10. Visual Effects

10.1. Introduction

10.1.1. Visual impact assessment is the systematic identification of the visual receptors (people) most likely to be affected by the Medium-Term Solution (MTS) and the description of the change in their experience as a result of the MTS. Visual receptors typically include residents, users of local roads and other infrastructure, including footpaths, and recreational users within the defined study area. This chapter identifies the existing visual receptors within the identified study area and assesses the impact the MTS is likely to have on these visual receptors. It is supported by:

- Volume 4, Appendix 10.1 Visual Effects Methodology
- Volume 3, Figure 10.1 Viewpoint Locations
- Volume 3, Figure 10.2 Zone of Theoretical Visibility (ZTV)
- Volume 3, Figure 10.3 Viewpoint Photographs and
- Volume 3, Figure 10.4 Photomontages.

10.2. Approach and Methods

10.2.1. The assessment has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) LA 107 - Landscape and visual effects and DMRB LA 104 - Environmental assessment and monitoring and the Landscape Institute and Institute of Environmental Management, Guidelines for Landscape and Visual Impact Assessment 3rd Edition, Routledge (GLVIA3).

10.2.2. The approach and methods have been informed by legislation, policy and guidance. A full list of those that are most relevant to landscape assessment in the study area is contained in Volume 4, Appendix 9.1 Legislation, Policy and Guidance.

10.2.3. Alternative options for the road design were considered in the Jacobs Aecom Report Medium term strategy - Options assessment report - January 2023 - A83 Access to Argyll and Bute | Transport Scotland and alternative design options are addressed in relation to road design in the Access to Argyll and Bute (A83) Medium Term Strategy – Options Assessment Report, January 2023. Further detail on the options assessment can be found in Chapter 3: Alternatives Considered. For the route selected (MTS) a further process of multi-disciplinary integrated design was undertaken utilising constraints mapping tools, and discussion forums comprising of the design and environmental teams. This informed MTS design development which was communicated in the bi-monthly meetings of the A83 Environmental Steering Group (ESG). The potential for impacts to the landscape formed a part of the assessment process undertaken.

Study Area

10.2.4. The study area for the visual assessment extends to 1km as shown in Volume 3, Figure 10.1 Viewpoint Locations. It is informed by the ZTV (Volume 3, Figure 10.2 Zone of Theoretical Visibility) and field study assessment.

10.2.5. Based on the topography and forestry cover, potential visual impacts, if they occur, are not likely to be significant beyond 1km. The extent of this study area was determined by desk studies, including the ZTV. The ZTV is based on a bare earth model and, therefore, indicates a much greater extent of theoretical visibility than is actually the case. The field surveys determined actual visibility which is limited within the study area by the forestry and tree cover. Felling of forestry may open up views of the MTS.

Method of Baseline Collection

10.2.6. The baseline information has been collated from desk study, including consideration of the landscape designations, residential receptors, the Core Paths and way-marked routes network, Listed Buildings, Ordnance Survey (OS) marked viewpoints and ZTV mapping. Site visits confirmed actual visibility, and any other likely visual receptors not identified during the desk study.

10.2.7. The assessment was undertaken by two Chartered Landscape Architects. A site visit was undertaken in February/March 2023 and helped to gain an understanding of the landscape context and to supplement information gathered during the desk study. Site surveys were undertaken in August 2023 and October 2023 in good visibility to reflect seasonal change.

Consultation

10.2.8. Consultation has been undertaken on the MTS development with the A83 Environmental Steering Group (ESG) which comprised, in relation to visual effects, of LLTNPA and Scottish Forestry (SF).

10.2.9. Public consultation was undertaken between 02 June and 28 July 2023 which included four days of public exhibitions in Arrochar and Lochgilphead in June 2023 and the virtual exhibition online. Further consultation was undertaken between 18 March and 10 May 2024 both online and at public exhibitions.

10.2.10. Although the focus during public consultation was primarily on the A83 works (LTS) there was specific information on the (MTS), and these sessions helped identify what the public valued about the visual amenity of the area which is also relevant to the Old Military Road (OMR). The findings are set out in Section 10.3 Baseline.

10.2.11. The LLTNPA and Scottish Forestry (SF) made a number of recommendations as part of their response to the Environmental Impact Assessment (EIA) Screening / Scoping Report, these are summarised in Volume 4, Appendix 6.2 Summary of Scoping Consultation Responses, all of which (in relation to Visual) are addressed within this assessment. However, this document does not include an assessment of the cumulative effect of the MTS and the A83 (LTS) as this has been addressed in the Environmental Impact Assessment (EIA) Report for the Long-Term Solution (LTS) which includes improvements proposed for the OMR (MTS). The assessment concluded that there is a potential for significant adverse effects on the visual receptors as a result of cumulative effects. This has not been repeated here. Further detail can be found in the LTS EIAR Chapter 11: Cumulative Effects. The EIA Report for the MTS therefore sets out the potential effects on the visual receptors for the MTS only.

Assessment Methodology

10.2.12. In accordance with DMRB LA 107, LA 104, and GLVIA3, the assessment has considered the sensitivity of the visual receptors and the magnitude of impact of the MTS on them. This has led to a determination of the significance of effect of the MTS on these receptors. The methodology can be found in Volume 4, Appendix 10.1 Visual Methodology.

10.2.13. The assessment also considers the Special Landscape Qualities (SLQ) of the Loch Lomond and the Trossachs National Park (LLTNP). More detail is provided in Appendix 10.1 Visual Effects Methodology.

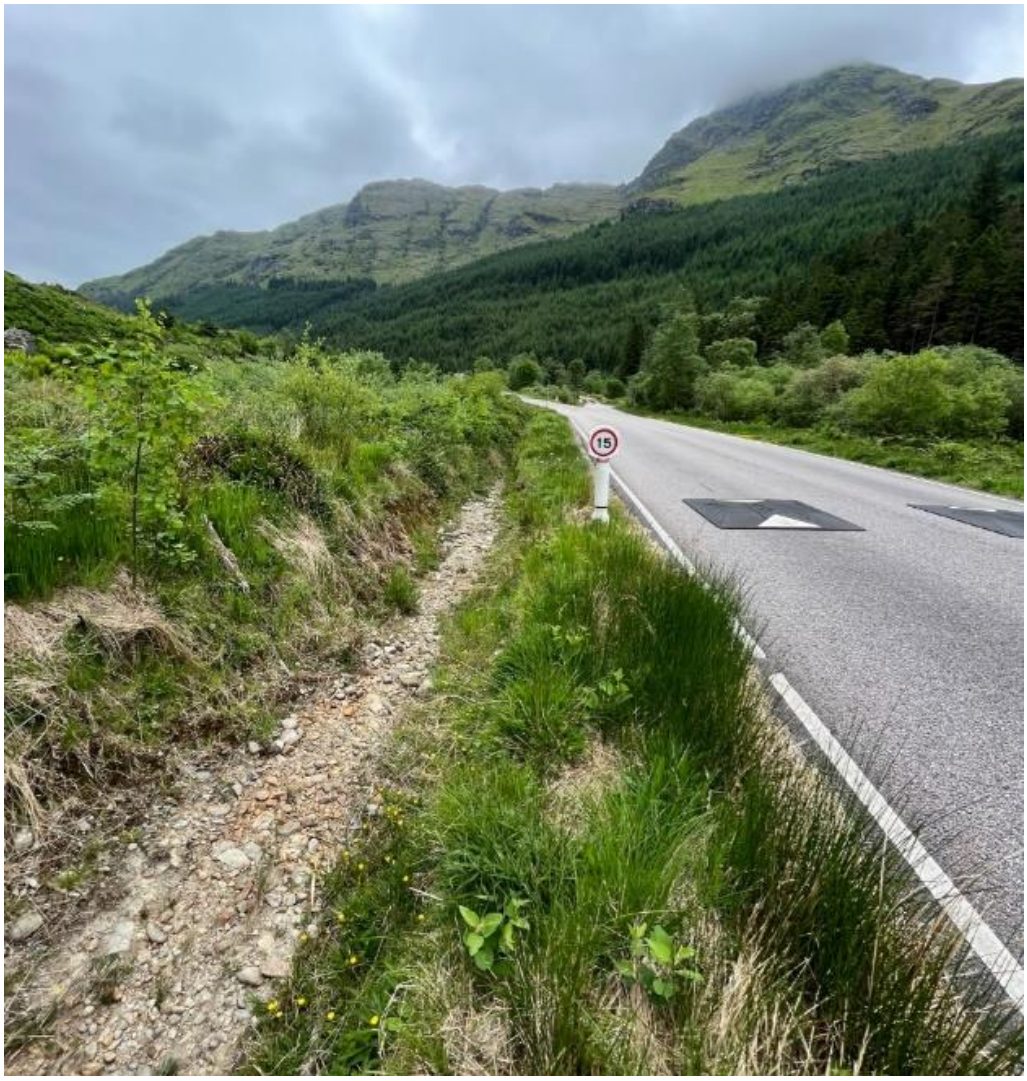
Limitations of the Assessment

10.2.14. The assessment was predominantly undertaken from publicly accessible locations. Where access to private land was required, this was agreed in advance of the assessment.

10.2.15. Where safe access to a viewpoint location was not possible, an alternative viewpoint nearby was selected to ensure that all visual receptors agreed at the Scoping stage were represented. This is the standard approach for visual assessment and is not considered to materially affect the outcome of the assessment undertaken.

10.2.16. The potential impact of signage and speed control measures on the visual receptors will be addressed at the detailed design stage and are not considered here. However, signage and speed control measures are anticipated to be unobtrusive and similar to those already in existence in this area, as shown in Plate 10.1 and potentially some farm signs at the gates at either end of the farm boundary. These would be limited as far as practicable to avoid impact on visual amenity. Road markings are expected to be limited to edge of the carriageway delineation (solid line). Currently, there is no centreline for the existing two-way section, and this approach is expected to be continued for the proposed widening. The installation of deer fencing has not been confirmed and is, therefore, not considered in this assessment.

Plate 10.1 - Existing Signage and Speed Control Measures



10.2.17. The OMR is only used as a diversion route when the A83 Trunk Road is or has the potential to be impacted by a landslide or debris flow event. As such, the duration of its use as a diversion is dependent on a range of factors and cannot be determined accurately.

10.3. Baseline Conditions

Visual Receptors

10.3.1. The MTS and study area lie within the LLTNP. The number of visual receptors within the study area is constrained by the topography and primarily consists of users of the A83 route and the B828 Glenmore, as well as outdoor receptors, including those utilising recreational routes and the Rest and Be Thankful car park. The Rest and Be Thankful car park is an OS Viewpoint and a promoted location to enjoy and experience a highly scenic and famous view. There are only two residential properties in Glen Croe, only one of which is occupied.

10.3.2. The OMR runs in close proximity to the A83 and is an element in the view for many receptors. The mountain peaks are the focus of the view, channelling views along Glen Croe and the OMR, for all visual receptors with Loch Restil being a key feature in views along part of the A83 and on the B828 Glenmore near the Rest and Be Thankful car park.

10.3.3. The NatureScot Commissioned Report 376: The Special Landscape Qualities of the Loch Lomond and The Trossachs National Park | NatureScot states that "*the identification of the special qualities provides a sound baseline for future work on the celebration, promotion and safeguarding of the Loch Lomond and The Trossachs National Park"*. The SLQs considered to be most relevant to the designation within the study area are:

- World-renowned landscape
- Wild and rugged highlands containing pastoral lowland
- Famous through routes
- Easily accessible landscape splendour
- a remote area of high hills and deep glens
- a land of forests and trees
- Arrochar's mountains and distinctive peaks
- the variety of glens and
- the dramatic pass of Rest and Be Thankful.

10.3.4. The SLQs are considered in more detail and in their own right in the assessment tables set out in Section 10.5 below, including their sensitivity which may vary.

Viewpoints

10.3.5. Within the study area, six viewpoints were identified representing a range of visual receptors. Visual receptor sensitivity is given for each of the user types (refer to Volume 4, Appendix 10.1 Visual Methodology). The sensitivity rating is given in Section 10.5, Table 10.1.

10.3.6. GLVIA3 recognises three types of viewpoint:

- Representative: selected to represent the experience of different types of visual receptors, where large numbers of viewpoints cannot all be included individually and where significant effects are unlikely to differ – for example, certain points may be chosen to represent the views of users of particular public footpaths.
- Specific: chosen because they are key and sometimes promoted viewpoints within the landscape, including, for example, specific local visitor attractions, viewpoints in areas of particularly noteworthy visual and/or recreational amenity such as landscapes with statutory landscape designations, or viewpoints with particular cultural landscape associations.
- Illustrative: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations.

10.3.7. The frequency, range and duration of the view may vary. Often, the selected viewpoints represent more than one type of receptor. These elements will differ depending on whether the receptor is stationary or in motion, for example.

10.3.8. The six viewpoints (refer to Volume 3, Figure 10.1 Viewpoint Locations) were also considered to be representative of the SLQs of the LLTNP. New guidance set out in Volume 4, Appendix 10.1 Visual Methodology has been followed, and the SLQs considered for visual receptors including sequential views from the OMR.

Public Perception of Landscape Value

10.3.9. The DMRB LA 107 standard requires that the public perception of landscape value is considered in the landscape assessment. Following the consultation set out in Section 10.2.8 Approach and Methods: Consultation, a total of 21 respondents commented on what they considered valuable in the landscape. Whilst the focus was on the changes to the A83, some responses highlighted what was considered important in Glen Croe more generally.

10.3.10. During the 2023 consultation, two responders stated that the 'gateway' experience to Argyll and Bute was of importance.

10.3.11. Three stated trees/native trees were important, and one respondent mentioned prevention of light pollution as being important.

10.3.12. The assessment uses mitigation measures (Volume 3, Chapter 9 Landscape, Table 9.2) to prevent unnecessary felling of trees. No permanent lighting is proposed for the OMR.

Future Baseline

10.3.13. In the absence of the MTS, there would be ongoing interventions on the slopes and traffic management interventions on the A83 including diversions to the OMR as there is at present.

10.4. Embedded Mitigation

10.4.1. There are two types of mitigation – essential and embedded. Essential mitigation will include planting and seeding. The MTS has been developed through an iterative design process involving both engineering and environmental specialists. Embedded mitigation LV-Embed 1 as it relates to visual impact therefore, focuses on matching the colour of the HESCO barrier extension, with the colour the existing HESCO barrier as far as possible and the seeding of the new bund to better integrate to the landscape whilst still allowing provision for occasional maintenance vehicles.

10.5. Potential Impacts

Construction Impacts

10.5.1. During the temporary construction period, changes to views would occur due to:

- removal of vegetation to facilitate works resulting in bare earth due to the removal of vegetation and earthworks
- changes in landform due to earthworks, including temporary soil storage areas
- vehicle activity due to excavation, earthmoving and construction
- extension to the HESCO barrier and addition of a new bund
- widening of select extents of the OMR and selected bends
- widening of the bridge and culvert upgrades
- localised areas of stabilisation measures
- site compound areas, storage of materials and lighting to facilitate work during hours of darkness and
- traffic management systems.

Operational Impacts

10.5.2. Potential impacts for the MTS are described during operation in the Winter of Year 1 (WY1) and the Summer of Year 15 (SY15). The visual effects associated with the MTS include (but are not limited to):

- changes to views or visual amenity as a result of the addition of new man-made elements
- changes to views or visual amenity as a result of additional new permanent engineering safety measures (rock debris fall fences and bunds)
- changes to views or visual amenity due to removal of landscape elements and/or features and
- changes to people's perception of the SLQs as a result of the MTS

10.5.3. Effects on visual receptors and the SLQs experienced by them during construction and operation are set out in Table 10.1 - Visual Effects and supported by Volume 3, Chapter 10 Visual Effects, Figure 10.4 Photomontages.

Table 10.1 - Visual Effects

Visual Receptor, Sensitivity, Description, Magnitude of Impact	Construction Effect (temporary)	Significance of Effect WY1	Significance of Effect SY15
Viewpoint 1 OMR (representative of users of the OMR) Sensitivity: High due to the historic and cultural value of the OMR within the LLTNP. The existing view is along the OMR with dry stone walls in the foreground, and the existing HESCO barrier and the Croe Water in near to mid-distance views. Glen Croe farmhouse is a feature in the mid-distance. The A83 traffic is visible to the west and to the east the conifer plantation. The horizon comprises of the hills. Magnitude: Traffic management would be in place during construction of the A83 (LTS) or during periods where the A83 is closed due to landslip. Construction activity would be in close proximity along the OMR. The magnitude of impact is major due to the change in experience of the view and distance of the works from the visual receptor. During operation, the magnitude would reduce to moderate.	Very large adverse	Moderate adverse	Moderate adverse
Viewpoint 2 Forestry Path (representative of walkers on the path). Sensitivity: High due to being in the LLTMP and representing people whose recreation is focussed on the view. The existing view is elevated with the Croe Water, the OMR and the A83 all visible elements. Conifer forestry is evident in the foreground and the lower slopes along the glen. The HESCO barrier is noticeable in the mid-distance. The focus of the view is the surrounding hills. Magnitude: Construction activity would be visible from the forest path in the mid-distance and from the OMR in the foreground. The formation of the extension to the HESCO barrier and the bund to the south of the existing HESCO barrier would be clearly visible. However, the construction activity would be experienced in the context of the existing ongoing interventions on the OMR and A83. The impact magnitude is predicted to be moderate for a temporary period due to the distance and focus of the view. During operation, the new bunds would be perceptible but not alter the balance of the view. The impact magnitude is predicted to be minor.	Moderate adverse	Slight adverse	Slight adverse

Visual Receptor, Sensitivity, Description, Magnitude of Impact	Construction Effect (temporary)	Significance of Effect WY1	Significance of Effect SY15
Viewpoint 3 B828 (representative of users of the B828 Glenmore). Sensitivity: High due to the high value of being in the LLTNP and representing road travellers with an awareness of the view. The existing view towards the MTS is of a 'plateau' in the foreground with a few communications masts. There are views along Glen Croe with the OMR and HESCO barrier being noticeable elements. The A83 is a more noticeable element, and traffic movement is perceptible. The focus of the view is Beinn Luibhean and Ben Arthur (The Cobbler). Magnitude: Construction activity would be clearly visible, with the addition of the works to form the HESCO barrier extension being evident. The impact magnitude is predicted to be moderate for a temporary period. During operation, the new HESCO barrier extension would be evident in the mid-distance of the view. The focus of the distance view would not change. The impact magnitude is predicted to be minor.	Moderate adverse	Slight adverse	Slight adverse
Viewpoint 4 Rest and Be Thankful Car Park (representative of users of the car park and the Listed Stone, OS Viewpoint, included in the LLTNP '11 views to take your breath away'. Sensitivity: Very high due to the high value of being in the LLTNP and representing people whose recreation is focused on the view. The existing view south along Glen Croe includes the OMR and Glen Croe Farmhouse in the foreground. The Croe Water and the OMR are elements on the glen floor, with the A83 being a more noticeable element on the north side of the glen. Conifer forestry plantation makes up much of the southern side slopes. The views are channelled along Glen Croe with Beinn Luibhean, Ben Arthur (The Cobbler) and The Brack providing the context and spectacular backdrop. Magnitude: Construction activity would be at lower elevation in mid-distance views. The impact magnitude is predicted to be moderate for a temporary period. During operation, the change to the mid-distance view would include the HESCO barrier extension and localised widening of selected bends. The impact magnitude is predicted to be minor.	Large adverse	Moderate adverse	Moderate adverse

Visual Receptor, Sensitivity, Description, Magnitude of Impact	Construction Effect (temporary)	Significance of Effect WY1	Significance of Effect SY15
Viewpoint 5 Beinn an Lochain (walkers on waymarked trail). Sensitivity: Very high due to the high value through being in the LLTNP and representing people whose recreation is focused on the view. The existing view is an elevated panorama. Below are Loch Restil and Glen Croe. The A83 and B828 Glenmore are both readily perceptible. The OMR and Croe Water are also perceptible. Existing engineering solutions on the A83 and OMR are not easy to distinguish from this distance and elevation. Glen Croe Farm is perceptible due in the main to its white render. The focus of the view is undoubtedly the array of the 'Arrochar Alps', which extend to the horizon to include Ben Lomond and beyond as far as the eye can see. Magnitude: Construction activity would be noticeable, but at this elevation would not detract from the focus of the view. The impact magnitude is predicted to be minor for a temporary period due to the scale of the works as perceived at that distance and elevation. During operation the changes would be barely perceptible in the view. The focus of the view would not change. Mitigation would not really be perceptible at this distance. The impact magnitude is predicted to be negligible.	Moderate adverse	Slight adverse	Slight adverse
Viewpoint 6 Ben Donich (walkers on the trail within LLTNP). Sensitivity: Very high due to the high value through being in the LLTNP and representing people whose recreation is focused on the view. The existing view point is elevated, opening out above the forestry tree line. The land drops away in the foreground to Glen Croe below. Glen Croe Farmhouse is noticeable in the view with its white render. The OMR, A83 and B828 Glenmore are all elements, with Loch Restil a feature in the mid-distance. Beinn Luibhean and Beinn An Lochain comprise the near horizon, with The Cobbler (Ben Arthur) and other hills beyond making up the distant horizon and the focus of the view. Magnitude: Construction activity would be perceptible, though, at a lower elevation. The impact magnitude is predicted to be moderate for a temporary period. During operation, the new elements, including the extension to the HESCO barrier, would be noticeable. The impact magnitude is predicted to be minor.	Large adverse	Moderate adverse	Moderate adverse

Visual Receptor, Sensitivity, Description, Magnitude of Impact	Construction Effect (temporary)	Significance of Effect WY1	Significance of Effect SY15
SLQs of the LLTNP (Famous through routes) Sensitivity: Very high. Magnitude: During construction the experience of famous through routes SLQ would be moderate. During operation the experience of the *famous through routes* SLQ would be negligible due to the extent of the famous through route in relation to the scale of the interventions which are similar to the baseline engineering solutions (i.e. the HESCO barrier). The viewpoints most associated with famous through routes are VP1 OMR and VP4 Rest and Be Thankful car park.	Large adverse	Slight adverse	Slight adverse
SLQs of the LLTNP (listed below) Sensitivity: Very high. Magnitude: During construction, changes would include localised widening and the introduction of additional man-made elements (HESCO barrier extension, bund to the south of the existing HESCO barrier and upgrades to culverts). The OMR would be accessible by convoy during the works for users and the route would be experienced, as it is now, from elevated locations (as represented by the Viewpoints). There would be sequential views from the A83. The magnitude is negligible as the construction activity would be in the context of existing activity and traffic diversions, and the focus on the SLQs would not be compromised. During operation the changes would be seen in the context of the existing HESCO barrier and engineering solutions and would be barely perceptible. The focus of the view would not be compromised. The magnitude of effect is no change. The viewpoints where The SLQs are most likely to be experienced are all of the six viewpoints. This applies to the following SLQs: • World-renowned landscape; • Wild and rugged highlands containing pastoral lowland; • Easily accessible landscape splendour; • a remote area of high hills and deep glens; • a land of forests and trees; • Arrochar's mountains and distinctive peaks; • the variety of glens; and • the dramatic pass of Rest and Be Thankful.	Slight adverse	Neutral	Neutral

10.6. Mitigation

10.6.1. Mitigation falls into four categories -avoidance, prevention, reduction and off-setting. Mitigation proposals have been developed in accordance with Transport Scotland's Fitting Landscapes: Securing more Sustainable Landscape (2014) and the SLQs of the LLTNP. Embedded mitigation Is set out in Section 10.4.

10.6.1. Standard construction phase mitigation measures are covered in Table 9-2 of Chapter 9: Landscape and are not repeated here. Mitigation is shown in Volume 3, Figure 9.3 Landscape and Ecological Mitigation.

10.7. Residual Effects

Residual Effects – Construction

10.7.1. Effects remaining after mitigation is in place are termed residual effects. Three receptor groups have been identified as having a potential significant residual effect (moderate adverse) upon them during the construction period as set out in Table 10.2 - Residual Effects Construction. These are receptors at VP2 Forestry path; VP4 Rest and Be Thankful car park; VP6 Ben Donich. The SLQs famous through routes would also be affected by construction.

Table 10.2 - Residual Effects Construction

Reference	Pre-Mitigation Effect Magnitude	Pre-Mitigation Effect Significance	Mitigation Measures	Post-Mitigation Effect Magnitude	Post-Mitigation Effect Significance
VP1 OMR	Major	Very large adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the major impact band criteria.	Major	Very large adverse
VP2 Forestry Path	Moderate (Forestry Path)	Moderate adverse	LV1, LV-4 and LV-6 would help avoid and reduce impact though remain within the major impact band criteria.	Moderate (Forestry Path)	Moderate adverse
VP3 B828	Moderate	Moderate adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the minor impact band criteria.	Moderate	Moderate adverse
VP4 Rest and Be Thankful	Moderate	Large adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the minor impact band criteria.	Moderate	Large adverse
VP5 Beinn an Lochain	Minor	Moderate adverse	LV1 and LV4 will avoid and reduce impact though remain within the negligible impact band criteria.	Minor	Moderate adverse
VP6 Ben Donich	Moderate	Large adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the minor impact band criteria.	Moderate	Large adverse
SLQs *famous through routes*	Moderate	Large adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the moderate impact band criteria.	Moderate	Large adverse

Reference	Pre-Mitigation Effect Magnitude	Pre-Mitigation Effect Significance	Mitigation Measures	Post-Mitigation Effect Magnitude	Post-Mitigation Effect Significance
SLQ *World renowned landscape* *Wild and rugged highlands containing pastoral lowland* *Easily accessible landscape splendour* *a remote area of high hills and deep glens* *a land of forests and trees* *Arrochar's mountains and distinctive peaks* *the variety of glens and* *the dramatic pass of Rest and Be Thankful.*	Negligible	Slight adverse	LV1-7 will help avoid, prevent or reduce impact though remain within the negligible impact band criteria.	Negligible	Slight adverse

Residual Effects – Operation

10.7.2. During operation, no visual receptors or SLQs have been identified as having likely residual effects. This is set out in Table 10.3 - Residual Effects Operation.

Table 10.3 - Residual Effects Operation

Reference	Pre-Mitigation Effect Magnitude	Pre-Mitigation Effect Significance	Mitigation Measures	Post-Mitigation Effect Magnitude	Post-Mitigation Effect Significance
VP1 OMR	Moderate	WY1: Moderate adverse SY15: Moderate adverse	LV8-11 will help reduce impact though remain within the minor impact band criteria.	Moderate	WY1: Moderate adverse SY15: Moderate adverse
VP2 Forestry Path	Minor	WY1: Slight adverse SY15: Slight adverse	LV8-11 will help reduce impact though remain within the minor impact band criteria.	Minor	WY1: Slight adverse SY15: Slight adverse
VP3 B828	Minor	WY1: Slight adverse SY15: Slight adverse	LV8-11 will help reduce impact though remain within the negligible impact band criteria.	Minor	WY1: Slight adverse SY15: Slight adverse
VP4 Rest and Be Thankful	Minor	WY1: Moderate adverse SY15: Moderate adverse	LV8-11 will help reduce impact though remain within the minor impact band criteria.	Minor	WY1: Moderate adverse SY15: Moderate adverse
VP5 Beinn an Lochain	Negligible	WY1: Slight adverse SY15: Slight adverse	LV8-11	Negligible	WY1: Slight adverse SY15: Slight adverse
VP6 Ben Donich	Minor	WY1: Moderate adverse SY15: Moderate adverse	LV8-11 will help reduce impact though remain within the minor impact band criteria.	Minor	WY1: Moderate adverse SY15: Moderate adverse
SLQs *famous through routes*	Negligible	WY1: Slight adverse SY15: Slight adverse	LV8-11 will help reduce impact though remain within the minor impact band criteria.	Negligible	WY1: Slight adverse SY15: Slight adverse

Reference	Pre-Mitigation Effect Magnitude	Pre-Mitigation Effect Significance	Mitigation Measures	Post-Mitigation Effect Magnitude	Post-Mitigation Effect Significance
SLQ *World renowned landscape* *Wild and rugged highlands containing pastoral lowland* *Easily accessible landscape splendour* *a remote area of high hills and deep glens* *a land of forests and trees* *Arrochar's mountains and distinctive peaks* *the variety of glens and* *the dramatic pass of Rest and Be Thankful.*	No change	WY1: Neutral SY15: Neutral	LV8-11	No change	WY1: Neutral SY15: Neutral

Compliance with Planning Policy

10.7.3. Effects on legislation, plans, policies and guidance related to visual impact (as set out in full Appendix 9.1) have been considered. National Planning Framework 4 (NPF4) 2023 (NPF4) concerns the objectives and integrity of the National Park as well as any significant effects on the SLQs. There are residual effects related to the SLQs and to views from the OMR and Forestry Path.

10.7.4. The UK Forestry Strategy 4th and 5th editions (UK Forestry Standard (UKFS) 4th Edition, 2017and UKFS 5th Edition, 2024) are concerned with proposed forestry creation or forest clearance. Neither apply as a result of the MTS. There is some felling to facilitate the MTS. As required, the visual impact resulting from this has been assessed.

10.7.5. The MTS is compliant with the LLTNP Local Development Plan 2017-2021 Policy 2. It complies with Policy 2 in terms of protecting important views and the landscape character of the wider study area. Natural Environment Policy 1 concerns the SLQs as well as woodland and trees and their management. The SLQs have been assessed for any likely significant effect upon them as a result of the MTS. There are residual effects associated with the SLQs. Therefore, the MTS does not fully comply with Natural Environment Policy 1.

10.7.6. The conclusion of the landscape assessment as a result of the construction and operation of the Proposed Scheme is complaint with the relevant policies identified in Volume 4, Appendix 9.1 Landscape Legislation, Policy and Guidance with the exception of Natural Environmental Policy 1 in the LLTNP Local Development Plan 2017-2021.

10.7.7. Mitigation, and monitoring if applicable, is set out in Chapter 12: Schedule of Environmental Commitments. Monitoring will be undertaken by an Environmental Clerk of Works.