visibility around the Cromarty Firth.</i></p> <ul style="list-style-type: none"> <li>People using key routes.</li> </ul> <p><i>A9 south to the Gateway location at Nigg Roundabout, east between Broomhill and Delny.</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> </ul> <p><i>Local roads and elevated routes within Farmed and Forested Slopes and Forest Edge Farming.</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>		
<b>Current Wind Energy Development</b>	<p>Present development within the LCA is restricted to one small turbine at Strath of Pitcalnie. Two applications for 5 and 3 medium turbines respectively have been refused for Hill of Nigg.</p>		
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>strongly associated with existing buildings/land use.</li> <li>&lt;25m.</li> <li>single turbines or pairs.</li> </ul>		

	<ul style="list-style-type: none"> <li>• clear of higher ground and skylines.</li> <li>• not excessively clustered at base of hill where the effect may be of a 'fence' of turbines separating the landform from the neighbouring lower lying ground.</li> </ul>
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## BL22: South Sutor and Northern Black Isle

Area Ref and Name	BL22: South Sutor and Northern Black Isle											
LCT	Open Farmed Slopes											
Description/landscape Role	The LCA covers the North Sutor and the north facing slopes of the Black Isle, looking out over the Cromarty Firth and towards the Ross-shire hills and Wyvis Massif. The LCA provides a foil to the Firth as viewed from the northern side.											
Key Views	<p>A9 between Duncanston and Causeway - views towards Wyvis and Ross-shire Hills across firth and northern shore of LCA.</p> <p>Ben Wyvis.</p> <p>Cromarty – Views towards the firth are variable, at times oil rigs are the main focus and at others, the Ross-shire hills.</p>											
Key Routes	<p>A9 between Duncanston and Causeway – representative of experience within the LCA where the openness of views to the north is significant to appreciation of the Wyvis Massif.</p> <p>A9 and NCN1 (Cyclists between Allangrange and Tain via Nigg Ferry) – north side of the Cromarty Firth, LCA is a constant presence defining the firth.</p> <p>A835</p> <p>A832</p> <p>A862</p> <p>Sutors Core Paths</p>											
Gateways	<p>A9 at Duncanston.</p> <p>A835 at Leanaig junction.</p> <p>Foulis Point and Balnacraig Gateway – LCA is seen across the Firth and is significant in composition of views and experience of the Firth.</p>											
Landscape Sensitivity	<p>The frequency of scattered housing means that this is a relatively densely populated landscape, despite the agricultural appearance. The single direction of slope and presence of sensitive visual receptors across the firth mean that poorly sited turbines risk dominating both the views towards the Black Isle and the experience of the Firth.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <td style="background-color: #d9d9d9; text-align: center;">Large Scale Wind Farms</td> <td style="background-color: #d9d9d9; text-align: center;">Small Individual</td> <td style="background-color: #d9d9d9; text-align: center;">Access Infrastructure</td> </tr> </table>			Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure
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	1	3	2
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> </ul> <p><i>Views towards Wyvis Massif and views south across Firth</i></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><i>NCR1 and major tourist route.</i></p> <ul style="list-style-type: none"> <li>People using key routes.</li> </ul> <p><i>A9 and A862, NCR1 within LCA.</i></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> </ul> <p><i>B9169 where outlook to Wyvis Massif is significant part of experience of travel.</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region. <i>The enclosed and inward looking nature of the settlement around the Cromarty Firth focuses attention and significance on changes affecting experience.</i></li> <li>People using key routes. <i>A9 and A862, NCR1 within Study Area, outside LCA.</i></li> <li>Users of other routes.</li> </ul> <p><i>Old Evanton Road, higher level cross-firth views.</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>		
<b>Current Wind Energy Development</b>	<p>There is a single small turbine east of the A9 at Tore Farm, three small turbines near Navity in the east of the LCA and a single Micro turbine at Brae.</p>		
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>Micro - typical appropriate group size -1-3.</li> <li>Small - typical appropriate group size -1-3.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>strongly associated with existing buildings/land use.</li> <li>&lt;25m.</li> <li>clear of higher ground and skylines.</li> <li>not impinge on Key Views.</li> <li>set back from Key Routes.</li> <li>respect spacing and scale of existing development pattern</li> </ul>		



**BL23: Knockfarrel and Blackwood**

<b>Area Ref and Name</b>	<b>BL23: Knockfarrel and Blackwood</b>									
<b>LCT</b>	Open Farmed Slopes									
<b>Description/landscape Role</b>	<p>The LCA comprises very steep north facing and gentler south facing slopes, divided by the ridges between Cnoc Mòr and Knockfarrel and then a broader rounded ridge which drops towards Pitglassie.</p> <p>The north side encompasses the Designed Landscape at Strathpeffer Spa Gardens and the iron-age fort of Knock Farril and overlaps the Strathpeffer Conservation Area.</p> <p>The LCA also forms the southern enclosure of Strath Peffer<sup>(1)</sup>, with end views of the distinctive hill being a feature of the road west from Dingwall.</p> <p>The south facing slopes form part of the setting for Loch Ussie and are a component in views towards the Wyvis Massif with its agricultural character contrasting with the wilder slopes of the massif.</p>									
<b>Key Views</b>	<p>Views from:</p> <ul style="list-style-type: none"> <li>• Strathpeffer Conservation Area.</li> <li>• Knockfarrel.</li> </ul> <p>Views to:</p> <ul style="list-style-type: none"> <li>• Ben Wyvis.</li> </ul>									
<b>Key Routes</b>	<p>Kyle of Lochalsh Railway Line</p> <p>A835</p> <p>A862</p>									
<b>Gateways</b>	<p>A834 at Strathpeffer</p> <p>A835 at Leanaig junction</p>									
<b>Landscape Sensitivity</b>	<p>Prominent position in views towards Wyvis from gateway location on A835 at Leanaig junction. Wyvis is a key regional landmark and of National significance for the distinctiveness of the landscape.</p> <p>The area also forms significant enclosure for the contained landscapes of Loch Ussie and Strath Peffer.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;"><b>Large Scale Wind Farms</b></th> <th style="text-align: center;"><b>Small Individual</b></th> <th style="text-align: center;"><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	2	2
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1	2	2								

<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers. <i>Knockfarrel is well visited, car park allows high landscape views even for people who cannot walk to the Fort.</i></li> <li>Residents of wider region. <i>Conon Bridge, Maryburgh and properties between the firth and B9169.</i></li> <li>People using key routes. <i>A835 from Leanaig to Maryburgh roundabout.</i></li> <li>Users of other routes. <i>A834 within Strath Peffer.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	A string of single turbines running approximately east west from Knockfarrel Township to Pitglassie Farm, generally following the ridge between north and south facing slopes as it drops towards the firth. One Medium scale, four small scale. Reading as related, but distinct developments.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines – capacity most likely north of Loch Ussie and south of Knockfarrel ridge.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>associated with buildings.</li> <li>respect spacing and scale of existing development pattern.</li> <li>maintain the landscape setting of each existing scheme.</li> <li>preserve mitigation established by current schemes.</li> <li>not breach interim horizons when seen from key view locations.</li> <li>clear of higher ground and skylines particularly as seen from Strath Peffer<sup>(1)</sup>.</li> </ul> <p>The northern slopes and ridge line have no scope for development. Some scope for Small/Micro may exist on shallower slopes outwith the visual link between Knockfarrel and Strathpeffer.</p>

1. Strath Peffer denotes the strath, rather than the town of Strathpeffer  
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## BL24: Kinnahaird

<b>Area Ref and Name</b>	<b>BL24: Kinnahaird</b>
<b>LCT</b>	Open Farmed Slopes
<b>Description/landscape Role</b>	Farmed slope forming part of the break between the richer farming lands of the east and the landscapes dominated by forestry, moorland and rough grazing to the west.

<b>Key Views</b>	No key views, but significant as part of the appreciation of landscape transition.									
<b>Key Routes</b>	A835.									
<b>Gateways</b>	A835 at junction with A832.									
<b>Landscape Sensitivity</b>	<p>Limited extent of the area limits scope for development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr style="background-color: #d9d9d9;"> <th colspan="3" style="text-align: center;">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People using key routes. A835 and A832 around Marybank.</li> <li>• Users of other routes. A834 between Contin and Strathpeffer.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> <li>• People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large or Medium turbines.</li> </ul> <p>Very Limited scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• single.</li> <li>• clear of higher ground and skylines</li> </ul>									

## BL25: Marybank/Coul of Fairburn

<b>Area Ref and Name</b>	<b>BL25: Marybank/Coul of Fairburn</b>
<b>LCT</b>	Open Farmed Slopes

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<b>Description/landscape Role</b>	Farmed slope forming part of the break between the richer farming lands of the east and the landscapes dominated by forestry, moorland and rough grazing to the west.									
<b>Key Views</b>	Not significant in key views, but significant as part of the appreciation of landscape transition.									
<b>Key Routes</b>	A832									
<b>Gateways</b>	A835 at junction with A832.									
<b>Landscape Sensitivity</b>	<p>Limited extent of the area limits scope for development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;"><b>Large Scale Wind Farms</b></th> <th style="text-align: center;"><b>Small Individual</b></th> <th style="text-align: center;"><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	2	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People using key routes. <i>A835 and A832 around Marybank.</i></li> <li>Users of other routes. <i>A834 between Contin and Strathpeffer.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Very Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>Associated with buildings.</li> <li>&lt;25m.</li> <li>single.</li> </ul>									

**BL26: Ruisaurie**

<b>Area Ref and Name</b>	<b>BL26: Ruisaurie</b>									
<b>LCT</b>	Open Farmed Slopes									
<b>Description/landscape Role</b>	Farmed slope, south-east facing, forming part of the break between the richer farming lands of the east and the landscapes dominated by forestry, moorland and rough grazing to the west. Provides backdrop to Beauly and carries several overhead power lines.									
<b>Key Views</b>	No key views, but significant as part of the appreciation of landscape transition.									
<b>Key Routes</b>	A862 Far North Rail Line Both of these applicable from around Beauly and Muir of Ord.									
<b>Gateways</b>	N/A									
<b>Landscape Sensitivity</b>	Limited extent of the area limits scope for development.  <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>Residents of wider region. <i>Including Beauly and Muir of Ord, not wider.</i></li> <li>People using key routes. <i>A862, Far North Rail Line.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None									
<b>Potential for Wind Energy Development</b>	No scope for: <ul style="list-style-type: none"> <li>Large, Medium or Small turbines.</li> </ul> Very Limited scope for: <ul style="list-style-type: none"> <li>Micro turbines.</li> </ul>									

	<p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• clear of higher ground</li> </ul>
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## BL27: Heights of Fodderty and Brae to Arduillie

Area Ref and Name	BL27: Heights of Fodderty and Brae to Arduillie												
LCT	Open Steep Farmed Slopes												
Description/landscape Role	<p>Steep farmed slopes forming northern enclosure of Strath Peffer<sup>(1)</sup> and the upper Cromarty Firth, backdrop to Dingwall.</p> <p>Transition between richer farmed fields of the valley floor and the moorland and forestry dominated landscapes above. South and south east facing slopes separated by outskirts of Dingwall and remnant policy park/farmland.</p>												
Key Views	<p>Views from Strathpeffer and Knockfarrel.</p> <p>Local views from Dingwall centre towards Ben Wyvis.</p>												
Key Routes	<p>A9</p> <p>A862</p> <p>Railway - Kyle of Lochalsh Line</p> <p><b>Outwith LCA</b></p> <p>A835</p>												
Gateways	<p>Views across firth from A9/Gateway location, represented by location between Duncanston and Causeway. In these views the LCA is an essential part of views to the Wyvis Massif.</p> <p>Gateway views on A835 at Leanaig junction towards Wyvis Massif.</p>												
Landscape Sensitivity	<p>Layering in views from the south with existing turbines in LCA BL23.</p> <p>Potential to impinge on views to Wyvis Massif.</p> <p>Narrowness of LCA means turbines on upper slopes would primarily be skylined or seen against other LCAs.</p> <p>Small scale of Strath Peffer<sup>(2)</sup> would increase relative prominence of development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale WindFarms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale WindFarms	Small Individual	Access Infrastructure	1	2	1
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Large Scale WindFarms	Small Individual	Access Infrastructure											
1	2	1											

<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality. <i>Including immediately adjacent residential areas of Strathpeffer and Dingwall.</i></li> <li>People at key viewpoints. <i>Local View Points specifically Strathpeffer and Knockfarrel.</i></li> <li>People using key routes. <i>A835 and A9.</i></li> <li>Users of other routes. <i>A834 and Old Evanton Road.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Visitors/tourists including cyclist and walkers.</li> <li>Residents of wider region. <i>Specifically residents within LCA where facing directly towards.</i></li> <li>People using key routes. <i>A9T.</i></li> <li>Users of other routes. <i>Other local network roads.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	Existing development limited to 3 small turbines. Turbine at Upper Docharty being 2 bladed.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>single turbines or pairs.</li> <li>&lt;25m.</li> <li>strongly associated with existing buildings/land use.</li> <li>clear of higher ground and skylines.</li> <li>not breach interim horizons when seen from key view or gateway locations.</li> <li>avoid visual confusion with development in BL23 when viewed from south.</li> </ul>

1. Strath Peffer denotes the strath, rather than the town of Strathpeffer
2. Strath Peffer denotes the strath, rather than the town of Strathpeffer

## BL28: Foothills of Easter Ross Hills

<b>Area Ref and Name</b>	<b>BL28: Foothills of Easter Ross Hills</b>
<b>LCT</b>	Farmed and Forested Slopes
<b>Description/landscape Role</b>	Area provides the main corridor for the A9 along the north shore of the Cromarty Firth, east of Arduillie, and continues north where it provides the transition between the Lowland Plain Farming of the Fearn Peninsula and the Forest Edge Farming of the Ross-shire Hills. The LCA includes three significant settlements, Tain,

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	Invergordon and Alness, a range of smaller settlements, both inland and coastal, and the Designed Landscapes of Novar, Tarbat House and Balnagown Castle. Beyond the Study Area, the LCA continues around coast to the south side of the Dornoch Firth.									
<b>Key Views</b>	Views from and to Fyrish Monument.  From Cromarty Harbour.									
<b>Key Routes</b>	A9 within LCA and in approaches.  B9176  Railway - Far North Line  National Cycle Network 1									
<b>Gateways</b>	Gateway at Nigg roundabout identifies a point on the edge of the LCA where there is an abrupt transition to the Lowland Plain Farming LCA BL20.									
<b>Landscape Sensitivity</b>	<p>This is a busy residential and transport corridor which is also highly visible from the south side of the firth. Receptors typically experience a range of perspectives, views travelling north and south and views from outside the LCA. The LCA is narrow, sandwiched between the more steeply rising ground of the Forest Edge Farming LCA and the waters of the Cromarty Firth, meaning that development is seldom seen in the context of the LCA alone.</p> <table border="1" data-bbox="486 1111 1418 1355"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>3</td> <td>2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>Visitors/tourists including cyclists and walkers. <i>NCR1 crosses the area south of Tain and passes through the Forest Edge Farming before re-entering the LCA on a minor road at Alness and following the B817.</i></li> <li>People using key routes. <i>A9 and Far North Rail line within LCA and at approaches.</i></li> <li>Users of other routes. <i>Minor roads within LCA.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at key viewpoints.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									



<b>Current Wind Energy Development</b>	<p>There are a number of turbines of different sizes within the LCA:</p> <ul style="list-style-type: none"> <li>• Two pairs of medium scale turbines at the boundary of the LCA with LCA BL13 Forest Edge Farming.</li> <li>• Two pairs of small turbines 300-750m from A9.</li> <li>• One 2-bladed small turbine within Alness Golf Course.</li> <li>• One Micro scale turbine at Invergordon Leisure Centre.</li> </ul>
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large turbines.</li> </ul> <p>Scope for:</p> <ul style="list-style-type: none"> <li>• Medium or Small turbines.</li> <li>• Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• in continuation of existing pattern.</li> <li>• small and Medium turbines generally in pairs.</li> <li>• medium and Small turbines generally located to inland margin of LCA.</li> <li>• micro scale turbines associated with buildings.</li> <li>• set back from Key Routes</li> </ul>

## BL29: Black Isle Centre and South

<b>Area Ref and Name</b>	<b>BL29: Black Isle Centre and South</b>
<b>LCT</b>	Farmed and Forested Slopes
<b>Description of Landscape Role</b>	<p>The LCA effectively falls into two parts, the fully forested top ridge of the Black Isle and the lower slopes which form a patchwork of woodland and fields oriented either to the south east or north west (around Culbokie).</p> <p>The ridge of the Black Isle is significant in the regional definition of space, forming the backdrop and skyline to the southern bounds of the Cromarty Firth and the northern bounds of the Inner Moray Firth.</p>
<b>Key Views</b>	<p>From:</p> <ul style="list-style-type: none"> <li>• A9 at Inshes.</li> <li>• Culloden Battlefield Visitor Centre.</li> <li>• Clachnaharry Lock.</li> <li>• Fort George.</li> <li>• Chanonry Point.</li> <li>• Kessock Bridge.</li> <li>• Allanfearn Junction A96.</li> <li>• Fyrish Monument.</li> </ul> <p>To:</p> <ul style="list-style-type: none"> <li>• Chanonry Point.</li> </ul>
<b>Key Routes</b>	<p>A832</p> <p>A9</p>

	<p>A835</p> <p>National Cycle Network 1 (Cyclists between Allangrange and Tain via Nigg Ferry)</p> <p><b>Outwith LCA</b></p> <p>A96</p> <p>A862</p> <p>B9176</p> <p>Inverness-Aberdeen rail line.</p>									
<p><b>Gateways</b></p>	<p>A9 at Inshes</p> <p>A9 at Torepark</p> <p>B9176 near Balnacraig.</p>									
<p><b>Landscape Sensitivity</b></p>	<p>Within the LCA the susceptible characteristics are: setting of villages, views out over firths, views into areas enclosed by woodlands and forestry, high density of scattered rural housing.</p> <p>Looking towards the LCA the susceptible characteristics are the distinctive ridgeline of the Black Isle and the seaward slopes, the scale of the landscape and scale of the patchwork of open/forested ground.</p> <table border="1" data-bbox="488 1126 1422 1368"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;"><b>Large Scale Wind Farms</b></th> <th style="text-align: center;"><b>Small Individual</b></th> <th style="text-align: center;"><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	3	2
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints. <i>Viewpoints with directly focused and closer views i.e.</i> <ul style="list-style-type: none"> <li>• A9 at Inshes</li> <li>• Clachnaharry Lock</li> <li>• Fort George</li> <li>• Chanonry Point</li> <li>• Kessock Bridge</li> </ul> </li> <li>• Visitors/tourists including cyclists and walkers. <i>The Black Isle has a high level of caravan and camping sites accommodation, in addition to B&amp;B, Guesthouses and holiday lets. NCR1 passes through LCA on minor roads (as part of the Nigg Ferry loop).</i></li> <li>• People using key routes. <i>Limited mostly to A832 within the LAC, other routes offer only limited exposure to the area.</i></li> <li>• Users of other routes.</li> </ul>									

	<p><i>Local roads within the LCA where they would be exposed to any new development.</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• People at key viewpoints.             <ul style="list-style-type: none"> <li>• <i>A9 at Inshes</i></li> <li>• <i>Clachnaharry Lock</i></li> </ul> </li> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• Residents of wider region. <i>Residents of Moray Coast areas and north side of Cromarty Firth in particular who may have focused views from home.</i></li> <li>• People using key routes. <i>A69 and A9 outwith LCA.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• Users of other routes.</li> <li>• People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	<p>Existing development is limited to:</p> <ul style="list-style-type: none"> <li>• two pairs of Small turbines.</li> <li>• two individual Small turbines.</li> </ul> <p>All turbines are approximately 25m to tip and sited such that they are only apparent within a limited local area.</p>
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large or Medium turbines.</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• &lt;25m.</li> <li>• single or in pairs.</li> <li>• in locations where topography and woodland limits their presence in longer views.</li> <li>• emulate existing pattern.</li> </ul>

## BL30: Eastern Foothills of Central Highland Hills

<b>Area Ref and Name</b>	<b>BL30: Eastern Foothills of Central Highland Hills</b>
<b>LCT</b>	Farmed and Forested Slopes
<b>Description/landscape Role</b>	LCA provides a backdrop to the Farmed River Plain landscapes of the Conon and Beaully Rivers, and to Muir of Ord. It provides a transitional landscape between the Farmed River Plain and the Forest Edge Farming on higher ground to the west, with an upper limit of around 200m height.

	<p>Visibility of LCA is largely restricted to areas enclosing the Beaully Firth and having a westerly outlook and the Farmed River Plain LCA BL33 around Beaully, Muir of Ord and Marybank.</p>									
<b>Key Views</b>	<p>Kessock Bridge and Clachnaharry Lock - the area is a small component part of these views, seen at a distance of over 12km</p> <p>Knockfarrel - a component in the landscape over 6-10km, but neither a focus of view nor in a key direction of view.</p>									
<b>Key Routes</b>	<p><b>Outwith LCA</b></p> <p>A862 between Beaully and Muir of Ord.</p> <p>A832 between Muir of Ord and Marybank.</p> <p>A835 between Maryburgh and Marybank.</p> <p>Highland Line between Beaully and Conon Bridge.</p>									
<b>Gateways</b>	A835 near Marybank									
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: setting of Muir of Ord and Marybank, views out over straths, high density of scattered rural housing.</p> <p>Looking towards the LCA the susceptible characteristics are the skyline of the enclosing valley side, the scale of the landscape and scale of the patchwork of open/forested ground.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality. <i>Within LCA and immediately adjacent/facing.</i></li> <li>• Visitors/tourists including cyclists and walkers. <i>Beaully is a popular tourist stop, with hotels and historic Priory.</i></li> <li>• People using key routes. <i>Only in immediate vicinity of LCA.</i></li> <li>• Users of other routes. <i>Within LCA.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• People at key viewpoints.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>									

<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>associated with buildings.</li> <li>&lt;25m.</li> <li>single or in pairs.</li> <li>in locations where topography and woodland limits their presence in longer views.</li> <li>emulate existing pattern within LCA BL29.</li> </ul>

## BL31: Brahan Estate, Cnoc Mòr and Loch Ussie

Area Ref and Name	BL31: Brahan Estate, Cnoc Mòr and Loch Ussie
<b>LCT</b>	Farmed and Forested Slopes
<b>Description/landscape Role</b>	<p>The LCA shares the elevated landform between the Conon and Peffery Rivers with LCAs BL23 Knockfarrel and Blackwood and BL24 Kinnahaird Open Farmed Slopes. The LCA also extends north, through the Strathpeffer Spa Gardens Designed Landscape, Strathpeffer Conservation Area and the Castle Leod Designed Landscape, enclosing the head of Strath Peffer<sup>(1)</sup> at Achterneed.</p> <p>The southern portion of the LCA, south of the A835 and north of the River Conon, forms the greater part of the Brahan Estate Designed Landscape of surviving 17th century parkland and policy woodlands.</p> <p>North of this, steep slopes and cliff faces rise approx. 100m above the road to woodland and plantation which wraps around Cnoc Mòr and the south side of Loch Ussie . The age of plantations means that felling and restructuring are also features of the LCA.</p> <p>In the east the LCA forms the western setting of Maryburgh and at its western extent takes in the formally laid out fields around Coul Mains, similar in character to those within the Brahan Estate Designed Landscape.</p> <p>From the south the LCA is seen as a part of the supporting composition of the Ben Wyvis SLA.</p>
<b>Key Views</b>	<p>From:</p> <ul style="list-style-type: none"> <li>Knockfarrel – the Loch Ussie basin and wooded slopes beyond form the midground of views to the south and west.</li> </ul> <p>To:</p> <ul style="list-style-type: none"> <li>Ben Wyvis- views mainly from the south side of the River Conon and Beauly Firth. While the LCA itself is not prominent from Muir of Ord, the possibility</li> </ul>

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	of development based there being seen prominently against the flanks of Wyvis adds to the views' importance.									
<b>Key Routes</b>	<ul style="list-style-type: none"> <li>A835 within LCA – Much of the LCA to north of road not immediately visible from this stretch, but some views across Brahan Estate Designed Landscape.</li> <li>A835 west of LCA - views towards Cnoc Mòr, seen above LCA-BL24.</li> <li>A835 Leanaig Junction north to Maryburgh Roundabout - views towards upper section of LCA, seen in context with Wyvis and LCA-BL3.</li> </ul>									
<b>Gateways</b>	<ul style="list-style-type: none"> <li>A835 Leanaig Junction – Gateway experiences revelation of Wyvis as dominant landscape feature, LCA is seen to the west of Wyvis as part of the ascending landform which frames and supports Ben Wyvis.</li> <li>A835/A832 Junction – Gateway experience is a sense of emergence into the long settled and cultivated landscapes of the Cromarty Firth.</li> </ul>									
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: settings of Ben Wyvis, Knockfarrel, Loch Ussie, Brahan, Spa Gardens and Castle Leod Designed Landscapes, Strathpeffer Conservation Area and Maryburgh.</p> <p>Looking towards the LCA the susceptible characteristics are the backdrop of Ben Wyvis, the scale of the landscape and scale of the patchwork of open/forested ground.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;"><b>Large Scale Wind Farms</b></th> <th style="text-align: center;"><b>Small Individual</b></th> <th style="text-align: center;"><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	3	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None.									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p>									

	<ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• respect spacing and scale of existing development pattern.</li> <li>• maintain the landscape setting of each existing scheme.</li> <li>• preserve mitigation established by current schemes.</li> <li>• not breach interim horizons when seen from key view locations.</li> <li>• clear of higher ground and skylines particularly as seen from Strath Peffer<sup>(1)</sup>.</li> </ul> <p>Ben Wyvis is recognised as a regionally important landscape through its SLA designation, any development which would diminish the prominence of Ben Wyvis should be avoided.</p>
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1. Strath Peffer denotes the strath, rather than the town of Strathpeffer
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## BL32: Englishton to Blackpark

Area Ref and Name	BL32: Englishton to Blackpark
<b>LCT</b>	Farmed and Forested Slopes
<b>Description/landscape Role</b>	<p>The LCA is a mix of wooded and agricultural ground sloping down to the Beauly Firth, with woodland generally associated with stream courses.</p> <p>The LCA sits between areas of Coastal Shelf and Rolling Farmland and Woodland at BL19 and BL6 and mostly to the south of the road/rail transport corridor of the A862. Views of the LCA from the road are largely obscured by landform and railway embankments, but train passengers will have views to the south.</p> <p>The LCA forms part of the general setting of the Firth and is more highly visible from points north of the firth or from the Clachnaharry Lock where it is integral to the general scene rather than a feature in its own right.</p>
<b>Key Views</b>	<ul style="list-style-type: none"> <li>• Clachnaharry Lock - LCA forms part of setting of Firth. Development within LCA has potential to form a focal point, diminishing scenic views of Firth.</li> <li>• Kessock Bridge - LCA forms part of setting of Firth. Development within LCA has potential to form a focal point, diminishing scenic views of Firth.</li> </ul>
<b>Key Routes</b>	<p>A862 within LCA - visibility of LCA is limited, but development may be visible.</p> <p>A9 - limited visibility northbound from Kessock Bridge to approx. Munloch Junction.</p> <p>Railway - Far North Line</p>
<b>Gateways</b>	<p>Kessock Bridge - The gateway qualities at this location generally arise from the bridge structure, experience of crossing water and either arriving at or leaving Inverness. While development in LCA may be visible, it is unlikely to impinge on gateway qualities.</p>
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are:</p>

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	<ul style="list-style-type: none"> <li>• setting of the Beaully Firth.</li> <li>• views west along the firth as obtained from Kessock Bridge and Clachnaharry Lock where development would potentially appear as creating a focus in competition with the scenic composition.</li> </ul> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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Large Scale Wind Farms	Small Individual	Access Infrastructure								
1	3	2								
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> <li>• People using key routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• Users of other routes.</li> <li>• People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	None.									
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Turbines should be:</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• &lt;25m.</li> <li>• single turbines.</li> <li>• set back from Key Routes</li> </ul>									

## BL33: Peffery, Conon, Beaully Rivers and Newton Burn

<b>Area Ref and Name</b>	<b>BL33: Peffery, Conon, Beaully Rivers and Newton Burn</b>
LCT	Farmed River Plains



<b>Description/landscape Role</b>	<p>LCA covers the fertile and intensively farmed valley bottoms of the Newton Burn, River Peffery, River Conon and Black Water, and the River Beauly, linked by the higher ground of Muir of Ord which forms the watershed between the Beauly and Cromarty Firths.</p> <p>The LCA is generally narrow and contains most of the area's traditional service centres and transport links, meaning that many of the adjacent LCAs are primarily seen from the context of the Farmed River Plains LCA.</p>												
<b>Key Views</b>	<p>The low lying nature of the LCA means it is not prominent in views from outwith the area and rising topography will tend to obscure views.</p> <p>Views from:</p> <ul style="list-style-type: none"> <li>• Kessock Bridge and Clachnaharry Locks - the area is a small component part of these views, seen at a distance of 8 or more km, but centrally placed within the view. Large scale development, particularly around Beauly or Kirkhill would hence be prominent in these views.</li> <li>• Knockfarrel and Strathpeffer Conservation Area: views directly down into Strath Peffer<sup>(1)</sup>.</li> <li>• A9 between Duncanston and Causeway: views over Dingwall and some way up Conon and Peffrey river valleys, development on valley floor would be backdropped and framed by rising ground.</li> </ul> <p>Views to:</p> <ul style="list-style-type: none"> <li>• Ben Wyvis, important as a regional, scenic landmark element in backdrop of views from eg central Dingwall, the A832 approaching Muir of Ord from south, and the Far North rail-line between Berryfield and Wester Lovat. Views are available from other locations within the LCA, but often the hill is obscured by intervening higher ground or vegetation.</li> </ul>												
<b>Key Routes</b>	<ul style="list-style-type: none"> <li>• A862 from Lentrane to Dingwall.</li> <li>• A832 from Muir of Ord to Marybank.</li> <li>• A835 Marybank to Contin.</li> <li>• Far North Rail Line.</li> <li>• NCR1 between Dingwall and Maryburgh roundabout.</li> </ul> <p>All listed routes run within the corridor of the LCA.</p>												
<b>Gateways</b>	<p>A835 at junction with A832. Travelling west, the LCA will occupy the foreground of views towards Torr Achilty.</p>												
<b>Landscape Sensitivity</b>	<p>Density of population and presence of main transport routes suggest a high receptor awareness of development and a high likelihood of residential amenity and general views from routes being affected.</p> <p>Development would mostly be backdropped by surrounding LCAs with risk of a perceived reduction in scale and distance to hill landscapes.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	2	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints. <i>Knockfarrel views to Strath Peffer.</i></li> <li>Visitors/tourists including cyclists and walkers. <i>Beauly is a tourist centre, with Historic Priory and people on way to/from Affric. NCR1 Maryburgh Roundabout/Dingwall.</i></li> <li>Residents of wider region. <i>Adjacent LCAs have residential which often have primary views across straths and valleys.</i></li> <li>People using key routes. <i>Use for commuting, tourism as well as local access.</i></li> <li>Users of other routes. <i>A834 through Strath Peffer.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	Existing development limited to two consents for Micro turbines in Dingwall Business Park. One consent is expired and one remains unbuilt.
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Very Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>associated with buildings.</li> <li>&lt;25m.</li> <li>single turbines.</li> <li>set back from Key Routes.</li> <li>not impinge on views across water, or towards Ben Wyvis from key routes or on residential amenity.</li> </ul>

1. Strath Peffer denotes the strath, rather than the town of Strathpeffer

## BL34: Portmahomack to North Sutor, BL35: North West Black Isle Coast, BL36: South Central Black Isle Coast and BL37: South East Black Isle Coast

<b>Area Ref and Name</b>	<p><b>BL34: Portmahomack to North Sutor</b></p> <p><b>BL35: North West Black Isle Coast</b></p> <p><b>BL36: South Central Black Isle Coast</b></p> <p><b>BL37: South East Black Isle Coast</b></p>
<b>LCT</b>	Cliffs and Rocky Coast

<b>Description/landscape Role</b>	Steep coastal fringe to the south easterly coasts of the Black Isle and Fearn Peninsula. The LCAs are primarily viewed from immediately adjacent to the LCA, from within the LCA or in views across water towards the LCA.									
<b>Key Views</b>	<ul style="list-style-type: none"> <li>• Chanonry Point.</li> <li>• Fort George.</li> <li>• Nairn Beach.</li> <li>• Kessock Bridge.</li> <li>• Clachnaharry Lock.</li> <li>• Tarbat Ness.</li> </ul>									
<b>Key Routes</b>	<p>Sutors Core Paths</p> <p><b>Outwith LCA</b></p> <p>A9 brief views between Drum Mossie and Kessock Bridge.</p> <p>A96 intermittent views across firth.</p> <p>A862 low views across Beauty Firth.</p> <p>A832 aligned views travelling west from Fortrose to Avoch.</p>									
<b>Gateways</b>	<ul style="list-style-type: none"> <li>• A9 at Inshes.</li> </ul>									
<b>Landscape Sensitivity</b>	<p>Inaccessibility of LCA and prominence in views towards when backdropped by neighbouring LCAs. Prominence in coastal views where available from seaboard villages.</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <thead> <tr style="background-color: #d9d9d9;"> <th colspan="3"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th><b>Large Scale Wind Farms</b></th> <th><b>Small Individual</b></th> <th><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	1	1
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality.</li> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• People using key routes. <i>A9 and A832 where close views would be available.</i></li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> <li>• People using key routes. <i>More distant routes where seen across water and not in main focus of view.</i></li> </ul> <p><b>Lower</b></p>									

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	<ul style="list-style-type: none"> <li>• Users of other routes.</li> <li>• People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large turbines.</li> <li>• Medium turbines.</li> <li>• Small turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>• Micro turbines.</li> </ul> <p>Turbines should (be):</p> <ul style="list-style-type: none"> <li>• associated with buildings.</li> <li>• clear of higher ground and skylines.</li> <li>• not breach interim horizons when seen from key view locations.</li> </ul>

## BL38: Above Dingwall

<b>Area Ref and Name</b>	<b>BL38: Above Dingwall</b>
<b>LCT</b>	Rounded Hills and Moorland Slopes
<b>Description/landscape Role</b>	<p>The LCA is not primarily visible from the A9, but sits between the Forest Edge Farming LCA at BL14 and the Rounded Mountain Massif of BL41 – Ben Wyvis. While much of the ground is hidden in long views from the south, the distance provided between the closer more domestic landscape and the wilder mountain slopes and summit of Ben Wyvis and the Ross-shire Hills is valuable in emphasising the contrast in character.</p> <p>From the A835 the LCA is much more prominent forming a distinct moorland clad layer in the landscape which divides the slopes of Wyvis from the more agricultural and policy woodland remnants of the landscape immediately above Dingwall.</p>
<b>Key Views</b>	<p>From:</p> <ul style="list-style-type: none"> <li>• Knockfarrel – Views out to the east look directly into the LCA and development would be seen in context of Ben Wyvis and the wider Cromarty Firth landscape.</li> <li>• A9 Duncannon. Visibility of the LCA itself is limited, but due to the height of wind turbines, visibility of development in the LCA is likely. Turbines and blades appearing between the layers of the landscape would have potential to reduce the clarity and legibility of the landscape, adversely affecting the regionally important setting of the Ben Wyvis SLA, the Ben itself and appreciation of scale and distance in the landscape.</li> <li>• Ben Wyvis – Views to the south east likely to be affected.</li> </ul> <p>To: NB: Development within the LCA is likely to be visible from locations where the LCA itself is not.</p> <ul style="list-style-type: none"> <li>• Ben Wyvis – Regionally significant views from north side of Black Isle and further south.</li> </ul>

<b>Key Routes</b>	<p>Railway - Far North Line</p> <p><b>Outwith LCA</b></p> <p>A835 from around Newton of Ferintosh to the River Conon gives views towards the LCA where it is seen as a clear layer within an ascending landscape structure. Development in this area would potentially reduce the clarity and legibility of the landscape, adversely affecting the setting of the Ben Wyvis SLA, the Ben itself and appreciation of scale and distance in the landscape.</p> <p>A9 from around Duncanston to Cromarty Causeway. As for Gateway-A9 Duncanston.</p> <p>A834- The LCA is intermittently visible from around Dingwall. It is likely that development within the southern portion of the SLA would be visible from this route and create a new focus within views towards Ben Wyvis. This would have the potential to diminish the existing character and sense of place.</p>									
<b>Gateways</b>	<ul style="list-style-type: none"> <li>• A9 at Duncanston- Gateway qualities relate to revelation of views of the Cromarty Firth and Ben Wyvis. Development in this LCA would be unlikely to affect qualities relating to the Cromarty Firth, but have potential to diminish regionally significant scenic and landmark qualities relating to Ben Wyvis by detracting focus. Development within the LCA is likely to be visible from locations where the LCA itself is not.</li> <li>• A835 Leanaig Junction – Gateway experiences revelation of Wyvis as dominant landscape feature, LCA is seen below the southern slopes of ben Wyvis, as part of the ascending landform which frames and supports the regionally important landform. Development in this LCA would risk diminishing the landmark qualities of Wyvis and hence the Gateway qualities of the location. The existing development at Novar, within the BL41 Rounded Mountain Massif on the slopes of Meall an Tuirc and Cnoc Gille Mo Bhrinaig is visible immediately beyond the LCA.</li> <li>• A834 Strathpeffer- The gateway qualities derive from the sense of entry into Strath Peffer<sup>(1)</sup> from Strathpeffer Conservation Area. The LCA is visible to the north of views which are channelled east and development which was visible in this area would have potential to impact on the sense of place, the setting of Conservation Area and the setting of the Spa Gardens Designed Landscape.</li> </ul>									
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: setting of the Cromarty Firth, Ben Wyvis and the Ben Wyvis SLA, the setting of Strathpeffer Conservation Area and the Spa Gardens Designed Landscape.</p> <p>Ben Wyvis is a pivotal landmark feature of the Cromarty Firth, particularly in its upper reaches, and its prominence which is a Special Quality of the SLA should be protected as such; while Ben Wyvis itself lies outwith the LCA, the LCA is interleaved in the layers of the landscape such that development would be seen to be intimately associated with the Ben.</p> <table border="1" style="width: 100%; text-align: center; margin-top: 10px;"> <thead> <tr style="background-color: #d9d9d9;"> <th colspan="3"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th><b>Large Scale Wind Farms</b></th> <th><b>Small Individual</b></th> <th><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td>2</td> <td>2</td> <td>3</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	2	2	3
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of wider region.</li> <li>Users of other routes.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large turbines.</li> </ul> <p>Limited Scope for:</p> <ul style="list-style-type: none"> <li>Medium turbines.</li> </ul> <p>Any Medium turbines should:</p> <ul style="list-style-type: none"> <li>Not breach interim horizons when seen from key locations.</li> <li>Not impinge on Key Views</li> <li>Protect legibility of layered landscape in longer views.</li> <li>Protect the Key Characteristics and Special Qualities of Ben Wyvis SLA.</li> <li>Preserve mitigation established by current nearby schemes.</li> </ul> <p>Very limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Any Small and Micro turbines should (be):</p> <ul style="list-style-type: none"> <li>&lt;25m.</li> <li>associated with buildings.</li> <li>clear of higher ground and skylines.</li> <li>not breach interim horizons when seen from key locations.</li> <li>not impinge on Key Views.</li> <li>protect legibility of layered landscape in longer views.</li> <li>protect the Key Characteristics and Special Qualities of Ben Wyvis SLA.</li> </ul>

1. Strath Peffer denotes the strath, rather than the town of Strathpeffer

## BL39: Above Evanton

<b>Area Ref and Name</b>	<b>BL39: Above Evanton</b>
<b>LCT</b>	Rounded Hills and Moorland Slopes

<b>Description/landscape Role</b>	<p>The LCA is an area of elevated and complex topography between Glen Glass and the valley of the Ardross River. The slopes facing the Cromarty Firth are forested, with high levels of leisure access via tracks and paths and the ridge is surmounted by the, well visited, local landmark of the Fyrish Monument.</p> <p>The more northward slopes and summits are open moorland.</p> <p>The LCA is seen in long views from the south as well as in closer views as the immediate setting and backdrop of Alness and Evanton. The valleys which divide this LCA from BL38 and BL40 also allow visibility from the south to extend further north into the LCA.</p> <p>The LCA is immediately south of the Novar Wind Developments in the Rounded Mountain Massif LCA BL41 and provides a sense of separation between that development and the settled landscape of the Cromarty Firth.</p>
<b>Key Views</b>	<p>From:</p> <ul style="list-style-type: none"> <li>Fyrish Monument - Views from the monument are most expansive to the south and east, over the Cromarty Firth, but also give views to the remainder of the LCA and related LCAs to east and west. Development between Fyrish and the coast would have some relation to the industrial land uses in the Firth coastal strip, but diminish views towards other landmarks such as the Sutors in the Sutors of Cromarty, Rosemarkie and Fort George SLA.</li> </ul> <p>To: NB: Development within the LCA is likely to be visible from locations where the LCA itself is not.</p> <ul style="list-style-type: none"> <li>Fyrish Monument, The Monument is a significant local landmark whose scale and prominence would be diminished or obscured by development which affected the skyline of this LCA as viewed from the Cromarty Firth area.</li> </ul>
<b>Key Routes</b>	<p><b>Outwith LCA</b></p> <p>A9T- the LCA is visible from the A9T northwards from the north side of the Black Isle until just south of Alness. Views vary from angled views including Glen Glass to views where the LCA appears as a simple wooded screen slope. Development in the area would be likely to appear related to the Novar developments and due to the main directions of view could create a confusing composition where apparent scale of the landform becomes less legible and appears diminished.</p> <p>A835 – While views of the LCA are more distant, from Leanaig Junction north the LCA is seen in the north east in relation to the Novar Developments. Additional development in this LCA would be read as relating to Novar and would increase its visual weight and prominence to the potential detriment of the prevailing landmark qualities of Ben Wyvis and the SLA.</p>
<b>Gateways</b>	<ul style="list-style-type: none"> <li>A9 at Duncanston- Gateway qualities relate to revelation of views of the Cromarty Firth and Ben Wyvis. Development in this LCA would be unlikely to affect qualities relating to the Cromarty Firth, but have potential to diminish qualities relating to Ben Wyvis by detracting focus. Development within the LCA is likely to be visible from locations where the LCA itself is not.</li> <li>A835 Leanaig Junction – Gateway experiences revelation of Wyvis as dominant landscape feature, LCA is seen to the east of Wyvis as part of the ascending landform which frames and supports Ben Wyvis. Development</li> </ul>

	<p>in this LCA would risk diminishing the landmark qualities of Wyvis and hence the Gateway qualities of the location.</p> <ul style="list-style-type: none"> <li>B9176 in vicinity of Balnacraig, south of Dalneich Bridge. The Gateway qualities when travelling south are experienced in the sense of arrival in the enclosed Cromarty Firth from the progression of Moorland and Forest Landscapes. Any visibility from this road towards development in the SLA would be primarily behind a viewer at this location and it is not likely that Gateway qualities would be diminished. The oblique angle of the LCA to the route will also reduce the likelihood of impact on qualities when travelling north.</li> </ul>									
<p><b>Landscape Sensitivity</b></p>	<p>Within the LCA the susceptible characteristics are: setting of the Cromarty Firth, Ben Wyvis and the Ben Wyvis SLA, the setting of Fyrish Monument and the Novar and Ardross Castle Designed Landscapes.</p> <p>Ben Wyvis is a pivotal landmark feature of the Cromarty Firth, particularly in its upper reaches, and its prominence which is a Special Quality of the SLA should be protected as such; while Ben Wyvis itself lies outwith the LCA, the LCA forms a part of the supporting array of hills which 'bookend' Ben Wyvis, such that development would be seen to be intimately associated with the Ben.</p> <table border="1" data-bbox="488 898 1422 1144"> <thead> <tr> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="text-align: center;"><b>Large Scale Wind Farms</b></th> <th style="text-align: center;"><b>Small Individual</b></th> <th style="text-align: center;"><b>Access Infrastructure</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	2	2	3
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<p><b>Current Wind Energy Development</b></p>	<p>None.</p>									
<p><b>Potential for Wind Energy Development</b></p>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large turbines.</li> <li>Small and Micro turbines.</li> </ul> <p>Limited Scope for:</p> <ul style="list-style-type: none"> <li>Medium turbines.</li> </ul>									



	<p>Any Medium turbines should:</p> <ul style="list-style-type: none"> <li>• not breach interim horizons when seen from key locations.</li> <li>• not impinge on Key Views.</li> <li>• protect legibility of layered landscape in longer views.</li> <li>• protect prominence of Fyrish Monument in longer views.</li> <li>• protect relationship with wider landscape as experienced from Fyrish Monument.</li> <li>• protect the Key Characteristics and Special Qualities of Ben Wyvis SLA.</li> <li>• preserve mitigation established by current nearby schemes.</li> </ul>
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## BL40: Above Invergordon

Area Ref and Name	BL40: Above Invergordon
<b>LCT</b>	Rounded Hills and Moorland Slopes
<b>Description/landscape Role</b>	<p>The LCA is mainly composed of Forested slopes, beyond which glimpses of rounded moorland summits and Beinn Tharsuinn windfarm are sometimes visible. When viewed from low on the north side of the Black Isle the LCA is more strongly comparable to the Forest Edge Farming which it borders at LCA-BL13.</p> <p>Habitation pushes up close to the LCA boundary at Lamington and Ardross, making the LCA seem less remote from the settled Firth than BL38 and BL39.</p> <p>The LCA also has a network of tracks and paths, including Core Paths and leisure parking facilities.</p> <p>In wider views the LCA appears as a forested backdrop to Invergordon and a barrier between the settled firth and wilder landscapes to the north.</p>
<b>Key Views</b>	<ul style="list-style-type: none"> <li>• Cromarty Harbour- The LCA provides significant containment to the view and a foil to the oil exploration structures which are, at times, present in the Firth. Development visible from here would add to complexity of the views. Development on the south facing slopes would appear to be intrusive in this section of the firth and in combination with oil rig structures may overwhelm the landscape scale to its detriment.</li> <li>• Nairn – Although distant, structures may be visible over the top of the Black Isle, as structures moored in the Firth sometimes are, creating a potential for confusion in the landscape.</li> </ul>
<b>Key Routes</b>	<p>B9176 passes through the LCA and has a distinctive character of remoteness and moorland exposure. Development in proximity to the road may diminish this experience</p> <p><b>Outwith LCA</b></p> <p>A9- development within the LCA may be visible over a length of around 40km, travelling north and 20km travelling south. The LCA is seen from the road as a part of a layered landscape which provides containment without focus. Development which spills over the horizon formed by the LCA would appear to diminish the sense of containment.</p>

<b>Gateways</b>	<ul style="list-style-type: none"> <li>B9176 in vicinity of Balnacraig, south of Dalneich Bridge. The Gateway qualities are experienced in the sense of transition between the enclosed Cromarty Firth and the progression of Moorland and Forest Landscapes. Development in the LCA adjacent would be unlikely to diminish the gateway qualities.</li> </ul>									
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: setting of the Cromarty Firth, Setting of the Designed Landscape cluster at Balnagown Castle and Tarbat House, the setting of Ardross Castle Designed Landscape and the setting of Sutors of Cromarty, Rosemarkie and Fort George SLA.</p> <table border="1" data-bbox="488 611 1422 853"> <thead> <tr> <th colspan="3" data-bbox="488 611 1422 701"> <b>Degree of Landscape Character Sensitivity</b>                      Scale of 1-4; 1 being most susceptible to change                 </th> </tr> <tr> <th data-bbox="488 701 799 792"> <b>Large Scale Wind Farms</b> </th> <th data-bbox="799 701 1110 792"> <b>Small Individual</b> </th> <th data-bbox="1110 701 1422 792"> <b>Access Infrastructure</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="488 792 799 853">                     3                 </td> <td data-bbox="799 792 1110 853">                     3                 </td> <td data-bbox="1110 792 1422 853">                     3                 </td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	3	3	3
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<b>Current Wind Energy Development</b>	<p>None.</p>									
<b>Potential for Wind Energy Development</b>	<p>Limited Scope for:</p> <ul style="list-style-type: none"> <li>Large turbines.</li> <li>Medium turbines.</li> </ul> <p>Any Large or Medium turbines should (be):</p> <ul style="list-style-type: none"> <li>located where the bases of turbines are on the far side of horizon to maintain the containment of space.</li> <li>not of such a scale so to overwhelm the landscape and sense of place of the Moray Firth.</li> <li>not breach interim horizons when seen from key locations.</li> <li>not impinge on Key Views.</li> <li>protect legibility of layered landscape in longer views.</li> <li>protect the Key Characteristics and Special Qualities of Ben Wyvis SLA.</li> <li>preserve mitigation established by current nearby schemes.</li> </ul> <p>Very Limited scope for:</p>									

	<ul style="list-style-type: none"> <li>• Small and Micro turbines.</li> </ul> <p>Any Small and Micro turbines should (be):</p> <ul style="list-style-type: none"> <li>• around the fringes of LCA where it borders LCA BL13.</li> <li>• &lt;25m.</li> <li>• associated with buildings.</li> <li>• clear of higher ground and skylines.</li> <li>• not breach interim horizons when seen from key locations.</li> <li>• not impinge on Key Views.</li> <li>• protect legibility of layered landscape in longer views.</li> <li>• protect the Key Characteristics and Special Qualities of Ben Wyvis SLA.</li> </ul>
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## BL41: Ben Wyvis Massif (South)

Area Ref and Name	BL41: Ben Wyvis Massif (South)
LCT	Rounded Mountain Massif
Description/landscape Role	<p>South eastern face of Ben Wyvis and Little Wyvis together with the smaller hills of Meall an Leathaid and Cnoc Gille Mo Brianaig to the east. This is the face of the Wyvis massif which forms a significant landmark visible from much of the Cromarty Firth, the north side of the Black Isle, from Central Inverness and from the A9 approaching Inverness from Drum Mossie Brae.</p> <p>The LCA lies mostly within the Ben Wyvis Special Landscape Area, and the <a href="#">citation</a> describes the Special Qualities and Key Characteristics of the landscape.</p> <p>Ben Wyvis and its supporting hills are a pivotal and defining landmark for the area, acting as compass, timepiece and weathervane.</p>
Key Views	<ul style="list-style-type: none"> <li>• A9 Duncanston. The LCA is prominent in the view and a key focus. Turbines and blades appearing against the face of the massif would reduce the clarity and legibility of the landscape and be read in association with existing turbines on Meall an Leathaid and Cnoc Gille Mo Brianaig, adversely affecting the Ben Wyvis SLA's Key Characteristics and Special Qualities, the Ben itself and appreciation of scale and distance in the landscape. Turbines appearing on the skyline of Ben Wyvis would diminish its prominence and impoverish the landscape and visual resource over a wide area.</li> <li>• Ben Wyvis- views to and from the summit of the Ben would be severely compromised by turbines in close proximity, separating viewers from the view.</li> </ul>
Key Routes	<p><b>Outwith LCA</b></p> <ul style="list-style-type: none"> <li>• A9</li> <li>• A835</li> <li>• A862</li> </ul> <p>From all routes where clear views of Wyvis are obtained, there would be a significant change to the experience of the route to the extent that Ben Wyvis would no longer stand as a clear focal point in its own right. The scale of the mountain would appear diminished and its distinctiveness in the landscape reduced as development was read in association with existing turbines on Meall an Leathaid and Cnoc Gille Mo Brianaig.</p>

<b>Gateways</b>	<ul style="list-style-type: none"> <li>A9 at Duncanston- Gateway qualities relate to revelation of views of the Cromarty Firth and Ben Wyvis. Further development in this LCA would be unlikely to affect qualities relating to the Cromarty Firth, but significantly diminish qualities relating to Ben Wyvis by reducing its apparent scale and compromising the distinctiveness of its form and skyline.</li> <li>A835 Leanaig Junction – Gateway experiences revelation of Wyvis as dominant landscape feature which is a culmination of the rising land to east and west. Further development in this LCA would significantly diminish the landmark qualities of Wyvis and hence the Gateway qualities of the location.</li> </ul>									
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are the presence and silhouette of Ben Wyvis itself. Ben Wyvis is a pivotal landmark feature of the Cromarty Firth, particularly in its upper reaches, and its prominence which is a Special Quality of the SLA should be protected as such.</p> <p>The existing development on Meall an Leathaid and Cnoc Gille Mo Brianaig would be brought into greater prominence if there were a westward extension of development.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr style="background-color: #d9d9d9;"> <th colspan="3" style="text-align: center;"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr style="background-color: #d9d9d9;"> <th style="text-align: center;">Large Scale Wind Farms</th> <th style="text-align: center;">Small Individual</th> <th style="text-align: center;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	1
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>People at key viewpoints.</li> <li>Visitors/tourists including cyclists and walkers.</li> <li>Residents of wider region.</li> <li>People using key routes.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes.</li> <li>People engaged on work.</li> </ul>									
<b>Current Wind Energy Development</b>	Novar and Novar Extension Medium and Large turbines arrayed primarily on the southern and western slopes of Meall an Leathaid and Cnoc Gille Mo Brianaig. Primary visibility is in views from the north slopes of the Black Isle and west towards Muir of Ord.									
<b>Potential for Wind Energy Development</b>	No scope for development.									

## BL42: Carn Gorm and Carn Loch an Tuirc

<b>Area Ref and Name</b>	<b>BL42: Carn Gorm and Carn Loch an Tuirc</b>
<b>LCT</b>	Rounded Rocky Hills

<b>Description/landscape Role</b>	<p>The area is formed of moderate scale, well defined hills which connect the Wooded Glens and Rocky Moorland of Rogie and Tarvie to the Rounded Mountain Massif of Ben Wyvis.</p> <p>In views towards Ben Wyvis from the south, the LCA forms part of the ascending landform which 'bookend' Ben Wyvis and act as a counterbalance to the Rounded Hills and Moorland Slopes of Cnoc Cèislein to the east.</p> <p>More locally the LCA is seen as a significant landform above the river, road and rail corridor at Garve, forming the eastern containment to Strathgarve.</p> <p><i>NB views from the north are not considered in this Study Area.</i></p>												
<b>Key Views</b>	<ul style="list-style-type: none"> <li>• Knockfarrel – views from this location are panoramic and 360°. The LCA is clearly visible to the north-west, in proximity to the Ben Wyvis SLA and forming part of the ascending landform which builds towards the Wyvis summit.</li> <li>• A9 at Duncanston - <i>See Gateway descriptions.</i></li> </ul>												
<b>Key Routes</b>	<p><b>Outwith LCA</b></p> <p>A835 Newton of Ferintosh to Kinkell.</p> <p>A9- northbound stretch near Duncanston and southbound after Cromarty Causeway to Duncanston.</p> <p><i>See Gateway descriptions.</i></p>												
<b>Gateways</b>	<ul style="list-style-type: none"> <li>• A9 at Duncanston-travelling North.</li> <li>• A835 at Leanaig junction.</li> </ul> <p>At both of these Gateways the LCA forms a part of the general composition of the landscape as landform builds up in height to the summit of Ben Wyvis. As Ben Wyvis is recognised as a regionally important landscape through its SLA designation, any development which diminished the prominence of Ben Wyvis would risk reducing the gateway qualities of the locations.</p>												
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: setting of Ben Wyvis and the Ben Wyvis SLA. While the LCA is not visible from these locations there is potential for turbines within the LCA to impacts on the setting of Strathpeffer Conservation Area and the Spa Gardens Designed Landscape.</p> <p>Ben Wyvis is a pivotal landmark feature of the Cromarty Firth, particularly in its upper reaches, and its prominence which is a Special Quality of the SLA should be protected as such; while Ben Wyvis itself lies outwith the LCA, the LCA 'bookends' the massif to the west such that development would be seen to be intimately associated with the Ben.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #d9d9d9;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9d9d9;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	2	2	2
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• People at key viewpoints.</li> <li>• Visitors/tourists including cyclists and walkers.</li> <li>• People using key routes.</li> <li>• People engaged on work.</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• Residents of wider region.</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• People engaged on work.</li> </ul>
<b>Current Wind Energy Development</b>	None.
<b>Potential for Wind Energy Development</b>	No scope for development.

## BL43: Rogie and Tarvie

<b>Area Ref and Name</b>	<b>BL43: Rogie and Tarvie</b>
<b>LCT</b>	Wooded Glens and Rocky Moorland
<b>Description/landscape Role</b>	<p>The LCA within the study area and east of the A835 is primarily forested ground with a wide network of tracks and trails, well used for walking, horse-riding and cycling. Forest areas are currently undergoing re-structuring/clearance/planting.</p> <p>West of the A835 woodland continues on the east facing slopes flanking the road, giving way to rocky moorland summits.</p>
<b>Key Views</b>	<ul style="list-style-type: none"> <li>• Knockfarrel – the LCA is seen as a part of the layered landscape between the viewer and Ben Wyvis, descending towards Castle Leod.</li> <li>• Strathpeffer Conservation Area – the LCA itself is largely screened from the Conservation Area by LCA BL16 - Forest Edge Farming, but development at the eastern side of the LCA may be visible at the skyline.</li> </ul>
<b>Key Routes</b>	<p><b>Outwith LCA</b></p> <ul style="list-style-type: none"> <li>• A9- Cromarty Causeway – the LCA is seen to the west as a part of the layered view providing the termination of Strath Peffer<sup>(1)</sup>.</li> <li>• A835 within LCA – South of the Rogie Falls Car Park the road is very contained by landform and forestry with limited views, north of the Car Park views open out over the Loch na Croich area, giving views into LCA BL42 - Rocky Rounded Hills and Loch Garve.</li> <li>• A835 Newton of Ferintosh to Kinkell – the LCA itself is mostly not visible, but it is possible that development within the LCA would breach interim horizons of the view.</li> <li>• West Highland Railway Line- the line passes through the LCA and the valleys of the Rogie Burn and the River Peffery through a variety of cuttings and embankments with limited outward views.</li> </ul>

<b>Gateways</b>	<ul style="list-style-type: none"> <li>A834 Strathpeffer- See Key View.</li> <li>A835 at Leanaig junction- the LCA itself is not distinguishable within the views towards Wyvis at this point, but lies between the viewer and the BL42 LCA- Rounded Rocky Hills, such that development may be visible backdropped by this landscape or skylining. Where such development impinged on the skyline qualities of the Ben Wyvis SLA this may affect the gateway qualities of the location.</li> </ul>												
<b>Landscape Sensitivity</b>	<p>Within the LCA the susceptible characteristics are: setting of Ben Wyvis and the Ben Wyvis SLA. While the LCA is not visible from these locations there is potential for turbines within the LCA to impact on the setting of Strathpeffer Conservation Area and the Spa Gardens Designed Landscape.</p> <p>Ben Wyvis is a pivotal landmark feature of the upper reaches of the Cromarty Firth, and its prominence which is a Special Quality of the SLA should be protected as such. While Ben Wyvis itself lies outwith the LCA, development in the LCA may be seen backdropped against the BL42 LCA- Rounded Rocky Hills which 'bookends' the massif to the west such that development would be seen to be intimately associated with the Ben.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #808080; color: white; text-align: center;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="text-align: center;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9d9d9;">Large Scale Wind Farms</th> <th style="background-color: #d9d9d9;">Small Individual</th> <th style="background-color: #d9d9d9;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	2	3	3
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<b>Current Wind Energy Development</b>	None.												
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large or Medium turbines.</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines.</li> </ul> <p>Any Small and Micro turbines should (be):</p>												

	<ul style="list-style-type: none"><li>• around the fringes of LCA where it borders LCA BL13.</li><li>• &lt;25m.</li><li>• associated with buildings.</li><li>• set back from Key Routes.</li><li>• clear of higher ground and skylines.</li><li>• not breach interim horizons when seen from key locations.</li><li>• not impinge on Key Views.</li><li>• protect legibility of layered landscape in longer views.</li></ul>
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1. Strath Peffer denotes the strath, rather than the town of Strathpeffer



## Caithness Strategic Capacity

**2.1** The Council has appraised the Caithness study area and considered its potential strategic capacity. The appraisal concludes that whilst there may be opportunities for further development in the study area, particularly of a smaller scale or in association with existing schemes, there is no strategic capacity. Scottish Government advice states that “Areas of strategic capacity are essentially Group 3 areas from the spatial framework ... where it may be desirable to restrict smaller-scale wind turbines to allow larger wind turbines/farms to come forward ... [but such work] should not be used to define individual wind farms as strategic” ([‘Onshore Wind Some Questions Answered’](#)). The following factors contributed to the conclusion that there is no strategic capacity in the study area:

- multiple overlapping landscape and visual sensitivities identified in the appraisal, particularly in the remaining Group 3 areas to the west;
- a large coverage of a wide range of Group 2 Spatial Framework features;
- a large amount of the remaining Group 3 areas being located relatively close to settlements and residential properties (including settlements and individual properties without an identified boundary in the Local Development Plan);
- a large amount of the remaining Group 3 areas located relatively close to Group 2 features identified for landscape and visual sensitivities/ qualities;
- some remaining Group 3 areas located relatively close to Special Landscape Areas;
- remaining Group 3 areas being fragmented and at the scale of an individual site which [guidance](#) on SPP makes clear should not be regarded as strategic capacity.

## Caithness Landscape Sensitivity

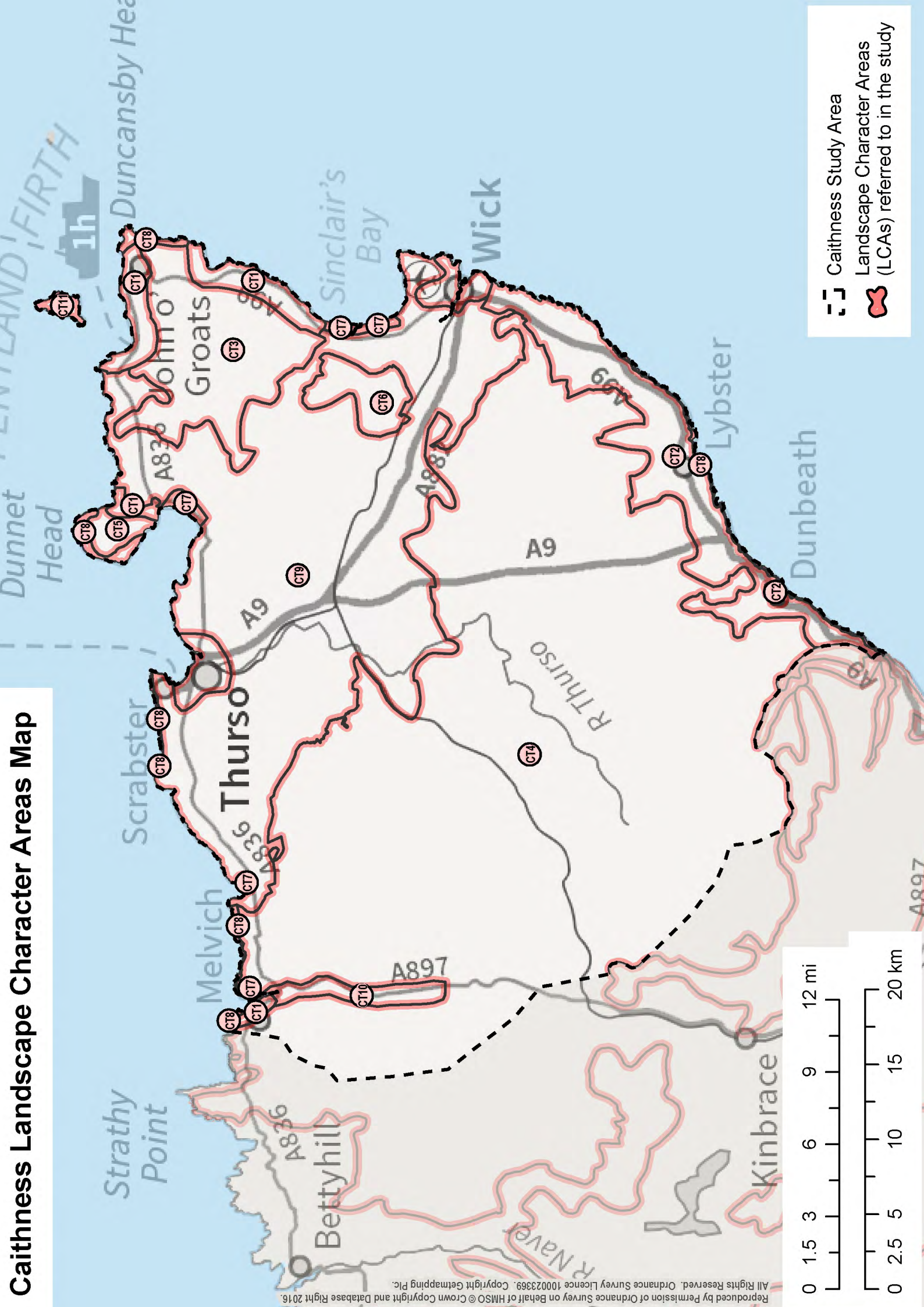
**2.2** The following tables set out the results of the landscape sensitivity appraisal for the Caithness Study Area.

**2.3** The Caithness Landscape is unique in Highland due to its particular and distinct natural landforms and settlement pattern. It is home to a range of internationally important features including the Flow Country and serves as a gateway to the Northern Isles and as a key tourist destination, including John O’ Groats and Dunnet Head. The study area comprises three distinct environments; the coast with high cliffs and sandy bays, a moorland interior, and settled rolling agricultural landscapes. Key focal points to the south include Morven and Scaraben. There are large scale development clusters in the study area, concentrated mainly south and west of Wick to Causeymire, and others in the northeast and to the west of Thurso.

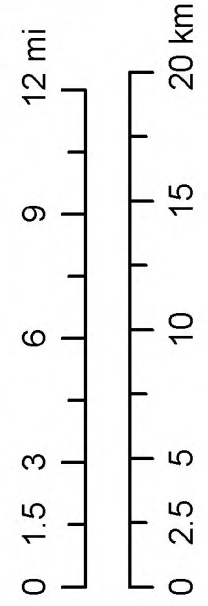
### Summary of key findings from landscape sensitivity appraisal

**2.4** There is limited potential for larger scale development within parts of the moorland interior. Where potential does exist, this should concentrate further development within existing clusters to consolidate them. In some instances new development proposals, including for repowering, could provide opportunities to improve the visual relationship of existing schemes with the landscape. The settled nature of the rolling agricultural landscapes means that such areas are only likely to be appropriate for some limited medium scale development, and small and micro scale turbines strongly associated with existing land use patterns. The coast is sensitive to development and is only likely to be appropriate for some small and micro scale development where it avoids the coastal edge and elevated transition into the moorland interior and avoids encirclement of settlement and sequential impacts along routes.

# Caithness Landscape Character Areas Map



- Caithness Study Area
- Landscape Character Areas (LCAs) referred to in the study



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## Key Views

### Key Views

Name	Description	Locations available	Description of value/significance	LCAs important to the integrity of views
<b>Flow Country - east</b>	Unobstructed views to south-west across Flow Country (& WLA) to distant hills (Morven & Scaraben)	A9 viewpoint (war memorial)	Views across largest area of Flow Country not affected by plantations, with dramatic looking hills forming southern extent (with Sutherland beyond).	CT4 – Sweeping moorland & flows
<b>Flow Country - north</b>	Views to west across Flow Country (& WLA) from popular archaeological sites	Ben Freiceadain & Ben Dorrery	Extensive views across a WLA and type views of Flow Country with abundant water bodies of all sizes.	CT4 – Sweeping moorland & flows
<b>Flow Country - south</b>	360° views, including aerial views across Flow Country and WLA	Morven & Scaraben	Highest hills in Caithness and popular with walkers. Aerial views across type Flow Country landscape probably cannot be bettered from another hill due to extensive area having no plantations.	CT4 – Sweeping moorland & flows
<b>East Coast - north</b>	Coastal views along east coast to Sarclet Head. Easily experienced by travellers heading north on A9.	A9 heading north from Newport/Borgue. Similar views from nearby bus stop & layby at Borgue.	Unobstructed view along coastline from road. Eye is drawn to cliffs & inlets/bays. Views of open sky, experience of weather & waves.	CT8 Halberry Head to Dunbeath) – High cliffs & sheltered bays  CT2 - Coastal crofts & small farms
<b>East Coast – north 2</b>	Coastal views north along east coast to Duncansby Head and Orkney. Popular tourist destination and setting for Castle Sinclair Girnigoe.	Castle Sinclair Girnigoe, car park at Noss Head near lighthouse, Views from Sinclair Bay & possibly further west at Ackergill Tower &/or Reiss golf course.	Unobstructed views north along coastline from Sinclair’s Bay to Duncansby Head & Orkney. Key tourist spot for castle, beach, broch, lighthouse, wildlife etc. Provides a setting for Castle Sinclair. Unique view that cannot be seen from main road (A99).	CT7 (Keiss and Ackergill Links)– Sandy beaches & dunes  CT8 (Duncansby Head)– High cliffs & sheltered bays
<b>East Coast – south</b>	Expansive view south taking in sea, coast & inland areas. Setting for Keiss with views to prominent hills.	Layby 1 mile north of Keiss near Baptist Manse.	Extensive views south to hills & Noss Head. Hills of Morven, Scaraben & Ben Graims look impressive despite their relatively low height. Provides a setting for Keiss and Keiss castle. Influence of wide open skies & weather.	CT8 (Halberry Head to Dunbeath)– High cliffs & sheltered bays  CT7 (Keiss and Ackergill Links) – Sandy beaches & dunes

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

<p><b>East / North Coast Junction – north &amp; northeast</b></p>	<p>Panoramic views north across Pentland Firth &amp; towards Orkney. Easily accessible as on major tourist route to John O’Groats.</p>	<p>A99 viewpoint at Warth Hill</p>	<p>Panoramic views north over Cannisbay, John O’Groats, Stroma, Pentland Firth islands and Orkney. Impressive views even in poorer visibility &amp; provides atmosphere for the view. Provides a setting for the popular tourist destinations to the north (John O’Groats, Duncansby Head, Orkney etc.). Views also possible to Hoy &amp; West Mainland NSA in good visibility. Experience of weather, open skies &amp; sea.</p>	<p>CT3 – Sweeping moorland &amp; flows  CT11 - Coastal Islands</p>
<p><b>East / North Coast Junction - Duncansby Head</b></p>	<p>360° views with main view south along coastline to the sea stacks and cliff faces of Duncansby. Easily accessible by tourists</p>	<p>Duncansby Head viewpoint. Coastal views to north &amp; west from car park near lighthouse.</p>	<p>Iconic views of dramatic sea stacks &amp; cliff faces. Beauty spot &amp; very popular tourist attraction which provides 360° views. Views include Noss Head to the south, Dunnet Head/John O’Groats/Stroma to the West, Orkney/Pentland Firth/islands to the north &amp; uninterrupted sea views to the east. A designated SLA. Unique view of cliffs which are usually experienced from the sea. Also provides an experience of weather, sea &amp; coastal wildlife.</p>	<p>CT3– Sweeping moorland &amp; flows  CT8 (Duncansby Head, Dunnet Head)– High cliffs &amp; sheltered bays  CT1 (Canisbay, Keiss and Freswick Bay)– Coastal crofts &amp; small farms  CT11 - Coastal Islands</p>
<p><b>North Coast - Dunnet Head</b></p>	<p>Most northerly point on the British Isles. Elevated viewpoint providing easily accessible 360° views both out to sea &amp; inland.</p>	<p>Dunnet Head viewpoint. Coastal views to north &amp; west from car park at lighthouse.</p>	<p>Popular tourist destination as it is the most northerly point on the British mainland. 360° views available with extensive sea-views to the north, Orkney &amp; Pentland Firth to northeast, east &amp; west views of the Caithness north coast &amp; extensive views inland. Immediate views to south of sweeping moorland intersected with lochs. Also provides easily accessible experience of weather, open skies, sea &amp; coastal wildlife. A designated SLA.</p>	<p>CT3-6 – Sweeping moorland &amp; flows  CT8 (Spear Head, Dunnet Head)– High cliffs &amp; sheltered bays  CT9 – Farmed lowland plain  CT11 - Coastal Islands</p>
<p><b>North Coast – north and northeast</b></p>	<p>Panoramic views over sea &amp; towards Dunnet Head in the east. Easily accessible by tourists &amp; residents.</p>	<p>Thurso waterfront. Car park and pier at the east end of the waterfront at Long Skerries. Similar views along the esplanade across Thurso Bay, from</p>	<p>Likely to be an important scenic view for local residents and visitors to Thurso. Main view north across sea and east to Dunnet Head.  Provides a setting for Thurso. Experience of open skies &amp; sea.</p>	<p>CT8 (Spear Head, Dunnet Head)– High cliffs &amp; sheltered bays  CT1 (Brough and Dunnet) – Farmed lowland plains</p>

		Victoria walk at the west end of the waterfront & Neb point or Battery point.		
<b>North Coast - west</b>	Overlooks Thurso looking east and across to Dunnet Head	Layby on hill to west of Thurso on A836	Unusual view containing coastal town, rural settlement, agricultural land, scenic coast, dramatic distant headland (Dunnet Head) and islands (Hoy). View only “works” when travelling from west to east.	CT8 (Dunnet Head)– High cliffs & sheltered bays  CT1 (Dunnet) – coastal crofts & small farms

## Key Routes

### Key Routes

Route Name/ Number	LCAs passed through/ bordered	Receptors
<b>A836 (Drum Hollistan – John O’Groats)</b>	CT3 – Sweeping Moorland & Flows CT5 – Sweeping Moorland & Flows CT8 – High cliffs & sheltered bays CT9 – Farmed lowland plain CT7 – Sandy beaches & dunes CT1- Coastal crofts & small farms CT11 - Coastal islands CT10 - Strath CT4 - Sweeping Moorland & Flows	Local residents  Tourists (part of NW Highlands route)  Recreational users (kayaking, cycling, surfing)
<b>Forsinard – Scotscaidier train</b>	CT4 – Sweeping moorland & flows CT9 – Farmed lowland plain	Local residents  Tourists (mainly seasonal, including Lands End-John O’Groats walkers/cyclists)  Recreational users
<b>Minor road - Westerdale to Loch More</b>	CT4 – Sweeping moorland & flows CT9 – Farmed lowland plain	Local residents  Recreational users (anglers for River Thurso & walkers/cyclists)  Tourists

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

Route Name/ Number	LCAs passed through/ bordered	Receptors
<b>A9 Latheron to Causeymire</b>	CT4 – Sweeping moorland & flows CT9 - Farmed lowland plain CT2 – Coastal crofts & small farms	Local residents Tourists, particularly route to Orkney/ferry
<b>Orkney ferries from Scrabster &amp; Gills Bay</b>	CT8 – High cliffs & sheltered bays CT9 - Farmed lowland plain CT1 – Coastal crofts & small farms CT11 - Coastal islands	Tourists Local residents Commuters/long distance transport route
<b>Minor road – Braemore (Dunbeath)</b>	CT4 – Sweeping moorland & flows CT2 – Coastal crofts & small farms	Recreational users (angling, walking etc.) Local residents
<b>Minor road – Brough to Dunnet Head</b>	CT8 – High cliffs & sheltered bays CT5 – Sweeping moorland & flows CT1 – Coastal crofts & small farms CT9 – Farmed lowland plain	Tourists Recreational users Local residents
<b>A99 – between Freswick &amp; John O’Groats</b>	CT3 – Sweeping moorland & flows CT1 – Coastal crofts & small farms CT11 – Coastal islands	Tourists (part of the primary north tourist route & North Coast 500 route) Local residents Recreational users
<b>A9 – between Ord point &amp; Latheron</b>	CT4 – Sweeping moorland & flows CT 8 – High cliffs & sheltered bays CT2 – Coastal crofts & small farms	Tourists Local residents Recreational users Commuters/long distance transport route

# Caithness Key Routes Map



## Gateways

Location and description
LCA CT2- A9 heading north from Borgue
LCA CT3-The elevation of viewpoint demarcates the gateway between the north Caithness coast, Pentland Firth and Orkney landscape, and the eastern seaboard of Caithness.
LCA CT4- Further west there are key 'gateway' views as you cross the transition from the open flat moorland/agricultural plain of Caithness, to the more undulating and rugged moorland of Sutherland, which demarcates the boundary of the Study area.
LCA CT5- Dunnet Head contributes to the gateway views from the Mainland to Orkney Islands and as a landscape feature forms a distinctive and prominent landmark in many views from the surrounding area.
LCA CT8- High Cliffs at Dunnet Head and Duncansby Head demarcate the most northerly points of mainland Scotland, with clear open views to Orkney Islands.
LCA CT9- High point at Scrabster Hill on A836 – views to Dunnet Head and distant Orkney Islands.
LCA CT11- Contributes to the Pentland Firth panoramic gateway views north from the mainland to Orkney.

## CT1: Melvich, Dunnet, Brough, Gills Bay, Canisbay, Keiss and Freswick Bay

<b>Area Ref and Name</b>	CT1: Melvich, Dunnet, Brough, Gills Bay, Canisbay, Keiss and Freswick Bay
<b>LCT</b>	Coastal Crofts and Small Farms
<b>Description of Landscape Role</b>	Have a relatively smaller scale character comprising a settled and farmed fringe located in three sections between Castlehill in the west and eastwards around the coast to north of Wick. Narrow areas predominantly support crofting, with strip fields and linear patterns of croft houses forming a pronounced landscape pattern. The landscape is predominantly contained by the Sweeping Moorland LCT 'island' which forms an important backdrop. These smaller sections of coastal fringes have a proportionately greater number of scattered dwellings, with infill contemporary development being larger and more prominent in scale.
<b>Key Views</b>	Landscape is highly visible being seen from major roads, in particular the A99. John o' Groats.
<b>Key Routes</b>	A99 and A836 run through these character areas parallel to the coast.  B855  Orkney Ferries from Scrabster and Gills Bay
<b>Gateways</b>	None
<b>Landscape Sensitivity</b>	Narrow margin, relatively limited in extent in Caithness. Complex smaller scale distinctive and often historical landscape pattern with scattered settlement. Long settled featuring a range of historic structures, in particular crofting strips running between the uplands and coastal edge, bounded by stone slabs and dyke, and more recently post and wire fences, and archaeological features at the transition with Sweeping Moorland and Flows.



	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change		
	Large Scale Wind Farms	Small Individual	Access Infrastructure
	1	1	1
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality</li> <li>Visitors/tourists including cyclists and walkers</li> <li>People using Key Routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at Key Viewpoints</li> <li>Residents of wider region</li> <li>Users of other routes</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People engaged on work</li> </ul>		
<b>Current Wind Energy Development</b>	No large, medium or smaller scale wind development existing. Infrequent smaller scale single turbines, of different designs sit well within the crofting pattern, visually linked to existing buildings.		
<b>Potential for Wind Energy Development</b>	<p>Due to the linear narrow, well settled and intimate landscape character of these crofting areas:</p> <p>No scope for:</p> <ul style="list-style-type: none"> <li>Large turbines</li> <li>Medium turbines</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>be &lt;20m</li> <li>sit within the existing crofting pattern and relate well to the scattered settlement</li> <li>be sited and designed to avoid cumulative sequential impacts along routes and encirclement of residential properties.</li> </ul>		

**CT2: Hempriggs to Berriedale**

<b>Area Ref and Name</b>	CT2: Hempriggs to Berriedale
<b>LCT</b>	Coastal Crofts and Small Farms

<b>Description of Landscape Role</b>	<p>Narrow character type comprising a settled and farmed fringe which is largely continuous along the south-east coast of Caithness extending between Wick and southwards beyond Dunbeath. The landscape is contained by the Sweeping Moorland LCT inland to the west which forms an important backdrop. These coastal fringes predominantly support crofting, with strip fields and linear patterns of croft houses forming a pronounced landscape pattern.</p>									
<b>Key Views</b>	<p>Landscape is highly visible being seen from major roads in particular the A99. A key view is East Coast – north (along the A9 north from Newport/Borgue).</p>									
<b>Key Routes</b>	<p>A99 A9 Minor Road - Braemore (Dunbeath)</p>									
<b>Gateways</b>	<p>A9 heading north from Borgue</p>									
<b>Landscape Sensitivity</b>	<p>Character area CT2 (in comparison to the areas of Coastal Crofting further north), incorporates a greater geographical area, some 40km of coastline and a wider spread of area west to east between the uplands and the sea. However in a Caithness context the margin is still relatively narrow and limited in extent. The undulating landform creates a more convoluted western transition with ‘fingers’ of the Coastal Crofting areas, interlocking with elevated spurs of Sweeping Moorland. Each elevated spur partially subdivides the crofting landscape. Driving through this landscape creates a series of ‘rooms’ which are partially contained by each spur acting as an immediate visual horizon. Complex smaller scale distinctive landscape pattern, with scattered settlement. In comparison to the smaller extents of Coastal Crofting further north, field sizes are typically larger and more open in character emphasised by the broad, subtle convex slopes running west to east down to the abrupt coastal edge, and by the loss of stone dykes.</p> <table border="1" data-bbox="488 1285 1422 1532"> <thead> <tr> <th colspan="3" data-bbox="488 1285 1422 1375"> <b>Degree of Landscape Character Sensitivity</b>                      Scale of 1-4; 1 being most susceptible to change                 </th> </tr> <tr> <th data-bbox="488 1375 798 1469"> <b>Large Scale Wind Farms</b> </th> <th data-bbox="798 1375 1107 1469"> <b>Small Individual</b> </th> <th data-bbox="1107 1375 1422 1469"> <b>Access Infrastructure</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="488 1469 798 1532">                     1                 </td> <td data-bbox="798 1469 1107 1532">                     2                 </td> <td data-bbox="1107 1469 1422 1532">                     2                 </td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	1	2	2
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<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>								
1	2	2								
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>● Residents of immediate locality</li> <li>● People at Key Viewpoints</li> <li>● Visitors/tourists including cyclists and walkers</li> <li>● People using Key Routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>● Residents of wider region</li> <li>● Users of other routes</li> </ul> <p><b>Lower</b></p>									

	<ul style="list-style-type: none"> <li>• People engaged on work</li> </ul>
<b>Current Wind Energy Development</b>	<p>Infrequent smaller scale turbines located within narrow area, but typically sit well within undulations of landscape character. The single turbine at Latheronwheel is relatively prominent due to the medium scale of turbine set within the smaller scale crofting landscape, located on the upper elevations close to the Moorland Slopes transition. Buolfriuch and Burn of Whilk wind farms are highly visible due to their large scale, located on the prominent spurs of Moorland which enclose the Coastal crofts landscape. The Beatrice offshore wind farm is consented and will sit around 15 km east of Lybster.</p>
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large turbines</li> <li>• Medium turbines</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>• Small and Micro turbines</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>• be single or in groups up to 3</li> <li>• avoid encirclement of housing or small settlements</li> <li>• avoid causing sequential impacts along main routes</li> <li>• avoid the sensitive coastal edge and more elevated transition into the Sweeping Moorland landscape.</li> </ul>

### CT3: Northeast Caithness

<b>Area Ref and Name</b>	CT3: Northeast Caithness
<b>LCT</b>	Sweeping Moorland and Flows
<b>Description of Landscape Role</b>	<p>This relatively contained area of the much wider LCT occurs across the most north easterly corner of Caithness, extending almost coast to coast and westwards to Burn of Lyth. The flat to gently undulating and smooth landform enables wide expansive views across Caithness and south and west into Caithness and Sutherland. At 60 to 70 m AoD this subtle increase in elevation, relative to the Farmed Lowland setting, provides a relatively more remote and unsettled contrast in character. Extending across and wedged between the apex of the north and east Caithness, the elevated landform provides an important backdrop and contrast in character to the narrow settled coastal seaboard.</p>
<b>Key Views</b>	<p>The open horizontal form of the landscape could allow wide 360 degree panoramas from any number of locations within this area, however the hinterland is relatively inaccessible. The key view is from the A99 at Warth Hill which provides uninterrupted panoramic views north across the Pentland Firth, and Canisbay, and John o'Groats towards Orkney.</p>
<b>Key Routes</b>	<p>A99 cuts across a small section of this LCA at Warth Hill.</p> <p>A836</p>
<b>Gateways</b>	<p>The elevation of viewpoint demarcates the gateway between the north Caithness coast, Pentland Firth and Orkney landscape, and the eastern seaboard of Caithness.</p>

<p><b>Landscape Sensitivity</b></p>	<p>The high landscape and visual sensitivity is derived from the location of this area of Sweeping Moorland in the north east corner of Caithness, and the subtle increase in elevation. The area affords a contrast in character from the small scale settled coastal seaboard to the larger scale, open and simple moorland landscape. It provides an important backdrop and visual horizon in many views along the coast. More strategically this provides some remaining landscape screening and separation from the clusters of wind energy development to the south and west.</p> <table border="1" data-bbox="486 521 1420 763"> <thead> <tr> <th colspan="3" data-bbox="486 521 1420 611"> <b>Degree of Landscape Character Sensitivity</b>                      Scale of 1-4; 1 being most susceptible to change                 </th> </tr> <tr> <th data-bbox="486 611 798 701"> <b>Large Scale Wind Farms</b> </th> <th data-bbox="798 611 1109 701"> <b>Small Individual</b> </th> <th data-bbox="1109 611 1420 701"> <b>Access Infrastructure</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="486 701 798 763">                     2                 </td> <td data-bbox="798 701 1109 763">                     1                 </td> <td data-bbox="1109 701 1420 763">                     3                 </td> </tr> </tbody> </table>	<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>	2	1	3
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<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>								
2	1	3								
<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>● Residents of immediate locality</li> <li>● People at Key Viewpoints</li> <li>● <i>Flow Country and expansive moorlands are important attraction.</i></li> <li>● Visitors/tourists inc cyclists and walkers</li> </ul> <p><i>Additional Sweeping moorland important to the setting of Lone Mountains and hill tops where wide views are possible.</i></p> <ul style="list-style-type: none"> <li>● Residents of wider region</li> </ul> <p><i>LCT important to the distinctive sense of place of Caithness and regional identity.</i></p> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>● People using Key Routes</li> </ul> <p><i>Important to local identity and enable wide views across to Lone Mountains and Coast.</i></p> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>● Users of other routes</li> <li>● People engaged on work</li> </ul>									
<p><b>Current Wind Energy Development</b></p>	<p>Hill of Stroupster wind farm is located wholly within this area inland from Freswick Bay on the eastern seaboard. Situated within a not very extensive area of Sweeping Moorland and Flows, it projects a greater landscape dominance and visual presence. In particular in wider views from Caithness to the south, west and north (Duncansby Head) the wind farm development skylines and has an uneven composition which heightens its prominence. Lochend wind farm is a small group of larger scale turbines located to the very west of CT3. The two developments are partially physically and visually separated by the central elevated moorlands of CT3.</p>									

<b>Potential for Wind Energy Development</b>	<p>Given the current extent of operational development, there are significant constraints to new development both larger and smaller scale, to ensure a proportional relationship between development scale and landscape character and setting is maintained, and avoid significant effects on the adjacent small scale narrow seaboard landscape.</p> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>● Larger scale development</li> </ul> <p>No scope for:</p> <ul style="list-style-type: none"> <li>● Smaller scale development</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>● Consolidate and improve the existing layout of Stroupster</li> <li>● Avoid cumulative effects by ensuring turbine height and proportions are similar to existing turbines</li> </ul>
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#### CT4: Central Caithness

<b>Area Ref and Name</b>	CT4: Central Caithness
<b>LCT</b>	Sweeping Moorland and Flows
<b>Description of Landscape Role</b>	This LCT occurs extensively across Caithness and East Sutherland. The flat to gently undulating and smooth landform enables wide expansive views across Caithness and south and west into Sutherland and forms the setting to the Lone Mountains. On the fringes of the character type and into the transition with the farming land to the north are large scale blocks of forestry.
<b>Key Views</b>	The vast open horizontal form of the landscape allows wide 360 degree panoramas from any number of locations within and beyond this type: within - A9T War Memorial Viewpoint; Ben Freiceadain and Ben Dorrery; beyond – from the summits of Morven and Scaraben and with even just slight elevation from the immediate and wider landscape of Caithness and Sutherland. Views east from more elevated views along the A836 at places like Melvich are wide and expansive, running along the coast and south and east across the open moorland to the landmark hills of Scaraben.
<b>Key Routes</b>	Views from the A9T which crosses the area north to south, and the A836 to the extreme northwest. Views from the train provide uninterrupted views as you pass through this landscape. Further views are from the minor road to Braemore and also to Loch More.
<b>Gateways</b>	Further west there are key ‘gateway’ views as you cross the transition from the open flat moorland/agricultural plain of Caithness, to the more undulating and rugged moorland of Sutherland, which demarcates the boundary of the Study area.

<p><b>Landscape Sensitivity</b></p>	<p>Gently sloping or undulating landform with strong horizontal composition, which whilst expansive and large in scale entails that any vertical features are highly prominent. Simplicity of composition comprising dominant land:sky horizon, which can be interrupted by vertical elements. Long, low and largely interrupted skylines offer extensive views. Lone Mountains punctuate the horizon and are important landmarks to the immediate south such as Scaraben, and further west at a greater distance are Ben Loyal and Ben Hope. There is a strong sense of remoteness and wildness within the core of the Flows and Moorlands as they are largely uninhabited and difficult to access and have an overriding natural character. To the south, large commercial forestry blocks appear as dark bands. Pylon lines punctuate CT4, running parallel to the A9T. The expansion of the substation south of Spittal is visually prominent. To the west the relatively abrupt transition from the more rugged Sutherland landscape character to the open flatter landform of Caithness provides a key gateway and is highly sensitive to windfarm development in the immediate and wider landscape (given wide open views) that would erode the clarity of this transition and interrupt experience of moving from one regional landscape to another.</p> <table border="1" data-bbox="486 808 1422 1055"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>1</td> <td>3</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	3	1	3
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality</li> <li>People at Key Viewpoints <i>Flow Country and expansive moorlands are important attraction.</i></li> <li>Visitors/tourists inc cyclists and walkers  <i>Additional Sweeping Moorland important to the setting of Lone Mountains and hill tops where wide views are possible.</i></li> <li>Residents of wider region,  <i>LCT important to the distinctive sense of place of Caithness and regional identity.</i></li> <li>People using Key Routes  <i>Important to local identity and enable wide views across to Lone Mountains and coast.</i></li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes</li> <li>People engaged on work</li> </ul>												

<b>Current Wind Energy Development</b>	<p>South within the LCA Buolfruch wind farm sits on the elevated moorland transition that forms an upland edge to the east seaboard, which raises its prominence. In the south and east area, existing larger scale developments of Causeymire and Camster are located wholly within the character type, and whilst relatively large in scale, the wide expansive landscape character provides a setting proportional to the scale of development. The turbine height and relatively limited extent of development, entails that they have a relatively simple contained relationship to the much wider landscape. However, further development is consented at this location including Wathegar, Bad a Cheo and Halsary wind farms. Distant views to Baillie Hill (around 25 km) are possible and highlights the prominence of this latter development across a significant part of Caithness. Other developments located on the transition to adjacent character types including Wathegar and Burn of Whilk appear less comfortable as their larger scale starts to dominate over the smaller scale of the adjacent landscape character. In the west of the LCA, whilst a relatively contained development, Baillie Hill is clearly visible and provides a prominent feature in the landscape, seemingly bringing the experience of the more managed Caithness landscape into the more uninhabited Sutherland. To a far lesser extent the turbines at Forss contribute to this cumulative experience of turbines in views along the coast.</p>
<b>Potential for Wind Energy Development</b>	<p>Significant constraints to development include the wild landscape of the Flow Country, which contributes to the visual setting of Lone Mountains LCT to the south and west, and the areas of transition to the adjacent character types.</p> <p>No scope for:</p> <ul style="list-style-type: none"> <li>● extension at Buolfruch Wind Farm, due to the current prominence of the existing wind farm</li> <li>● larger scale development to the west of the LCA where it impinges upon experience of the important landscape transition between Caithness and Sutherland. Even wind energy development within 10 to 15 km could significantly erode this experience.</li> <li>● Smaller turbines</li> </ul> <p>Limited scope for:</p> <ul style="list-style-type: none"> <li>● Larger turbines</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>● concentrate and consolidate with existing development</li> <li>● maintain open, clear and direct views, which allow the appreciation of the wild landscape, in particular from the A9</li> <li>● be designed so that the logical relationship between development scale and landscape character is maintained</li> </ul> <p>Extensions and repowering schemes should:</p> <ul style="list-style-type: none"> <li>● continue the scale, form and proportions of existing and consented development</li> <li>● avoid unnecessary cumulative effects</li> </ul>

## CT5: Dunnet Interior

<b>Area Ref and Name</b>	CT5: Dunnet Interior
<b>LCT</b>	Sweeping Moorland and Flows

<b>Description of Landscape Role</b>	<p>This is a very small area of this character type the extent of which comprises the elevated moorland hinterland of the Dunnet Head peninsula, truncated in extent on three sides by the dramatic High Cliffs LCT. At the relatively high elevations punctuated by the two summits of Dunnet Hill (121m AoD) raising northwards to the high point at Easter Head (127m AoD), situated on the extreme north coast, the area is a pronounced landmark, which is highly prominent from the flatter Farmed Plain and Sweeping Moorland to the south. The prominence of this area is increased by the relative remoteness and uninhabited character of the peninsula. Dunnet Head contributes significantly to local and regional sense of place and is a key tourist destination, in particular to experience the 'northern edge' of mainland Scotland and indeed mainland Britain.</p>									
<b>Key Views</b>	<p>The open elevated landform allows wide 360 degree panoramas from any number of locations within this small area. Iconic views of dramatic sea stacks and cliff faces, with extensive panoramas to the north, Orkney and Pentland Firth, east and west views of the Caithness north coast, and extensive views south inland across to the landmarks hills of Scaraben and Morven. Immediate views to the south are of Sweeping Moorland intersected with lochs.</p>									
<b>Key Routes</b>	<p>B855</p> <p><b>Outwith LCA</b></p> <p>A836</p>									
<b>Gateways</b>	<p>Dunnet Head contributes to the gateway views from the Mainland to Orkney Islands and as a landscape feature forms a distinctive and prominent landmark in many views from the surrounding area.</p>									
<b>Landscape Sensitivity</b>	<p>Key to the high landscape and visual sensitivity of this landscape is the very small extent of Sweeping Moorland character present, the raised elevation and the location projecting out from the north coast.</p> <table border="1" data-bbox="486 1285 1422 1532"> <thead> <tr> <th colspan="3" style="background-color: #c6e0b4;">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #c6e0b4;">Large Scale Wind Farms</th> <th style="background-color: #c6e0b4;">Small Individual</th> <th style="background-color: #c6e0b4;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	1
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>● Residents of immediate locality</li> <li>● People at Key Viewpoints</li> </ul> <p><i>Flow Country and expansive moorlands are important attraction.</i></p> <ul style="list-style-type: none"> <li>● Visitors/tourists inc cyclists and walkers</li> </ul> <p><i>Additional Sweeping moorland important to the setting of Lone Mountains and hill tops where wide views are possible.</i></p> <ul style="list-style-type: none"> <li>● Residents of wider region</li> </ul>									



	<p><i>LCT important to the distinctive sense of place of Caithness and regional identity.</i></p> <ul style="list-style-type: none"> <li>• People using Key Routes</li> </ul> <p><i>Important to local identity and enable wide views across to Lone Mountains and coast.</i></p> <ul style="list-style-type: none"> <li>• Users of other routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>• People engaged on work</li> </ul>
<b>Current Wind Energy Development</b>	There is no existing wind energy development within this area. The existing large single turbine at Ratter Mains situated in the adjacent Farmed Lowland Plains is prominent in views.
<b>Potential for Wind Energy Development</b>	<p>No scope for turbine development.</p> <p>This is due to high sensitivity, prominence of the area and its significant contribution to local and regional character. The LCA is also sensitive to development in those LCAs it shares a border with as well as those in proximity to it.</p>

**CT6: Black Hill Mosses**

<b>Area Ref and Name</b>	CT6: Black Hill Mosses								
<b>LCT</b>	Sweeping Moorland and Flows								
<b>Description of Landscape Role</b>	This is a relatively small area of this landscape character type, situated in the east of Caithness, extending from Wick River northwards to Burn of Lyth, to the west of Wick. The flat to gently undulating and smooth landform enables wide expansive views from the immediate open moorland, across the Farmed Lowland Plain LCT and into adjacent areas of Moorland Flows to the north and south.								
<b>Key Views</b>	Whilst this LCA is small in scale, the open horizontal form of the landscape allows wide 360 degree panoramas from any number of locations within and beyond this type in particular the two minor roads crossing east to west.								
<b>Key Routes</b>	None								
<b>Gateways</b>	None								
<b>Landscape Sensitivity</b>	<p>Whilst this area has a gently undulating landform, with a relatively broad scale and simple character, it is primarily the limited extent of this area that heightens the sensitivity to change. In addition, being located between larger areas of the character types to the north and especially to the south, it provides a continuity of the character across the east of Caithness.</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <th colspan="3"><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <td><b>Large Scale Wind Farms</b></td> <td><b>Small Individual</b></td> <td><b>Access Infrastructure</b></td> </tr> </table>			<b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change			<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>
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<b>Large Scale Wind Farms</b>	<b>Small Individual</b>	<b>Access Infrastructure</b>							

	1	1	2
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at Key Viewpoints</li> <li>Visitors/tourists inc cyclists and walkers</li> <li>Residents of wider region</li> <li>People using Key Routes</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes</li> <li>People engaged on work</li> </ul>		
<b>Current Wind Energy Development</b>	<p>There is currently no wind energy development within this character area. However there are clear views to Stroupster to the north and to the immediate overlapping wind farms of Wathegar and Camster, the extent of which will be increased with the consented extension of Camster, Halsary wind farm and Bad a Cheo. Causeymire is also visible beyond.</p>		
<b>Potential for Wind Energy Development</b>	<p>No scope for turbine development</p> <p>The key sensitivity of this area is the small extent and more strategic location between two adjacent areas of Sweeping Moorland that already contain wind energy development.</p> <p>Even smaller scale development could erode the clarity of separation and setting between existing clusters of larger scale development. As such this area should remain undeveloped.</p>		

## CT7: Sandside Bay, Melvich Bay, Dunnet Bay and Keiss and Ackergill Links

<b>Area Ref and Name</b>	CT7: Sandside Bay, Melvich Bay, Dunnet Bay and Keiss and Ackergill Links
<b>LCT</b>	Sandy Beaches and Dunes
<b>Description of Landscape Role</b>	Sandy beaches are a rarer feature (relative to Sutherland) within Caithness, occurring as small areas contained by rocky bays. Set within the coastline backed by a well settled landscape, they are an important focus for recreation.
<b>Key Views</b>	Sequential views from coastal routes including A836, A99 and scenic views from adjacent coastal cliffs, Noss Head, Ackergill, Brough Head, Warth Hill, Holburn Head.
<b>Key Routes</b>	All component LCAs are accessed off the key coastal main road A836/A99.
<b>Gateways</b>	None

<b>Landscape Sensitivity</b>	<p>Important focus for recreational and high scenic and landscape value. Small areas of this type within Caithness and as such are rare in this context. Whilst set within a well settled wider landscape, the natural qualities of sea, beach and dunes contribute to high qualities of wildness and seclusion.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="background-color: #d9ead3;">Degree of Landscape Character Sensitivity</th> </tr> <tr> <th colspan="3" style="background-color: #d9ead3;">Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th style="background-color: #d9ead3;">Large Scale Wind Farms</th> <th style="background-color: #d9ead3;">Small Individual</th> <th style="background-color: #d9ead3;">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity			Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	1
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality <i>Important part of landscape and visual setting and recreational resources.</i></li> <li>People at Key Viewpoints <i>Many views within and into this character type. Within wider rocky coastal edge, beaches form important features.</i></li> <li>Visitors/tourists inc cyclists and walkers <i>Focus for visitors.</i></li> <li>Residents of wider region,</li> <li>People using Key Routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>Users of other routes</li> <li>People engaged on work</li> </ul>												
<b>Current Wind Energy Development</b>	None within LCA												
<b>Potential for Wind Energy Development</b>	<p>No scope for turbine development</p> <p>Given the relative rarity of this character type in Caithness, the small scales of areas and the recreational and scenic importance, there is considered to be no potential for development. Furthermore the relatively abrupt transition of this character type to those adjacent, should be considered sensitive to change.</p>												

### CT8: Rubha Bhra to Dunbeath

<b>Area Ref and Name</b>	CT8: Rubha Bhra to Dunbeath (Including Red Point; Brims Ness; Spear Head; Dunnet Head; Duncansby Head; and Halberry Head to Dunbeath)
<b>LCT</b>	High Cliffs and Sheltered Bays
<b>Description of Landscape Role</b>	This narrow character type is found in sections along much of north Caithness, which comprise indented intricate rocky headlands with small inlets and Sandy

	Beaches. To the southeast the section from Halberry Head to Dunbeath has a relatively more even coastline of cliffs and small bays.									
<b>Key Views</b>	Open elevated views are offered from a number of locations along this character type. Prominent and exposed headlands are a key draw including Dunnet Head, Duncansby Head, Noss Head, Keiss, Thurso waterfront, and sequential views from the A9, A836 and A99. Views from the Thurso/Orkney Islands and Gills Bay/Orkney Islands ferry routes are also important.									
<b>Key Routes</b>	B855  A popular walk is from Duncansby Head to the stacks.									
<b>Gateways</b>	High Cliffs at Dunnet Head and Duncansby Head demarcate the most northerly points of mainland Scotland, with clear open views to Orkney Islands.									
<b>Landscape Sensitivity</b>	<p>Narrow character type, featuring an intricate coastline of fissured cliffs, ravines, caves and stacks with small covers and narrow inlets regularly interrupting the cliffs. Key focus for scenic views and informal recreation, and imparts a strong sense of place to Caithness with views along the coast, of overlapping headlands. Immediate setting for several settlements. Character type has an elemental character influenced by the proximity of often turbulent seas and heightened by the dramatic rugged character. A strong sense of wildness is particularly associated with more remote stretches.</p> <table border="1" data-bbox="486 1037 1418 1279"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	1
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1	1	1								
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality <i>Setting to settlements and recreational and scenic value</i></li> <li>People at Key Viewpoints <i>Many key static and sequential views along headlands. Open water and rocky cliffs typically a key draw in views.</i></li> <li>Visitors/tourists including cyclists and walkers <i>Focus for recreation and contributes to distinctive sense of place.</i></li> <li>Residents of wider region</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People using Key Routes</li> <li>Users of other routes</li> <li>People engaged on work</li> </ul>									

<b>Current Wind Energy Development</b>	None. However, wind farms such as Forss are located in the adjacent Farmed Basin character type which runs up to and abuts the cliff landscape and forms a prominent feature.
<b>Potential for Wind Energy Development</b>	No scope for turbine development.  This narrow character type has a narrow delineation and high scenic and recreational value. The transition to the adjacent character types, including Farmed Plain and Crofting, and Moorland Slopes is typically abrupt and care should be taken in siting development away from this transition. Wind turbine development will appear disproportionately more prominent when sited in proximity to the Cliff coastline as the dramatic cliff landscapes form a key focus in views.

### CT9: North Caithness

<b>Area Ref and Name</b>	CT9: North Caithness
<b>LCT</b>	Farmed Lowland Plain
<b>Description of Landscape Role</b>	Extensive landscape character type, extending across the north east of Caithness running between Wick to the east, and from Tang Head to Melvich along the north coast. As such this area forms a broad and relatively low-lying plain and basin bounded by the sea and inland by the expansive Sweeping Moorland and Flows. The landscape is predominantly farmed and well settled with a range of field scales relative to local topography. Given the geographical extent of the area there is considerable local variety in the extent to which different characteristics are displayed. Of note between the east and west, the scale of field patterns and types of boundaries, presence of woodland, presence of infrastructure and prominent built development all vary.
<b>Key Views</b>	The broad, low-lying character allows typically wide views within and across this landscape, but few scenic views. High viewpoints exist on the A836 at Melvich and east of Scrabster Hill. Sea views are open and expansive from the north coast between Mey and Melvich.
<b>Key Routes</b>	Sections of the A9, A836 and the A99.  Minor Road - Westerdale to Loch More  Railway - Forsinard to Scotscaider train  <b>Outwith LCA</b>  Orkney ferries from Scrabster & Gills Bay
<b>Gateways</b>	High point at Scrabster Hill on A836 – views to Dunnet Head and distant Orkney Islands.
<b>Landscape Sensitivity</b>	Whilst a broad, low lying landscape character, there are local undulations in topography which contribute to a local diversity of landscape scale and pattern. The widely settled character of farm buildings form small point features and coupled with small woodland copses, and a mosaic of fields provides scale indicators which are sensitive to larger scale development. This sensitivity is reinforced where the historic landscape is more prevalent in stone slab and dyke

	<p>field boundaries. Between Spittal and Thurso, there is a greater prevalence of larger scale infrastructure with numerous pylon lines linking into the existing, extended and new substations at Spittal and South Thurso. Existing prominent buildings include the Forss Business and Energy Park, Dounreay Nuclear Research Facility (currently being decommissioned) and Vulcan Naval Reactor Test Establishment (to be decommissioned); the JGC Engineering Facility (west of Thurso) and some of the larger scale agricultural sheds.</p> <table border="1" data-bbox="488 490 1422 734"> <thead> <tr> <th colspan="3" data-bbox="488 490 1422 580">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th data-bbox="488 580 798 674">Large Scale Wind Farms</th> <th data-bbox="798 580 1107 674">Small Individual</th> <th data-bbox="1107 580 1422 674">Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="488 674 798 734">1</td> <td data-bbox="798 674 1107 734">3</td> <td data-bbox="1107 674 1422 734">2</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	3	2
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<p><b>Sensitive Visual Receptors</b></p>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality</li> </ul> <p><i>Residents are highly sensitive to wind farm development especially where it is more likely to sit within the landscape type in closer proximity. Care should be taken to site development taking cognisance of settlement pattern and local views. Encirclement of small settlement should be avoided.</i></p> <ul style="list-style-type: none"> <li>Residents of wider region</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at Key Viewpoints</li> </ul> <p><i>Most key viewpoints are located outwith the character type and as such will be more distant to any smaller scale development.</i></p> <ul style="list-style-type: none"> <li>Visitors/tourists inc cyclists and walkers</li> </ul> <p><i>Development scale (height and numbers) is chosen to reflect the smaller to medium scale of the agricultural landscape. As such the landscape should be able to accommodate development although sequential cumulative views should be avoided.</i></p> <ul style="list-style-type: none"> <li>Users of other routes</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>People using Key Routes</li> <li>People engaged on work</li> </ul>									
<p><b>Current Wind Energy Development</b></p>	<p>A relatively small number of wind farms exist within this character type, with Forss and extension located adjacent to the coastal edge. The larger scale and more elevated location of Baillie wind farm south of Forss, has a relatively high prominence, extending the experience of turbines across this LCA and into neighbouring Sweeping Moorland, especially to the west. Elsewhere large wind farms sit on the transition within the wider Sweeping Moorland and Flows LCT and are prominent features. A single large turbine near Ham appears disproportionately dominant in the landscape, its scale conflicting with the smaller scale of the surrounding landscape. There is an infrequent number of existing</p>									

	<p>smaller scale turbines, which typically appear as single features associated with farm steadings. Whilst these small turbines comprise a variety of designs, their small scale sits well within the undulating folds of the landscape, reducing their impact.</p>
<b>Potential for Wind Energy Development</b>	<p>Limited scope for:</p> <ul style="list-style-type: none"> <li>● Larger turbines</li> </ul> <p>Some scope for:</p> <ul style="list-style-type: none"> <li>● Medium turbines</li> <li>● Small and Micro turbines</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>● be single or in small groups</li> <li>● be tied into the existing field and settlement pattern</li> <li>● be carefully chosen to ensure their height and numbers reflect the balance of development within the farmed basin such that no one development type dominates</li> <li>● if medium scale, be pulled back from the boundary with Sweeping Moorland LCT to maintain the clarity of the transition and avoid unnecessary cumulative effects</li> <li>● avoid cumulative impacts along routes and around settlements</li> </ul>

## CT10: Strath Halladale

<b>Area Ref and Name</b>	CT10: Strath Halladale
<b>LCT</b>	Straths
<b>Description of Landscape Role</b>	<p>The full extent of Strath Halladale to the northwest is located within the Study Area. Halladale has a narrow linear form enclosed by the Sweeping Moorland on either side. The floor of the Strath is open and contains the sinuous form of the river, which forms a central visual focus. Dominant views are framed along the Strath, contained by the close proximity of the enclosing slopes. The relatively greater width of Strath Halladale accommodates the A897 linking the north and south east Sutherland coasts, with associated long established scattered settlement and change in land use.</p>
<b>Key Views</b>	<p>By its nature views are contained along the Strath. Key views are located at the juxtaposition with the coast, where views open out to the seascape at the mouth of the Strath.</p>
<b>Key Routes</b>	A836
<b>Gateways</b>	None
<b>Landscape Sensitivity</b>	<p>This relatively small character area derives its sensitivity from the distinct narrow linear space (contrasting markedly with the adjacent large swathes of Sweeping Moorland), the experience of enclosure and intimacy, land use pattern and in places settled historic character.</p> <div style="border: 1px solid black; background-color: #d9ead3; padding: 5px; text-align: center; margin-top: 10px;"> <p><b>Degree of Landscape Character Sensitivity</b> Scale of 1-4; 1 being most susceptible to change</p> </div>

	Large Scale Wind Farms	Small Individual	Access Infrastructure
	1	1	1
<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>Residents of immediate locality</li> <li>Visitors/tourists inc cyclists and walkers</li> <li>People using Key Routes</li> </ul> <p><b>Medium</b></p> <ul style="list-style-type: none"> <li>People at Key Viewpoints</li> <li>Residents of wider region</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>Users of other routes</li> <li>People engaged on work</li> </ul>		
<b>Current Wind Energy Development</b>	No larger, or medium scale wind development existing. A limited number of smaller scale single turbines are located in relation to existing dwellings e.g. Kirkton Farm, south of Melvich.		
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>Large turbines</li> <li>Medium turbines</li> </ul> <p>Some limited potential for:</p> <ul style="list-style-type: none"> <li>Small and Micro turbines</li> </ul> <p>Turbines should:</p> <ul style="list-style-type: none"> <li>be &lt;20m</li> <li>be sited within the existing crofting or settled land use pattern</li> <li>relate well to the scattered dwellings</li> <li>avoid conflict with classic framed views and the key visual focus of the river</li> <li>avoid cumulative sequential impacts along routes</li> </ul>		

## CT11: Island of Stroma

<b>Area Ref and Name</b>	CT11: Island of Stroma
<b>LCT</b>	Coastal Islands
<b>Description of Landscape Role</b>	This small scale island of just over 3.5km length north to south, is located 3kms off mainland Scotland immediately north of Huna. It has an overriding low lying



	landform encircled by a rocky indented coastline. Located in close proximity to Caithness it provides a prominent local landmark in views from the mainland and to a lesser extent South Ronaldsay in Orkney. Stroma is not inhabited. Whilst there are existing buildings on Stroma, the island is uninhabited, and owned by one person who uses one house on the island as a base during lambing. Otherwise no one lives there for more than a few weeks in the year.									
<b>Key Views</b>	Extensive panoramic views are afforded from the island of Stroma itself both along and across to the Caithness coast and north to Orkney. However the majority of viewers will see the island as part of the wide open panoramic Pentland Firth seascape. Views from Gills Bay/Orkney Islands ferry routes to Stroma are also important.									
<b>Key Routes</b>	<b>Outwith LCA</b>  Views to Stroma from the A836 mainland coastal route.  Views from Orkney Ferry from Gills Bay									
<b>Gateways</b>	Contributes to the Pentland Firth panoramic gateway views north from the mainland to Orkney.									
<b>Landscape Sensitivity</b>	<p>Small scale and low lying character type. Key focus for scenic views and informal recreation from the Mainland, and imparts a strong sense of place to Caithness with views along the coast, of overlapping headlands. Immediate setting for several settlements. Character type has an elemental character influenced by the proximity of often turbulent seas and heightened by the dramatic rugged character. A strong sense of wildness is particularly associated with more remote stretches.</p> <table border="1" data-bbox="486 1189 1418 1435"> <thead> <tr> <th colspan="3">Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change</th> </tr> <tr> <th>Large Scale Wind Farms</th> <th>Small Individual</th> <th>Access Infrastructure</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	Degree of Landscape Character Sensitivity Scale of 1-4; 1 being most susceptible to change			Large Scale Wind Farms	Small Individual	Access Infrastructure	1	1	1
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<b>Sensitive Visual Receptors</b>	<p><b>Highest Sensitivity</b></p> <ul style="list-style-type: none"> <li>• People at Key Viewpoints <i>Many key static and sequential views along headlands. Open water and rocky cliffs typically a key draw in views.</i></li> <li>• Visitors/tourists inc cyclists and walkers <i>Focus for recreation and contributes to distinctive sense of place.</i></li> <li>• Residents of wider region</li> <li>• People using Key Routes <i>Sequential routes in places run parallel in neighbouring character types, to coastline offering long direct views over cliffs and out to sea.</i></li> </ul> <p><b>Medium</b></p>									

# Onshore Wind Energy Supplementary Guidance: Part 2b Highland Strategic Capacity

	<ul style="list-style-type: none"> <li>• Users of other routes</li> </ul> <p><b>Lower</b></p> <ul style="list-style-type: none"> <li>• Residents of immediate locality</li> <li>• People engaged on work</li> </ul>
<b>Current Wind Energy Development</b>	None
<b>Potential for Wind Energy Development</b>	<p>No scope for:</p> <ul style="list-style-type: none"> <li>• Large or medium turbines</li> <li>• Small turbines that could interrupt views</li> </ul> <p>Some potential limited scope for:</p> <ul style="list-style-type: none"> <li>• Single small or micro scale turbines where they are related to existing dwellings, such that they become part of the built fabric of Stroma and do not impinge on views. However given the uninhabited status of Stroma, it is unlikely that such development would be required.</li> </ul> <p>Care should be taken to avoid wind energy development on mainland Scotland on the coastal seaboard north of the A836 in the immediate vicinity of Stroma, where they could interrupt and obscure views to the Island of Stroma.</p>





**The Highland  
Council  
Comhairle na  
Gàidhealtachd**

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