

Breackerie Wind Farm

Environmental Impact Assessment Report Volume I Chapter 6: Landscape & Visual Impact Assessment

October 2023

6 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Introduction

- 6.1 This chapter assesses the landscape and visual effects of the proposed development. It should be read with reference to the Project Description in Chapter 3, Volume 1. All additional material relating to this chapter can be found in Volumes 2, 3 and 4 which includes the figures, visualisations and appendices respectively.
- 6.2 Landscape and Visual Impact Assessment (LVIA) is one of the key components of the EIA for wind farms due to the introduction of tall elements into the landscape. The proposed development has been considered against the requirements of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. In addition, reliance has been placed on relevant planning policy as discussed in Chapter 5, noting the adoption of the National Planning Framework 4 (NPF4) in February 2023.
- 6.3 The LVIA and cumulative assessment (CLVIA) reported in this chapter has been produced by chartered landscape architects at WSP. The objective of this assessment has been to determine the landscape and visual effects of the proposed development on the existing landscape resource and visual amenity. The following landscape and visual receptors have been assessed:
- Landscape character, key characteristics, and elements;
 - Designated landscapes, including Local Landscape Areas (LLA) (which will replace Areas of Panoramic Quality); and
 - Views and visual amenity experienced by residents, tourists, visitors, recreational and transport users.
- 6.4 The Site is located approximately 8km south-west of Campbeltown within the *Mull of Kintyre Upland Forest Moor Mosaic* landscape character type (LCT) as classified in the Argyll and Bute Landscape Wind Energy Capacity Study, August 2017 (ABLWECS).
- 6.5 In summary, the proposed development comprises up to 13 wind turbines up to a maximum height of 200m to blade tip and associated infrastructure, including aviation warning lighting. Infrastructure associated with the proposed development includes one site entrance (via the minor Dalsmirren road from the B842 before Killellan), internal access tracks and hardstanding areas, crane pads, the development of up to four on-site existing borrow pits, one temporary construction compound and an energy storage compound, and grid connection infrastructure (including one on-site substation and underground cables linking the turbines to the substation).
- 6.6 The assessment process has encompassed time limited periods for the construction, operation, and decommissioning of the proposed development, the latter of which entails the reversal of most of the landscape and visual effects. Although the operation period of the proposed development is for the duration of 35 years (described in the

assessment as 'long-term' and reversible) it has been assessed in the same manner as permanent development.

Chapter Structure

- 6.7 The chapter is supported by a number of Technical Appendices within Volume 3: Technical Appendices, comprising:
- Appendix 6.1: LVIA Methodology and Glossary;
 - Appendix 6.2: Viewpoint Analysis;
 - Appendix 6.3: Residential Visual Amenity Assessment (RVAA);
 - Appendix 6.4: Night-time Assessment; and
 - Appendix 6.5: Additional Wirelines scoped out through consultation.
- 6.8 Figures illustrating this chapter are contained within Volume 2 and include plans and visualisations of the proposed development the latter of which are presented in accordance with the NatureScot guidance¹. Further figures illustrating plans and visualisations in support of the RVAA, Night-time Assessment and Appendix 6.5: Additional Wirelines are also contained in Volume 2.
- 6.9 Other key relevant chapters include Chapter 3: Project Description, Chapter 4: Design Evolution, Chapter 5: Renewable Energy and Planning Policy, Chapter 7: Socio-Economics and Tourism, Chapter 11: Cultural Heritage and Chapter 14: Forestry.

Variations and Micro-siting

- 6.10 Post consent, the location of the proposed 13 turbines would be subject to micro-siting of up to +/-100m. Viewpoint analysis confirms that a horizontal micro-siting allowance of up to +/-100m is unlikely to significantly alter the ZTV pattern or change the overall results of the LVIA with the exception of the outer turbines, particularly those closest to the individual residential properties. Any horizontal micro-siting allowance of up to +/-100m remains subject to the existing site constraints which in practice would notably limit this movement within the site area.
- 6.11 Variations to the turbine dimensions, within the overall maximum blade tip heights, could affect the overall appearance and proportion of the turbines and each option would need to be considered on a case-by-case basis. Although unlikely, increases to the turbine hub height (smaller rotor diameter) within the overall blade tip height and micro-siting may however alter the number of aviation warning lights that are visible from some locations and consequently alter the night-time assessment.

Landscape Planning Policy and Guidance

- 6.12 The LVIA has taken account of national and local planning requirements in relation to wind farm development, as described in Chapter 5: Renewable Energy and Planning Policy, and the Planning Statement which accompanies this Section 36 Application. This includes NPF4, the Argyll and Bute LDP, 2015, and Argyll and Bute Proposed LDP2,

¹ Scottish Natural Heritage (2017). Visual Representation of Wind Farms: Good Practice Guidance, Version 2.2

2019 in relation to renewable energy development. Further information on strategic landscape planning guidance from NS / SNH and Argyll and Bute Council (ABC) is provided here.

National Planning Framework 4

- 6.13 NPF4 was adopted by the Scottish Ministers on 13th February 2023, following approval by the Scottish Parliament in January 2023. This replaces NPF 3 and Scottish Planning Policy (SPP). NPF4 now forms part of the statutory development plan for any area in Scotland.
- 6.14 NPF4 Annex B sets out statements of need for national development and provides that onshore electricity generation from renewables exceeding 50 megawatts capacity is strategically important, accordingly classifying it as a national development (category 3: Strategic Renewable Electricity Generation and Transmission Infrastructure). Inclusion as a national development establishes the general need for renewable projects of strategic scale across Scotland.
- 6.15 NPF4 supports development which helps to meet Scotland's greenhouse gas emissions targets and states *"The global climate emergency and the nature crisis have formed the foundations for the spatial strategy as a whole. The regional priorities share opportunities and challenges for reducing emissions and adapting to the long-term impacts of climate change, in a way which protects and enhances our natural environment (page 8)."*
- 6.16 Relevant landscape policies in NPF4 include:
- Policy 1 Tackling the Climate and Nature crisis;
 - Policy 2 Climate mitigation and adaptation;
 - Policy 4 Natural places;
 - Policy 5 Soils;
 - Policy 6 Forestry, woodland and trees;
 - Policy 11 Energy;
 - Policy 14 Design, quality and place;
 - Policy 18 Infrastructure first; and
 - Policy 29 Rural development.
- 6.17 The Argyll and Bute Local Development Plan (LDP) 2015 and associated statutory Supplementary Guidance (SG) form part of the statutory development plan. The LDP contains the relevant local planning policies that any development would be assessed against. The relevant key policies for landscape are:
- Policy LDP DM1– Development within the Development Management Zones;
 - Policy LDP 3 – Supporting the Protection, Conservation and Enhancement of our Environment;
 - Policy LDP 6 – Supporting the Sustainable Growth of Renewables;

- Policy LDP 9 – Development Setting, Layout and Design;
- Policy LDP 10 – Maximising our Resources and Reducing Our Consumption; and
- Policy LDP 11 – Improving our Connectivity and Infrastructure.

Argyll and Bute Local Development Plan Supplementary Guidance, 2016

- 6.18 The Argyll and Bute LDP Supplementary Guidance was adopted in March 2016 and outlines guidance on the protection of the varied landscapes in Argyll and Bute (SG LDP ENV 14 – Landscape) as well as guidance on the protection of landscape designations such as Areas of Panoramic Quality (SG LDP ENV 13 - Development Impact on Areas of Panoramic Quality (APQs), National Scenic Areas (SG LDP ENV 12 – Development Impact on National Scenic Areas (NSAs) and Wild Land Areas (SG LDP ENV9 – Development Impact on Areas of Wild Land).

Argyll and Bute Wind Energy Landscape Capacity Study

- 6.19 The Argyll and Bute LDP states that as the ABLWECS is a "... *technical study it does not form part of the spatial framework for wind farms, it does however provide information on the sensitivity of the various landscape character areas in Argyll and Bute to accommodate ... different typologies of wind turbines* " (p.89). Importantly, the ABLWECS notes, in the executive summary, that it is a strategic assessment and the judgements on sensitivity represent a 'rounding up' or averaging across broad character types and areas, where considerable variation can otherwise occur. In contrast, this assessment is specific to the proposed development and its location.
- 6.20 NatureScot have revised their advice on landscape sensitivity studies for wind farm developments, moving away from 'capacity studies' that attempt to define how much generic development can be located within a particular landscape and favouring sensitivity studies (Landscape Sensitivity Assessment Guidance, April 2022).
- 6.21 Therefore, in reading the ABLWECS a number of caveats should be noted as follows:
- The ABLWECS is not an up-to-date document. The closest consented Tangy IV Repowering (16 turbines up to 149.9m to blade tip), and other consented wind farms on Kintyre at Airigh Wind Farm (14 turbines up to 149.5m to blade tip), Clachaig Glen (14 turbines up to 126.5m to blade tip), Eascairt (13 turbines up to 100m to blade tip), High Constellation (10 turbines up to 149.5m to blade tip) and are not included in the baseline. In addition, several wind farms noted as consented in the ABLWECS including Auchadaduie, A'Chruach Extension, Blary Hill and Beinn an Tuirc 3 are now existing wind farms;
 - The ABLWECS should not replace the need for individual landscape and visual impact assessments and/or Environmental Impact Assessments for individual wind energy developments, which provide detailed and specific assessment of the likely landscape, visual and cumulative effects; and
 - The ABLWECS is a broad assessment, and the judgements on sensitivity represent a 'rounding up' or upper level of sensitivity applied across whole LCTs, within which considerable variation can occur.

- 6.22 The landscape and visual sensitivity criteria in the ABLWECS are applied to each LCT to produce a sensitivity rating which is applied to a range of five wind turbine types based on height alone. The proposed development would be considered as a 'Very Large' turbine type (>130m to blade tip).
- 6.23 The proposed development (all 13 turbines) would be located within the *Mull of Kintyre Upland Forest Moor Mosaic* (6c) LCT, as identified in the ABLWECS. The ABLWECS does not identify a sensitivity to the Very Large turbine typology (>130m). A High sensitivity to Large turbines is, however, ascribed to the *Mull of Kintyre Upland Forest Moor Mosaic* LCT within the ABLWECS which goes on to state that there is “no scope” to accommodate Large turbines (80-130m). This is due to the “*likely effect on the highly sensitive coast and the smaller scale settled landscapes*” (p.59) of neighbouring LCTs. It also notes that large scale wind farms could “*incur significant cumulative effects with operational and consented wind farm developments in the Kintyre peninsula north of Campbeltown appreciated sequentially from the A83 and in views from Arran*” (p.59).
- 6.24 Particular areas of sensitivity identified within the *Mull of Kintyre Upland Forest Moor Mosaic* (6c) LCT as described in the ABLWECS include:
- Potential cumulative effects on views from Arran;
 - Potential effects on the perception of the Mull of Kintyre as having a character distinct from the spine of the Kintyre peninsula. Wind farm development could be perceived as making it appear the same as the northern length of Kintyre, diminishing its rugged character and strong identity; and
 - Cumulative effects with other wind farms located on the southern part of the nearby Upland Forest Moor Mosaic LCT, potentially affecting more settled hill fringes and the Bay Farmland LCT.
- 6.25 These sensitivities are considered further in this assessment.

Argyll and Bute Proposed Local Development Plan 2

- 6.26 The ABC Proposed LDP2 (2019) received the Report of Examination on the 13th June 2023 from the Scottish Government's Planning and Environmental Appeals Division (DPEA). ABC is currently analysing the Report of Examination and will prepare an Adoption Plan and associated documentation for publication in due course. The LDP is expected to be adopted in 2024.
- 6.27 Given the advanced nature of LDP2, its policies, as they relate to landscape and visual matters, the following LDP2 policies from a landscape and visual perspective are noted as follows:
- Policy 02 – Outwith Settlement;
 - Policy 06 – Green Infrastructure
 - Policy 20 - Gardens and Designed Landscapes;
 - Policy 30 - The Sustainable Growth of Renewables;
 - Policy 70 - Development Impact on National Scenic Areas (NSA's);
 - Policy 71 – Development Impact on Local Landscape Areas (LLA);

- Policy 72 – Development Impact on Areas of Wild Land; and
- Policy 77 – Forestry, Woodland and Trees.

6.28 LLAs replace ABC's previously designated Areas of Panoramic Quality (APQ), however, it is only a change in name from APQ to LLA and the boundaries of the designation remain the same. As LDP2 is due to be adopted in 2024, this LVIA has used the term LLA rather than APQ.

Consultation

6.29 As part of the scoping exercise, a consultation exercise was undertaken to inform the scope of any design and assessment work required as part of this EIA. Consultation relevant to the LVIA assessment was undertaken with ABC and NS who commented on aspects of methodology, sources of information, scope of assessment and cumulative development. Post-scoping consultation was undertaken via a Technical Note issued to ABC and NS on 2 August 2022 to further agree the LVIA viewpoints and several aspects of the assessment, which was agreed through subsequent email correspondence. A summary of these consultation responses is provided in Table 6.1.

Table 6.1 Summary of Landscape Related Consultation

Date Received	Consultation Response(s)	How and where is this addressed?
NatureScot (NS)		
Scoping Opinion – 25th July 2022	In accordance with the guidance in the Argyll and Bute Landscape Wind Energy Capacity Study (ABLWECS), we advise at this early stage that this is not an appropriate location for the nature and scale of development proposed.	NS concerns are noted, in respect of the ABLWECS and this advice has been considered further as part of the LVIA and design process. Further information on design and siting is provided in Design Considerations section further in this chapter. Additional information is also provided in Chapter 4: Design Evolution.
	Location and scale is not supported by the ABLWECS and concern that the proposal may undermine the distinctive character and identity of the Mull of Kintyre which is known for undeveloped hills and dramatic sea views. The Mull is experienced as a separate, smaller scale, more complex landscape which has a sense of remoteness and exclusion.	The Design Considerations section in this chapter includes an assessment against the constraints and opportunities set out within the ABLWECS, including the distinctive character and identity of the Mull of Kintyre. This is assessed further in the LVIA and the Mull of Kintyre (including the southwestern tip of the peninsula, the lighthouse and associated headland and coastline) are all outwith the blade tip ZTV.
	Premature for nationally important landscape designations and Wild Land to be scoped out.	Effects on all nationally important landscape designations within the Study Area (North Arran NSA and WLA) have been scoped out and agreed with NS during post-scoping consultation on 2nd September 2022. See further below.
	NatureScot provide comments on the Viewpoint list provided with the Scoping Report, and request several more.	Further information was provided to NS and ABC on 2nd August 2022. NS confirmed on 28th September 2022 that they are content with the revised viewpoint list of 21 day-time and 4 night-time locations.
	Sequence of cumulative effects should be considered from adjacent waters and linear routes.	Sequence of cumulative effects on ferry and recreational (linear) routes have been included in Visual Effects section of this chapter.
	Lighting assessment should be carried out in accordance with Annex 2 of Scoping Response, per NS guidelines.	Reference to guidance document is noted and considered in the LVIA.
2nd September 2022	Further day and night viewpoint locations suggested.	Further information was provided to NS on 11th and 27th September 2022 to agree the final viewpoint list.

Date Received	Consultation Response(s)	How and where is this addressed?
	Day and night effects on the Arran NSA and WLA can be scoped out.	Noted.
28th September 2022	Content with viewpoint list of 21 day-time and 4 night-time viewpoint locations.	Noted.
Argyll and Bute Council (ABC)		
Scoping Opinion	No scoping opinion in relation to the LVIA has been provided by the Council.	Noted.
29th September 2022	Content with viewpoint list of 21 day-time and 4 night-time viewpoint locations.	Noted.

Assessment Methodology and Significance

- 6.30 The assessment methodology is set out in Technical Appendix 6.1 in Volume 4 which includes a glossary of terms and abbreviations used in this Chapter.

Evaluation of Significance

- 6.31 In accordance with the relevant EIA Regulations, it is important to determine whether the effects, assessed as a result of the proposed development, are likely to be significant. Significant landscape and visual effects will be highlighted in bold in the text and in most cases, relate to effects that result in a '**Substantial**', '**Major**' or a '**Major to Moderate**' effect as indicated in Table 6.2 (and shaded dark grey). 'Moderate' levels of effect (shaded grey) can also be assessed as significant, subject to the assessor's professional opinion, which should be clearly explained as part of the assessment. White or un-shaded boxes in Table 6.2 indicate a non-significant effect.
- 6.32 In those instances where there would be no effect, the magnitude has been recorded as 'Zero' and the level of effect as 'None' or 'No View'. Intermediate levels of magnitude and levels of effect are also used in the LVIA and are shown in Table 6.2 in italics, for example High – Medium magnitude or Substantial to Major level of effect.

Table 6.2 Evaluation of Landscape and Visual Effects

Magnitude of Change	Landscape and Visual Sensitivity			
	High	Medium	Low	Very Low
High	Substantial	Major	Moderate	Not used
<i>High - Medium</i>	<i>Substantial to Major</i>	<i>Major to Moderate</i>	<i>Moderate to Minor</i>	
Medium	Major	Moderate	Minor	
<i>Medium - Low</i>	<i>Major to Moderate</i>	<i>Moderate to Minor</i>	<i>Minor</i>	
Low	Moderate	Minor	Negligible	
<i>Low – Very Low</i>	<i>Moderate to Minor</i>	<i>Negligible</i>	<i>Negligible</i>	
Very Low	Minor	Negligible	Negligible	
Zero	None / No View/ No View			

- 6.33 In accordance with the EIA Regulations the type or nature of effect is also described in terms of whether it is direct or indirect; its duration (temporary / permanent or reversible) cumulative; and whether the effect is positive, neutral or negative.

Viewpoint Selection

- 6.34 The viewpoints selected for the assessment have been agreed with NS and ABC through scoping and further consultation as noted in Table 6.1.
- 6.35 A total of 21 viewpoints listed in Table 6.3 have been taken forward to the assessment stage. These viewpoints are assessed and reported in Appendix 6.2. A summary of the viewpoint analysis is set out in Table 6.5.

- 6.36 All of the viewpoint locations are illustrated on Figures 6.2 – 6.6, and the visualisations are illustrated as photographs, wirelines and photomontages as agreed through consultation. The figures accord with NatureScot guidance *Visual Representation of Wind Farms: Good Practice Guidance* (2017). The viewpoint locations were photographed between August 2022 and May 2023. The visualisations illustrate the proposed turbines and where visible the proposed access tracks and associated infrastructure, along with forestry changes within 10km.
- 6.37 Due to the location of the proposed development on a peninsula the distribution of viewpoint locations is not evenly spread across the Study Area and 16 of the 21 viewpoints are within 12km of the proposed development, 12 of which are within 10km. There is then a 'break' in the pattern with the next land-based viewpoint located at almost 20km and the remaining viewpoints located on the islands of Gigha and Arran at over 25km distance.
- 6.38 However, a number of other viewpoints, suggested through the assessment and scoping process have been illustrated as wirelines in Technical Appendix 6.5. These were all scoped out during the consultation process with the agreement of NS. The scoped out viewpoints confirm either no visibility or very limited blade / blade tip visibility (Very-Low or Zero magnitude) which would not be significant. These are listed as follows:
- Ardrossan to Campbeltown Ferry, viewpoints 1 and 2;
 - Dougarie Point, Arran;
 - Imachar Point, Arran;
 - B880, Arran;
 - Pirnmill, Arran;
 - A'Chruach, Arran;
 - Beinn Tarsuinn, Arran;
 - A83 Beillochantuy;
 - South Putechan;
 - Glenkerran Farm;
 - Dunverty Rock;
 - Macharioch Bay;
 - Mull of Kintyre Lighthouse approach road; and
 - Machrihanish Golf Clubhouse.
- 6.39 Viewpoint analysis has also been used for the night-time assessment which included four of the day-time viewpoint locations agreed with NS. The Night-time Assessment is reported in Technical Appendix 6.4.

Table 6.3 Viewpoint Selection

VP No.	Viewpoint Name	Distance to nearest turbine (m)	View Direction	Visual Receptor
1	Kintyre Way, Glen Breackerie	2,094	North-east	Illustrative of closest view to the proposed development experienced by walkers.
2	Kintyre Way, near Largiebaan	2,554	East	Illustrative of closest view to the west of the proposed development experienced by walkers.
3*	B842 near Killellan	2,625	West / south-west	Illustrative of closest view to the east from the B842 experienced by road users with similar views experienced by nearby residents.
4	Drumlemble	4,464	South-west	Representative of views experienced by residents at Drumlemble and road users on the B843 (where views are not otherwise screened by buildings or vegetation).
5*	Minor Road near Keil Point	5,338	North / north-west	Representative of views experienced by road users and walkers on the minor road / Kintyre Way, north of Keil Point.
6	Machrihanish Golf Course	6,297	South	Representative of views experienced by golfers.
7*	Stewarton	6,422	South-west	Illustrative of views experienced by residents at gap in screening (where views are not otherwise screened by buildings or vegetation).
8	Kintyre Way near Kilbride	6,889	North-west	Illustrative of view experienced by walkers.
9	Beinn Ghuilean	7,725	South-west	Specific view experienced by walkers from hill summit.
10	Kintyre Express Ferry Route	8,687	North-west	Representative of views experienced by ferry passengers.
11	A83 between Kilchenzie and Drumore	9,092	South-west	Represents views experienced by road users and those along Kintyre 66 Tourist Route.
12	Campbeltown	9,283	South-west	Representative of views experienced by residents.
13	Ranachan Hill	10,324	South-west	Specific view experienced by walkers from hill summit.

VP No.	Viewpoint Name	Distance to nearest turbine (m)	View Direction	Visual Receptor
14*	Westport Beach	10,648	South	Representative of views experienced by visitors to the beach.
15	Davaar Island	11,532	South-west	Specific view experienced by walkers / visitors from island hill summit.
16	Campbeltown Loch	11,889	South-west	Illustrative of maximum visibility experienced by ferry passengers near Macrangan's Point.
17	A83 near Killegruer Caravan Park	19,745	South	Representative of views experienced by visitors to the edge of the caravan park and beach and from road users (southbound) from this short stretch of the A83.
18	Blackwaterfoot, Arran	27,310	South-west	Representative of views experienced by residents, visitors to the beach and seafront.
19	A841 at Machrie Bay Golf Club	30,705	South-west	Representative of views experienced by road users on this stretch of the A841 (southbound), golfers, and visitors to the tearoom and beach.
20	Creag Bhan, Isle of Gigha	35,165	South	Specific view experienced by walkers from hill summit.
21	Mullach Buidhe, Arran	37,230	South-west	Specific view experienced by walkers from hill summit.

*Illustrated night-time viewpoint.

Cumulative Wind Energy Development

6.40 Drawing from NatureScot guidance², the baseline of all other cumulative wind energy development, above 50m to blade tip height, within the 45km Study Area has been collated. This includes all existing and consented wind energy development, and planning applications. Single turbines below 50m to blade tip are included within 10km of the proposed development. In accordance with the same NatureScot guidance, projects at pre-planning or scoping stage have been excluded with the exception of the pre-application High Dalrioch Wind Farm located 5.5km north-east of the proposed development. This has been included as the only other potential wind farm application within 10km of the proposed development. It is to be noted that as High Dalrioch is at the pre-application (scoping) stage, it represents the worst-case layout included in the

² Guidance: Assessing the Cumulative Landscape and Visual Impacts of Onshore Wind Energy Developments, NatureScot (March 2021).

cumulative assessment, and is likely that the number and height of the turbines could change should an application be submitted.

- 6.41 The baseline of other wind energy development within the LVIA Study Area has been revised to accord with ABC's wind farm database (Argyll and Bute Renewables Web Map App) and other wind energy developer sources, up until a working 'cut off' date of 1st July 2023.
- 6.42 In total, 20 other wind energy developments are included in the assessment as listed in Table 6.4 and illustrated in Figure 6.12. As of July 2023, this includes 13 existing wind farms, four consented developments, two applications, and one pre-application in the Study Area. Notably, all other wind farm development (excluding turbines below 50m to blade tip) are located within the *Upland Forest Moor Mosaic* LCT.
- 6.43 The cumulative assessment has assessed the cumulative landscape and visual effects of the proposed development in addition to and in combination with the other wind energy development included in Table 6.4 in accordance with the methodology set out in Appendix 6.1.

Table 6.4 Wind Energy Development Included in the CLVIA

Reference ³	Name	Distance (m) ⁴	Number of turbines	Blade tip Height (m)	Host Landscape Character Type
EXISTING WIND ENERGY DEVELOPMENTS WITHIN 45KM					
E01	Aucharua	6,682	1	27.131	Low Coastal Hills
E02	Kildalloig	10,314	1	40	Rocky Mosaic
E03	Tangy Extension (Tangy II)	12,732	7	75	Upland Forest Moor Mosaic
E04	Tangy (Tangy I)	12,912	15	75	Upland Forest Moor Mosaic
E05	Beinn an Tuirc III	17,945	14	126	Upland Forest Moor Mosaic
E06	Beinn an Tuirc II	18,806	19	100	Upland Forest Moor Mosaic
E07	Auchadaduie	20,847	3	100	Upland Forest Moor Mosaic
E08	Blary Hill	21,251	14	110	Upland Forest Moor Mosaic

³ The reference number in the table relates to that used in the figures.

⁴ Measured from the nearest turbine of each wind energy development.

Reference ³	Name	Distance (m) ⁴	Number of turbines	Blade tip Height (m)	Host Landscape Character Type
E09	Beinn an Tuirc I	21,654	45	100	Upland Forest Moor Mosaic
E10	Deucheran Hill	29,949	9	76	Upland Forest Moor Mosaic
E11	Gigha Community	31,268	4	45 / 59	Coastal Parallel Ridges
E12	Cour	34,597	10	111.25	Upland Forest Moor Mosaic
E13	Freasdail	46,001	11	100	Upland Forest Moor Mosaic
CONSENTED WIND ENERGY DEVELOPMENT WITHIN 45KM					
C01	Tangy IV Repower	12,763	16	149.9	Upland Forest Moor Mosaic
C02	Clachaig Glen	26,294	14	115.5 / 126.5	Upland Forest Moor Mosaic
C03	High Constellation	36,183	10	149.5	Upland Forest Moor Mosaic
C04	Eascairt	43,178	13	100	Upland Forest Moor Mosaic
APPLICATION WIND ENERGY DEVELOPMENT WITHIN 45KM					
A01	Clachaig Glen Variation	26,334	12	185 / 200	Upland Forest Moor Mosaic
A02	Narachan	33,249	11	180	Upland Forest Moor Mosaic
SCOPING (PRE-APPLICATION) WIND ENERGY DEVELOPMENT WITHIN 45KM					
S01	High Dalrioch	5,529	10	180	Mull of Kintyre Upland Forest Moor Mosaic

Zone of Theoretical Visibility and Viewpoint Analysis

6.44 As a prelude to the main assessment, the Zone of Theoretical Visibility (ZTV) and viewpoint analysis is used to further define the scope of the assessment process. In particular, a threshold indicating the area and / or distance from the proposed

development, where significant effects may be likely, has been identified. This has been used to focus the baseline information and detailed reporting of the assessment in this chapter.

ZTV and Cumulative ZTV Analysis

- 6.45 The Zone of Theoretical Visibility (ZTV) analysis is used to assist the design and further define the scope of the assessment process. The ZTVs have been calculated using ReSoft © WindFarm computer software to produce an area of potential visibility of any part of the proposed turbines, calculated to turbine blade-tip and hub-height, or selected infrastructure. The ZTV does not however take account of built development and vegetation, which can significantly reduce the area and extent of actual visibility in the field and as such provides the limits of the visual assessment Study Area. As a result, there may be roads, tracks and footpaths in the wider setting which, although shown as falling within the ZTV, have restricted viewing opportunities since they are heavily screened or filtered by banks, walls and vegetation. The ZTVs therefore provide a starting point in the assessment process and accordingly tend to over-estimate the potential visibility of the proposed turbines.
- 6.46 A number of ZTV maps have been provided as follows:
- Figure 6.2a: illustrates the ZTV calculated to blade tip at 1:350,000 scale across the 45km Study Area and provides an overview of the theoretical extent of visibility with viewpoint locations;
 - Figure 6.2b: illustrates the ZTV calculated to blade tip (land only) at 1:350,000 scale across the 45km Study Area and provides an overview of the theoretical extent of visibility with viewpoint locations;
 - Figure 6.3a: illustrates the ZTV calculated to hub height at 1:350,000 scale across the 45km Study Area and provides an overview of the theoretical extent of visibility with viewpoint locations;
 - Figure 6.3b: illustrates the ZTV calculated to hub height (land only) at 1:350,000 scale across the 45km Study Area and provides an overview of the theoretical extent of visibility with viewpoint locations;
 - Figure 6.4a: illustrates the central section of the blade tip ZTV, shown in more detail at 1:85,000 scale, showing the area within 10km of the proposed development with viewpoint locations;
 - Figure 6.4b: illustrates the central section of the blade tip ZTV, with forestry excluded shown at 1:85,000 scale, showing the area within 10km of the proposed development with viewpoint locations;
 - Figure 6.5: (A0 fold-out) illustrates the ZTV calculated to blade tip at 1:120,000 scale across the 45km Study Area and includes viewpoint locations; and
 - Figure 6.6: (A0 fold-out) illustrates the central 20km area of the ZTV calculated to blade tip at 1:50,000 scale across the Study Area and includes viewpoint locations.
- 6.47 Further cumulative ZTV maps are also illustrated in Figures 6.13-17, indicating the extent of theoretical cumulative visibility in relation to the proposed development, and other existing and consented wind farms, and wind farm applications within the 45km Study Area. The cumulative developments have been grouped according to their planning

status or geographical location. All of the cumulative ZTVs assume bare ground and are calculated to blade tip height, indicating the maximum theoretical visibility of other wind farms within the ZTV footprint of the proposed development. The cumulative ZTVs do not therefore illustrate the complete ZTV for other cumulative wind energy development, which is likely to be visible from other locations where the proposed development is not visible.

ZTV Analysis: proposed development

6.48 The ZTV pattern for the proposed development reflects the underlying landform within the 45km Study Area and the percentages of theoretical visibility cover summarised as follows:

- Total ZTV (to blade tip) coverage (land only) accounts for 34% of the Study Area (78% including the sea);
- Total ZTV (to hub height) coverage (land only) accounts for 30% of the Study Area (70% including the sea);
- Total ZTV (to blade tip) coverage (land only) accounts for 22% within 10km of the proposed development, excluding woodland / forestry; and
- Total ZTV (to hub height) coverage (land only) accounts for 17% within 10km of the proposed development, excluding woodland / forestry.

6.49 The onshore ZTV coverage for the proposed development extends north along the Kintyre peninsula and includes parts of the islands of Arran, Gigha and Islay. Within 10km theoretical visibility is more limited, overlapping with roughly one fifth of the land and excluding most coastal areas and the headland of the Mull of Kintyre. The proposed turbines, although in an elevated location within an open upland setting, would be located within coniferous forestry in a shallow 'bowl' formation surrounded by low-rising summits formed from The Slate (384m AOD) to the north / north-west, Achnaslishaig Hill (307m AOD) to the south / west, Cnoc Odhar (277m AOD) to the south-east, Tirfergus Hill (260m AOD) to the north-east, and Cnoc nan Gabhar (239m AOD) to the east. To the east, the landform falls towards Conie Glen before rising again to low-lying hills and upland plateau. To the south Glen Breackerie is formed between hills and forms a low-lying feature between Achnaslishaig Hill and the coastline to the south / south-east. To the west and northwest the landform falls towards the coastline and to the north / north-east the landform falls towards a low-lying bay and farmland before rising again towards an upland landscape. ZTV coverage within 10km therefore occurs within the immediate area within the upland 'bowl' where there would be theoretical visibility extending to within 2km in all directions, although much of this area is covered by commercial forestry. Beyond this theoretical visibility becomes patchy and fragmented due to the intervening and surrounding hill summits that contain the 'bowl'. The greatest areas of visibility occur on the hill slopes and summits facing the proposed development, the west facing slopes beyond Conie Glen / B842 and the summit of Beinn Ghuilean, Glen Breackerie and Carskey Bay to the south and in the low-lying Bay Farmlands LCT to the north of the B843 and the rising landforms containing the Bay Farmlands LCT further to the north and north-east. There also areas of theoretical visibility in the waters surrounding the Mull of Kintyre peninsula at Machrihanish Bay, Campbeltown Loch and the Sound of Sanda.

- 6.50 Beyond 10km, theoretical visibility becomes fragmented and patchy and is mostly limited to elevated areas to the north and north-west and along the western coastline of the peninsula as far as Glenacardoch Point (Viewpoints 14 and 17). ZTV coverage along the Kintyre peninsula is very sparse beyond 20km.
- 6.51 Land based ZTV coverage is limited beyond 20km and overlaps with the coastal edge of the Sound of Gigha, the Isle of Gigha (Viewpoint 20), and southwest and west facing slopes on the Isle of Arran as illustrated in Viewpoints 18, 19 and 21. There is also ZTV coverage overlapping with the south-eastern edge of Islay beyond 35km distance.
- 6.52 There is more extensive ZTV coverage overlapping large areas of the surrounding sea.

Viewpoint and Cumulative Viewpoint Analysis

- 6.53 The viewpoint analysis has been conducted from 21 viewpoint locations as illustrated in Figures 6.2-6.6. Each of these viewpoints are illustrated as baseline photographs and visualisations (wirelines and / or photomontages) in Figures 6.20-6.40. The figures accord with Scottish Natural Heritage, *Visual Representation of Wind Farms: Good Practice Guidance*, Version 2.2, February 2017 which was agreed with NatureScot through consultation.
- 6.54 The outer distance from the proposed development, within which significant effects may be likely has been identified by the viewpoint analysis of the proposed development. Further, cumulative viewpoint analysis has identified a likely threshold for significant cumulative visual effects that would result from the proposed development, in addition to, or in combination with other existing and consented wind energy developments and applications.
- 6.55 Cumulative wind farm development, included within the 45km study area, that would be theoretically visible from each viewpoint has been illustrated in the wirelines.

Potential for significant effects: proposed development

- 6.56 The location of the proposed development within the southern end of the Kintyre peninsula would limit the extent of land based theoretical visibility due to the surrounding sea and steep sea cliffs. The Mull of Kintyre itself is out with the ZTV. South of Campbelltown theoretical visibility is fragmented, particularly when the screening effects of forestry are considered as illustrated in **Figure 6.4b**. The viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 10km distance from the proposed development (subject to a clear view of the proposed turbines, landform and vegetation screening), as indicated by viewpoints 1-3, 5, 7, 9 and 11-14 inclusively. The furthest significant effect has been identified in the north at approximately 10.6km from the nearest turbine as illustrated by viewpoint 14.

Cumulative Visual Effects

- 6.57 With the exception of the micro generation turbine at Aucharua (turbine >50m to blade tip) other wind farm development is located further north along the peninsula, with the nearest at Tangy and Tangy Extension at 12.7km distance from the proposed

development. With the exception of Viewpoint 13 (Ranachan Hill north of Campbelltown Airport) there would be no significant cumulative visual effects resulting from other existing and consent wind farm development or other current wind farm applications (the nearest being Clachaig Glen Variation at 26km to the north).

- 6.58 However, the effects on viewpoints 7, 9, 11, 12 and 13 would be significant and cumulative as a result of both the proposed development and the pre-application High Dalrioch Wind Farm.
- 6.59 Any other significant cumulative effects (viewpoints 15, 16, 17 and 20) would result from other windfarms within the wider landscape (and not the proposed development) which are often closer to the more distant viewpoints such as Tangy, Tangy Extension, Tangy IV, Gigha Community and High Dalrioch. These viewpoints would not be significantly affected by the proposed development.
- 6.60 Importantly these levels of effect are indicative of a visual effect on a particular viewpoint location, and they should not be assumed to translate into visual effects on the overall visual experience, as each of the viewpoints have been specifically located where the sensitivity of the receptor and / or the views of the proposed development would be greatest. In this sense they are not always typical or representative.
- 6.61 As a precaution, the visual assessment has considered all of those receptors within 12km of the proposed development and national level receptors within 45km.

Potential for significant night-time visual effects

- 6.62 A night-time assessment of the effects of the aviation warning lights is provided in Appendix 6.4 and supported by Figures 6.3.A – 6.3.I.
- 6.63 The night-time viewpoint assessment, contained in Appendix 6.4 concludes that allowing for the embedded mitigation, none of the viewpoints would be significantly affected by the proposed aviation warning lights operating at either of the two lighting intensities:
- The aviation warning lights would operate at 2000 cd during periods of poor visibility (<5km from the lit turbines). The Wind Farm Aviation Lighting and Mitigation Report for Breackerie Wind Farm suggests that conditions of poor visibility (<5km from the lit turbines) would occur for approximately 5% of the time. The lower lying viewpoint / receptor elevation means that the perceived light intensity would vary between 800cd – 75cd.
 - Otherwise, the aviation warning lights would operate at 200 cd (reduced to 10%). The Wind Farm Aviation Lighting and Mitigation Report for Breackerie Wind Farm suggests that this would occur approximately 95% of the time. The lower lying viewpoint / receptor elevation means that the perceived light intensity would vary between 80cd – 8cd, appearing barely perceptible from Glen Breackerie and the B842.

Interpretation of Viewpoint Analysis Summary Tables

- 6.64 The information set out in Table 6.5 provides a summary of the viewpoint analysis of the effects of the proposed development on an independent or 'standalone' basis. This part of the assessment helps to define the contribution the proposed development would make to any subsequent cumulative assessments. It is also relevant to the latter half of the operational period for the proposed development, when the consented periods of operation for other wind farms would expire and they would be decommissioned, assuming no extensions to the operating periods or re-powering schemes are granted.
- 6.65 The information set out in Table 6.5 provides a summary of the cumulative viewpoint analysis and sets out the effects of proposed development 'in addition' to and 'in combination' with other existing, consented and application wind energy developments in accordance with the methodology in Appendix 6.1 as follows:
- Proposed development: Assessed on an individual basis (the LVIA)
This part of the assessment takes account of other existing forms of wind farm development that may be present in the landscape, whilst recognising that their influence on landscape character is likely to be time limited. It does not consider the additional or combined cumulative effects and only reports on the effect of the proposed development alone.
 - Scenario 1: Existing + Consented + the proposed development
The additional and combined cumulative effects of the baseline, including the existing and consented wind energy developments with the proposed development are reported.
 - Scenario 2: Existing + Consented + Applications + the proposed development
The additional and combined cumulative effects of the baseline, including existing and consented wind energy developments and applications (and one pre-application) with the proposed development are reported.
- 6.66 Further information on Table 6.5 is provided in Technical Appendix 6.2.

Table 6.5 Summary of Viewpoint Analysis

Viewpoint No. and Title	FoV	Distance to nearest turbine (m)	Viewpoint Analysis: proposed development (13 turbines up to 200m to blade tip)			Cumulative Viewpoint Analysis: proposed development (PD) and other wind farms					
			Sensitivity	Magnitude	Level of Effect:	Magnitude (Existing and Consented)	Additional Level of Effect (PD)	Scenario 1: Combined Level of Effect	Magnitude (Applications)	Additional Level of Effect (PD)	Scenario 2: Combined Level of Effect
1. Kintyre Way, Glen Breackerie	72°	2,094	High	High	Substantial	Zero	No cumulative effect		Zero	No cumulative effect	
2. Kintyre Way near Largiebaan	48°	2,554	High	High-Medium	Substantial to Major	Zero	No cumulative effect		Very Low	Substantial to Major	Substantial to Major (PD)
3. B842 near Killellan	54°	2,625	High (residents) Medium (road users)	High	Substantial (residents) Substantial to Major (road users)	Zero	No cumulative effect		Zero	No cumulative effect	
4. Drumlemble	8°	4,464	High (residents) Medium (road users)	Low-Very Low	Moderate to Minor (residents) Minor to Negligible (road users)	Low-Very Low	Moderate to Minor (residents) Minor to Negligible (road users)	Moderate to Minor (residents) Minor to Negligible (road users)	Medium	Moderate to Minor (residents) Minor to Negligible (road users)	Major to Moderate (High Dalrioch)
5. Minor Road near Keil Point	19°	5,338	High (walkers) Medium (road users)	Medium	Major (walkers) Moderate (road users)	Zero	No cumulative effect		Zero	No cumulative effect	
6. Machrihanish Golf Course	19°	6,296	Medium	Medium-Low	Moderate to Minor	Medium - Low	Moderate to Minor	Moderate to Minor	Medium - Low	Moderate to Minor	Moderate to Minor

Viewpoint No. and Title	FoV	Distance to nearest turbine (m)	Viewpoint Analysis: proposed development (13 turbines up to 200m to blade tip)			Cumulative Viewpoint Analysis: proposed development (PD) and other wind farms					
			Sensitivity	Magnitude	Level of Effect:	Magnitude (Existing and Consented)	Additional Level of Effect (PD)	Scenario 1: Combined Level of Effect	Magnitude (Applications)	Additional Level of Effect (PD)	Scenario 2: Combined Level of Effect
7. Stewarton	30°	6,427	High	Medium	Major	Zero	No cumulative effect		High - Medium	Major	Substantial to Major (High Dalrioch, PD)
8. Kintyre Way near Kilbride	6°	6,889	High	Low-Very Low	Moderate to Minor	Very Low	Moderate to Minor	Moderate to Minor	Zero	No cumulative effect	
9. Beinn Ghulean	23°	7,725	High	Medium	Major	Low-Very Low	Major	Major (PD)	High	Major	Substantial (High Dalrioch, PD)
10. Kintyre Ferry Route	8°	8,661	High	Low	Moderate	Zero	No cumulative effect		Zero	No cumulative effect	
11. A83 between Kilchenzie and Drumore	21°	9,092	High	Medium-Low	Major to Moderate	Zero	No cumulative effect		Medium	Major to Moderate	Major (High Dalrioch, PD)
12. Campbeltown	16°	9,283	High	Low	Moderate	Zero	No cumulative effect		High	Moderate	Substantial (High Dalrioch)
13. Ranachan Hill	19°	10,324	High	Medium-Low	Major to Moderate	Medium	Major to Moderate	Major (Tangy / Tangy Ext, Tangy IV)	Medium	Major to Moderate	Major (Tangy / Tangy Ex, Tangy IV, High Dalrioch)
14. Westport Beach	13°	10,648	High	Medium-Low	Major to Moderate)	Very Low	Major to Moderate	Major to Moderate (PD)	Zero	No cumulative effect	
15. Davaar Island	3°	11,532	High	Very Low	Minor	Low	Minor	Moderate (Kildalloig)	Medium	Minor	Major (High Dalrioch)
16. Campbeltown Loch	7°	11,889	High-medium	Low	Moderate to Minor	Low-Very Low	Moderate	Moderate	Medium	Moderate to Minor	Major (High Dalrioch)

Viewpoint No. and Title	FoV	Distance to nearest turbine (m)	Viewpoint Analysis: proposed development (13 turbines up to 200m to blade tip)			Cumulative Viewpoint Analysis: proposed development (PD) and other wind farms					
			Sensitivity	Magnitude	Level of Effect:	Magnitude (Existing and Consented)	Additional Level of Effect (PD)	Scenario 1: Combined Level of Effect	Magnitude (Applications)	Additional Level of Effect (PD)	Scenario 2: Combined Level of Effect
17. A83 near Killegruer Caravan Park	8°	19,745	High	Low-Very Low	Moderate to Minor	Medium	Moderate to Minor	Major (Tangy IV)	Zero	No cumulative effect	
18. Blackwaterfoot, Arran	5°	27,310	High	Very Low	Minor	Low-Very Low	Minor	Moderate to Minor	Very Low	Minor	Moderate to Minor
19. A841 Machrie Bay Golf Club, Arran	7°	30,705	High	Very Low	Minor	Low	Minor	Moderate to Minor	Low-Very Low	Minor	Moderate to Minor
20. Creag Bhan, Isle of Gigha	5°	35,165	High	Very Low	Minor	Medium-Low	Minor	Moderate (Gigha)	Low	Minor	Moderate (Gigha)
21. Mullach Buidhe, Arran	6°	37,230	High	Very Low	Minor	Low-Very Low	Minor	Moderate to Minor	Low-Very Low	Minor	Moderate to Minor

Note: Significant effects resulting from the proposed development are indicated in bold text and shaded dark grey.

Baseline of Landscape Receptors

- 6.67 Information on the existing landscape resource or baseline conditions included in this assessment has been collected from local development plans, and the ABLWECS as well as OS maps and information gathered from field surveys. This baseline information is set out as an inventory of the existing landscape resource and focuses on those landscape receptors with most potential to be significantly affected.
- 6.68 The baseline inventory includes the following landscape receptors:
- Landscape Character;
 - Seascape or Coastal Character; and
 - Landscape Planning Designations and WLAs.
- 6.69 The ZTV and viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 10km distance from the proposed development (subject to a clear view of the proposed turbines, landform and vegetation screening), as indicated by viewpoints 1-3, 5, 7, 9 and 11-14 inclusively. Taking a precautionary approach, the assessment has focused on those local landscape receptors, overlapped by the blade tip ZTV within 12km of the proposed development and nationally important landscape planning designations within the wider LVA Study Area. Receptors that would not be significantly affected have been excluded from the assessment with appropriate reasoning provided as part of the baseline analysis.
- 6.70 Site survey and viewpoint analysis also indicates that landscape effects, likely to result from other activities and infrastructure associated with the proposed development during its construction and decommissioning would be limited to the host *Mull of Kintyre Upland Forest Moor Mosaic* LCT.

Baseline Landscape Character

- 6.71 Landscape across Scotland is classified into different types of landscape character (LCTs) by NatureScot in their Landscape Assessment (2019)⁵. Whilst some baseline reference has been made to this, most recent assessment, NatureScot advises that the ABLWECS (revised 2017) should be used in relation to wind farm development. This is because the ABLWECS provides information on landscape character and its sensitivity at a strategic level of the wind farm development. The assessment divides the landscape into broad Landscape Character Types (LCT), illustrated in Figures 6.7 and 6.8.
- 6.72 The site lies within an extensive area of *Upland Forest Moor Mosaic* LCT which covers most of the Kintyre peninsula to the north and south of Campbeltown and Machrihanish. The areas of *Upland Forest Moor Mosaic* LCT to the south are named in the ABLWECS as *Mull of Kintyre Upland Forest Moor Mosaic* LCT and distinguished from the northern areas of *Upland Forest Moor Mosaic* LCT in the ABLWECS due to their inclusion of the Mull of Kintyre and the lack of wind farm development within this part of the peninsula.

⁵ NatureScot National Landscape Character Assessment (2019).

6.73 Including the host LCT there are seven LCTs within 10km (and up to 12km in the north) of the proposed development that are also overlapped by the blade tip ZTV, and included in the assessment as follows:

- 3 – Hidden Glens;
- 6 - Upland Forest Moor Mosaic;
- 6c – Mull of Kintyre Upland Forest Moor Mosaic ('host' LCT);
- 14 – Bay Farmland;
- 20 – Rocky Mosaic;
- 21 – Low Coastal Hills; and
- 25 – Sand Dunes and Machair.

6.74 The *Mull of Kintyre Upland Forest- Moor Mosaic* LCT is divided into an east and western section on either side of the Conie Glen and the proposed development is located in the western part of this LCT which would be directly affected by the proposed development. Moving away from the Site, other areas of landscape character could be indirectly affected by views of the proposed development (notably the turbines) and through effects on their key perceptual characteristics and qualities such as 'wildness' or 'naturalness'.

6.75 There are other LCTs within the nationally designated NSAs including the North Arran NSA and WLA in the Study Area that are overlapped by the blade tip ZTV. However, effects on the NSA and WLA have been excluded from the assessment as agreed with NS, and therefore the LCTs within these areas are also excluded on this basis.

Baseline Seascape Character

6.76 The seascape or coastal character within the 45km Study Area is classified at a national level by NatureScot into 13 broad National Coastal Character Types. These were further defined into 33 Coastal Character Areas in an SNH commissioned report in 2005 entitled '*An assessment of the sensitivity and capacity of the Scottish seascape in relation to windfarms*' (SNH Commissioned Report 103). Although commissioned to contribute to strategic guidance on the impact of offshore wind energy, the findings are useful to inform the LVIA in parts of the Study Area not covered by regional studies outlined below. In particular, the area to the west of the Kintyre Peninsula identified as Area 24 – *West Kintyre/South East Jura and South East Islay*. Within 12km of the proposed development, visibility from this seascape area is limited to areas of sea between 5-12km distance from the proposed development. Effects on this seascape character have been included in the assessment.

6.77 To the east of the Kintyre Peninsula, a more detailed description of the seascape is provided at a regional level by the '*Seascape/Landscape Assessment Of The Firth Of Clyde*' (Alison Grant and Carol Anderson on behalf of Firth of Clyde Forum, March 2013). This study divides the coastline into 'Seascape Areas' which are illustrated, within the Study Area in Figures 6.7 and 6.8. In particular, the area to the east of the Kintyre Peninsula and along the east and south of the Mull of Kintyre identified as the *Lower Firth of Clyde (West)*. The majority of this seascape area within 12km of the proposed development is outwith the blade tip ZTV, with two limited sections of theoretical

visibility of the proposed development which have been included in the assessment. These are Carskey Bay to the south, and the northern edge of Campbelltown Loch.

- 6.78 Notably the section seascape character identified as the *Mull of Kintyre to Carskey Bay* is outwith the ZTV (except for the Carskey Bay area). This document defines the Mull of Kintyre as a prominent, exposed and remote headland with steep cliffs and a lighthouse at the Mull of Kintyre. All of this area is outwith the ZTV and would not be affected by the proposed development.

Baseline Pattern of Wind Farm Development

- 6.79 There are currently a number of clusters of wind farm development within the Study Area (Figure 6.12) and the baseline pattern of wind farm development is a pattern that has emerged in recent decades and may continue to evolve. Broadly speaking there is a pattern of wind farm development where the largest wind farms and clusters of development occupy the higher ground and hills that extend along the central area of the entire Kintyre peninsula, all set back from coastal areas and loch sides. There are no large wind farm developments on any of the islands within the 45km Study Area with the exception of a small wind farm on Gigha.
- 6.80 The main clusters of development are described as follows:
- Beinn an Tuirc + Extension, Blary Hill, Auchadaduie, Beinn an Tuirc 3, Tangy + Extension and Tangy IV wind farms, closest to the proposed development;
 - Cour, Deucheran Hill and High Constellation towards the middle of the Kintyre peninsula; and
 - Freasdail and Eascairt wind farms towards the north of the Kintyre peninsula.
- 6.81 There are scattered single turbines at the southern end of the Kintyre peninsula which are on lower lying coastal areas.
- 6.82 In common with other nearby existing and consented wind farm development (Tangy + Extension and Tangy IV), the proposed development is located within a forested upland / moorland landscape and is surrounded by low hills and / or forested hills, and areas of coniferous forestry. It is set well back from the coastline and approximately 8-9km north of the Mull of Kintyre.

Baseline Planning Designations

- 6.83 Landscape planning designations and WLAs within the 45km Study Area are illustrated in Figure 6.9 which also includes other cumulative wind farm development.

Mull of Kintyre Local Landscape Area

- 6.84 The site is not designated for landscape reasons, at a national level, however, it is located within the locally designated Mull of Kintyre Local Landscape Area (LLA) as defined by the ABC LDP2. As set out in LDP2, LLAs replace ABC's Areas of Panoramic Quality (APQ), however, it is only a change in name as the boundaries of the designation remain the same. As LDP2 is due to be adopted in 2024, the LVIA has used the term LLA rather than APQ.

Other Landscape Designations and Wild Land Areas

- 6.85 Surrounding landscape designations and WLAs may also be indirectly affected by development beyond their boundaries that may otherwise affect the designation's Special Landscape Qualities (SLQs), including views and perceptual qualities, for which they are valued and designated.
- 6.86 Apart from the locally designated Mull of Kintyre LLA, which is included in the assessment, all other LLAs are excluded from the assessment as set out in the Scoping Report.

North Arran NSA

- 6.87 The North Arran NSA is the only national level landscape designation within the 45km Study Area located approximately over 31km north-east of the proposed development. As agreed with NatureScot through consultation, it has been excluded from the assessment on the basis that effects on the SLQs would not be significantly affected by the proposed development.

Wild Land Areas

- 6.88 The North Arran WLA is located over 35km north-east of the proposed development. The assessment of effects on Wild Land has been excluded as agreed with NatureScot through consultation.

Gardens and Designed Landscapes

- 6.89 Gardens and Designed Landscapes (GDLs) are considered under visual receptors as a visitor or tourist attraction and are also considered in Chapter 11: Cultural Heritage.

Baseline of Visual Receptors

- 6.90 The visual assessment draws upon the ZTV, site visits and viewpoint analysis and assesses the potential visual effects on views and visual amenity likely to be experienced by receptors (people) within the landscape as follows:
- Views from settlements and residential properties;
 - Views experienced whilst travelling through the landscape (road / rail / ferry users, walkers, horse riders and cyclists for example); and
 - Views from tourist and recreational destinations.
- 6.91 As noted previously, the ZTV and viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 10km distance from the proposed development (subject to a clear view of the proposed turbines, landform and vegetation screening), as indicated by 1-3, 5, 7, 9 and 11-14 inclusively. Taking a precautionary approach, the assessment has focused on those visual receptors, overlapped by the blade tip ZTV within 12km of the proposed development, in order to assess the likely significant visual effects. Within the wider Study Area, the assessment has considered receptors of national importance such as Scotland's Great Trails, Sustrans Cycle Routes and popular hill walking summits (Corbetts), also overlapped by

the blade tip ZTV. Receptors that would not be significantly affected have been excluded from the assessment with appropriate reasoning provided as part of the baseline analysis.

Visual Receptors: Settlements and Residential Properties

- 6.92 The assessment of visual effects likely to be experienced from settlements includes consideration of residential areas, the public realm, and public open spaces within the settlement boundaries that would be frequented by people. Settlements included in the assessment are those defined in the Argyll and Bute LDP that are overlapped by the blade tip ZTV as follows:
- Settlements within 12km of the proposed development include Campbeltown, Stewarton, Drumlemble, Machrihanish, Kilchenzie, Killeonan / Knocknaha and Mill Park.
- 6.93 The main settlement of Machrihanish, and all of Southend are outwith the ZTV and therefore excluded from the assessment. Drumlemble is represented by Viewpoint 4 (Figure 6.23) which has been assessed as a not significant visual effect in Table 6.5. It is therefore excluded from further assessment. Site visits and wireline analysis indicate that visibility from Mill Park would be very limited (up to five blade tips) and barely discernible. It is also therefore excluded from further assessment on the basis that effects would be not significant.
- 6.94 The remaining four settlements of Campbeltown, Stewarton, Kilchenzie and Killeonan / Knocknah are included in the assessment.
- 6.95 A Residential Visual Amenity Assessment (RVAA) has been undertaken to assess the effects on residential visual amenity likely to arise as a result of the proposed development. Residential properties within 2km of the proposed development that are overlapped by the blade tip ZTV and shown on the Ordnance Survey 1:25,000 scale map have been considered in the assessment. The RVAA is reported in Appendix 6.3 and is illustrated in Figures 6.18.

Visual Receptors: Transport Routes

- 6.96 Main transport routes (A and B class roads) and ferry routes within 12km of the proposed development that are overlapped by the blade tip ZTV and included in the assessment are listed as follows:
- A and B class roads:
 - A83 (overlapped by the Kintyre 66 Tourist Route);
 - B842 (partly overlapped by the Kintyre 66 Tourist Route at Campbeltown);
 - B843.
 - Unclassified, minor roads:
 - Dalsmirren Road along Glen Breackerie.
 - Ferry Routes:
 - Ardrossan – Campbeltown Ferry;

- Kintyre Express Ferry.

6.97 Other minor roads within 12km (around Campbeltown Airport, and near Southend) of the proposed development are overlapped by various footpaths and cycle routes and have been assessed as recreational routes.

Visual Receptors: Recreational Routes

6.98 The recreational routes include Core Paths, Heritage Paths and Scottish Hill Tracks which have been assessed within 12km of the proposed development and Sustrans Cycle routes and national level long distance routes such as Scotland's Great Trails, which are assessed within the wider 45km Study Area.

National Recreational Routes (Scotland's Great Trails and National Cycle and Tourist Routes) within 45km

6.99 National recreational routes within 45km of the proposed development that are overlapped by the blade tip ZTV (Figure 6.10) are listed as follows:

- The Kintyre Way (overlapping with Core paths C090a-g and C088);
- Sustrans Cycle Route 78 (overlapped with part of the B842);
- Kintyre 66 Tourist Route (overlapped with the A83 and part of the B842); and
- Arran Coastal Way.

6.100 Arran Coastal Way (one of Scotland's Great Trails) is located along the coast of Arran and although it has almost continuous blade tip ZTV coverage on its west and south coast, the intervening distance would render any visual effects as non-significant. This analysis is supported by Viewpoints 18 and 19 (Figures 6.37 / 6.38) at over 27km distance and a number of viewpoints which have been excluded from the assessment as illustrated in Appendix 6.5.

Local Recreational Routes within 12km

6.101 Local Recreational Routes within 12km of the proposed development that are overlapped by the blade tip ZTV (Figure 6.11b) are listed as follows:

- Local Recreational Routes within 12km:
 - Core Path C080 (a-b) Shipyard to Kilchousland;
 - Core Path C084 Campbeltown to Stewarton (overlapped with the B842);
 - Core Path C085 Stewarton to Machrihanish (overlapped with the B842);
 - Core Path C086 Machrihanish to West Port;
 - Core Path C088 Campbeltown to Cloanaig (overlapped with Kintyre Way);
 - Core Path C087/C447/C448 Sound of Kintyre housing to beach / Darlochan to Stewarton, Campbeltown / Darlochan to Stewarton, Campbeltown;
 - Core Path C90 (a, b, c, d, e, f, g) and C091 Machrihanish to The Inneans and Southend (overlapped with Kintyre Way);
 - Core Path C091 Old township, Ballygroggan; and
 - Core Path C098 Davaar Island.

- 6.102 Site visits and desk-based analysis indicate that there would be very little visibility from the Core Paths C091 - Old township, Ballygroggan and C098 Davaar Island due to screening from surrounding trees, built-form and / or landform. Both of these routes are therefore excluded from the assessment along with other recreational routes through the built-up area of Campbeltown which are either screened by buildings or outwith the ZTV.
- 6.103 Overlapping recreational routes have not been 'double counted' and are assessed as one receptor where they occur with the national level receptor taking precedence in the assessment.

Visual Receptors: Recreational and Tourist / Visitor Attractions

- 6.104 Recreational and tourist / visitor attractions relevant to the LVIA include those features that appear as prominent landmarks or landscape features, and locations associated with passive recreation such as walking, where there is a clear relationship between the feature / destination and an appreciation of the landscape. Gardens and Designed Landscapes (GDL) are included where these are open to the public, as well as National Trust gardens / land and Historic Environment Scotland visitor sites which are overlapped by the blade tip ZTV. Some of these locations are also referred to in the Chapter 11: Cultural Heritage and the Chapter 7: Socio-economics, Recreation and Tourism. The assessment excludes locations for team sports and other recreational / tourist destinations where the focus of activity is not on the landscape or is indoors – for example museums, libraries, and gift shops. The assessment has included Corbett Mountain summits on Arran and their associated access routes which are overlapped by the blade tip ZTV. These receptors are indicated on the OS base maps and highlighted in Figures 6.10 and 6.11.
- 6.105 Recreational and tourist / visitor attractions that are overlapped by the blade tip ZTV (Figure 6.11b) within 12km of the proposed development and included in the assessment are listed as follows:
- Machrihanish Golf Course;
 - Macrihanish Holiday Park;
 - Westport Beach (overlapping with Core Path C086);
 - Dunaverty Rock / Castle;
 - Carskey Bay / Beach; and
 - Davaar Island.
- 6.106 Machrihanish Beach and the Machrihanish Golf Course Clubhouse are both outwith the ZTV and would not be affected by the proposed development. A wireline from the Clubhouse is illustrated in Appendix 6.5, Figure 6.5O.
- 6.107 There are a number of island destinations surrounding the Kintyre peninsula Including Arran, Islay and Gigha. Wireline and ZTV analysis indicate that effects on all three islands would be limited with intervening distance rendering not significant visual effects and there are therefore excluded from the assessment.

Gardens and Designed Landscapes

- 6.108 Within the wider LVIA Study Area, there are two GDLs from the Historic Environment Scotland inventory. Achamore House on Gigha, and Brodick Castle on Arran of which the latter is outwith the ZTV. Achamore House GDL is located on Gigha at over 32km distance and although it has blade tip ZTV coverage, the intervening distance and surrounding mature woodland would render any visual effects as non-significant. This analysis is supported by Viewpoint 20 (Figures 6.39) and it has been excluded from further assessment.

Offshore recreational users: recreational yachts / pleasure boats and sea kayaks

- 6.109 Most of the coastline, and the inshore waters within 1-3km from the coast including the Mull of Kintyre are outwith the ZTV. Locations with ZTV coverage within 12km include the Carskey Bay (assessed previously), the Sound of Sanda including Sanda Island and Sheep Island and Campbeltown Loch. Campbeltown Loch is crossed by the seasonal Kintyre Express (Campbeltown to Ballycastle) and Campbeltown to Ardrossan Ferry, and the effects are included as part of the ferry routes. Beyond 12km, whilst there is visibility from parts of Kilbrannan Sound and Sound of Gigha, viewpoint analysis confirms non-significant visual effects at these distances.

Hills and Mountains (not covered by recreational routes)

- 6.110 The assessment recognises that a range of recreational / tourist activities may be undertaken within the hills and moorlands including but not limited to, stalking / hunting / fishing, climbing / mountaineering, paragliding, horse riding, and mountain biking. The assessment has focused on the walker as the main receptor activity whose attention is likely to be most focused on the landscape and an appreciation of their surroundings.
- 6.111 Although there are no Munros within the Study Area, four Corbetts on the Isle of Arran (Goatfell, Beinn Tarsuinn, Cir Mhor and Caisteal Abhail) are located within the LVIA Study Area and overlapped by the ZTV. The views from all these Corbetts would be similar from the nearby hill of Mullach Buidhe to the west. The viewpoint analysis confirms that the view from Mullach Buidhe (Viewpoint 21) would not be significantly affected by the proposed development. Excluded viewpoints (Appendix 6.5) from Beinn Tarsuinn and Caisteal Abhail also support this assessment. For these reasons, all four Corbetts are excluded from further assessment.

Future Baseline

- 6.112 The proposed development would cover a period of approximately 37 years (including construction, operation and decommissioning). The approximate time periods associated with the proposed development, and whether they are predominantly long-term or short-term are listed as follows:
- Construction: up to 18 months (short-term);
 - Operation: up to 35 years (long-term and reversible); and
 - Decommissioning: up to 6 months (short-term).

- 6.113 The LVIA also recognises that some elements of the proposed development such as borrow pits and access tracks will be permanent and remain beyond the construction and decommissioning period, although subject to mitigation in respect of the borrow pits, whilst access tracks may re-vegetate over time if left un-used. The operation period of up to 35 years, although 'long-term' is assessed as though it were permanent, whilst noting that the effects of the proposed turbines would be reversible once decommissioned.
- 6.114 The LVIA considers that during this period of 37 years, the predicted future baseline and evolution of landscape and visual receptors is unlikely to change significantly under the current regime of landscape and forestry management and maintenance. However, land management, and consequently landscape character, is dependent on a number of economic and environmental factors including the future effects of climate change and human adaptation which are difficult to predict at a local level and not a matter for this assessment. It is however likely that mitigation and adaptation in response to changing climate and biodiversity pressures will continue to have an influence on this area in the form of increased renewable energy and other environmental changes which are likely to alter the landscape baseline as follows:
- Change resulting from an increased reliance on renewable energy, including wind farm development; and
 - Change to current levels of forestry and woodland, which may increase.
- 6.115 Change to the future baseline of other large scale wind energy development closest to the proposed development, that can be reasonably predicted, is set out in Table 6.5. It is likely that the Tangy IV Repower will be constructed by 2027 replacing both Tangy I & II with 16 larger and more efficient turbines and that this cumulative baseline will remain to the whole of the operational period of the proposed development. This information has been noted in addition to the baseline cumulative assessment where relevant.

Table 6.6 Future Baseline of other Wind Energy Development

Name and reference	Year of Commissioning / construction completed	Operational period for the proposed development						
		0-5 Yrs	6-10 Yrs	11-15 Yrs	16-20 Yrs	21-25 Yrs	26-30 Yrs	30-35 Yrs
Breackerie Wind Farm		proposed operational period of 35 years						
E03. Tangy Extension	2007	Operational until 2022, with Section 42 application to extend until 2027.						
E04. Tangy	2003	As above						
Relevant Consented Wind Energy Developments								
C01. Tangy IV Repower	2027	Tangy and Extension (22 turbines) will be removed and replaced with 16 turbines.						

Mitigation Inherent in the proposed development

- 6.116 The design evolution for the proposed development is provided in Chapter 4. A project description including the associated infrastructure is detailed in Chapter 3.
- 6.117 Landscape related aspects of the design and mitigation are described in this section. The layout of the proposed development and its various infrastructure components are shown in Figure 3.1.

Design Statement

- 6.118 The inherent nature of wind turbines as tall, modern structures means that the form of the wind farm as a whole is important. The appearance of the wind farm as an object or composition in the landscape has been a key factor in generating the layout. In this respect the design evolution has taken account of the following guidance:
- *SNH Guidance on Siting and Designing Windfarms, Version 3a, 2017*, which aims to achieve a simple, rational and cohesive design that, to a reasonable degree, avoids overlapping turbines and gaps within the visual composition; and
 - Landscape constraints, opportunities and guidance for wind farm development within the *Mull of Kintyre Upland Forest Moor Mosaic LCT*, described by the ABLWECS.
- 6.119 The proposed development has been designed to balance technical and project requirements with a need to safeguard the environment and satisfactorily accommodate the proposed development within its landscape setting. The design evolution has aimed to reduce landscape, visual and cumulative effects and to respect the landscape characteristics identified in the ABLWECS, including consideration of the appropriate scale, form, pattern and construction materials, as well as the potential cumulative effect of other wind farm developments.
- 6.120 The advice in the ABLWECS and the Scoping Opinion from NatureScot identified 'no scope' for a wind farm at this location. However, the site location shares significant characteristics within the *Upland Forest Moor Mosaic LCT* to the north of Campbelltown that demonstrate 'opportunities' for wind farm development. These relate to the simple landform and forested hills which are sparsely populated and remote from the coastline. The design process has therefore considered the local landscape character, scale, form, and the effects on views and visual receptors in the surrounding area. The proposed development has evolved from the scoping stage, through the design process which has involved a number of iterations as set out in Chapter 4 to provide an improved 'landscape fit'. This has led to a reduction in the horizontal and vertical scale of the proposed development and a reduction in turbine numbers from 21 to 13 and reducing the horizontal extent of the proposed development. The vertical turbine height has also reduced from a combination of 230m and 200m to blade tip at scoping to all 13 turbines of up to 200m to blade tip.
- 6.121 The proposed turbines, although in an elevated location within an open upland setting, would be located within coniferous forestry in a shallow 'bowl' formation surrounded by low-rising summits formed from The Slate (384m AOD) to the north / north-west, Achnaslishaig Hill (307m AOD) to the south / west, Cnoc Odhar (277m AOD) to the

south-east, Tirfergus Hill (260m AOD) to the north-east, and Cnoc nan Gabhar (239m AOD) to the east. Beyond this shallow 'bowl' the ZTV is fragmented as described previously in paragraphs 6.48-51.

- 6.122 Notably the Mull of Kintyre on the southwestern edged of the peninsula is located 8-9km to the southwest of the proposed development. This area is outwith the ZTV and would not be affected by the proposed development.
- 6.123 In addition to the opportunities afforded by the Site location, the design and layout of the proposed development provides further mitigation. The 'simple' turbine layout is suitable for the underlying landform and simple landscape character of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT and accords with general SNH guidance *Siting and Designing Windfarms in the Landscape*, Version 3a, 2017 for wind farm development as a simple, balanced and cohesive turbine composition as well as being located within large-scale, broad and simple LCT. The proposed turbines have been cohesively located, between surrounding low hills to benefit from intervening screening and limit the visibility of the proposed turbines as well as reducing the horizontal and vertical extent of the proposed development from key views and particularly when perceived from the B842 and B843, nearby settlements of Stewarton, Drumlemble and Campbeltown, Westport Beach, water based users of Campbeltown Loch.. The scale of the turbines can be accommodated in this location, creating a simple, cohesive, balanced and clear design and visual composition that minimises excessive 'turbine clutter' in the form of uneven gaps / overlaps and outlying turbines. This has the following design advantages:
- Through design, the proposed turbines have been located within a forested shallow bowl, that limits their overall maximum theoretical visibility from surrounding areas;
 - The proposed development would appear as a clearly recognisable scheme that 'fits' with the scale and simplicity of the local landscape character, such that the aesthetics and visual composition of the turbines (appearing as a simple and reasonably balanced composition) can be appreciated in their own right where visible; and
 - The simple visual composition of the turbines reflects the character of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT and the pattern of other existing and consented wind farm development nearby, to the north of the A83.
- 6.124 The Site infrastructure, including the access road and the locations of the temporary construction compound and proposed energy storage and sub-station compound are also discretely located to mitigate the effects on the local landscape character.
- 6.125 In common with other nearby existing and consented wind farm development (Tangy + Extension and Tangy IV), the proposed development is located within a forested upland / moorland landscape and is surrounded by low hills and / or forested hills, and areas of coniferous forestry. It is set well back from the coastline and approximately 8-9km north of the Mull of Kintyre. The Tangy IV wind farm is clearly separate from the proposed development and this visual separation allows both developments to be perceived as a separate wind farms such that differences in turbine height, scale and rotation speed can be appreciated as distinctly separate, allowing both to be reasonably accommodated in landscape and wider views.

Design Consideration in relation to the ABLWECS

- 6.126 The ABLWECS provides specific landscape advice on landscape sensitivity for different areas of landscape character to 'generic' wind farm development. Its purpose is not to provide advice on specific wind farm development such as the proposed development but is a useful starting point in the design process.
- 6.127 The constraints and opportunities of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT reported in the ABLWECS have been reviewed in the design evolution and assessment process of the proposed development as set out in Table 6.7.

Table 6.7 Consideration of the ABLWECS

ABLWECS	Design consideration of the proposed development
Mull of Kintyre Upland Forest Moor Mosaic - Constraints	
<i>The high rugged hills characteristic of the south-western part of this character type which provide a dramatic backdrop to the settled and farmed landscapes of the Low Coastal Hills (21) and make a strong contribution to the scenic quality of this coastal area and the wider landscape.</i>	The hills within the Site are not particularly high or 'rugged', appearing more as smooth, green lowland, rounded hills with anthropogenic commercial forestry from the viewpoints, for example Viewpoints 4, 6 and 11. The high rugged hills in the south-west part of this LCT are located approximately 8km southwest of the proposed development and include the higher hills of Beinn Bhreac, Beinn na Lice, Tor Mor and Beinn a' Theine, collectively forming the Mull of Kintyre. Views towards these hills and the associated sea cliffs from the <i>Low Coastal Hills</i> LCT would be unaffected by the proposed development when viewing west and along the coast from the settled and farmed landscapes of the <i>Low Coastal Hills</i> LCT. The proposed development would be visible in some views beyond the lower hills of the <i>Low Coastal Hills</i> LCT to the north-west towards the proposed development as illustrated in Viewpoints 5 and 8. The high rugged hills would be seen in a different direction, approximately 8km further south of the proposed development and beyond the edge of the baseline photographs for Viewpoints 5 and 8.
<i>Areas of complex craggy landform, plunging hill slopes and cliffs/raised beaches along the coast and the small knolly hills which are highly visible on the edges of this character type.</i>	The proposed turbines would be set back from the coastal edges within a forested shallow bowl such that there would be no, or very limited intervisibility from the coastal areas as illustrated in the ZTVs. Where theoretically visible at Carskey Bay in the south, the turbines would be set back in the 'interior' of the forested hills to the north and partially screened by intervening landform.
<i>The pronounced wildland character which is especially, but not exclusively, associated with the exposed, remote and little modified butt of the Mull of Kintyre and the west coast.</i>	The proposed turbines would not be visible from the Mull of Kintyre and the west coast due to intervening landform with the Mull of Kintyre located approximately 8-9km distance further to the south of the proposed development. The 'pronounced wildland character' has not been recognised via a WLA designation.
<i>The high visibility of the outer 'edge' hills of this upland area from the surrounding well-settled landscapes of the Rocky Mosaic (20), the Low</i>	The proposed turbines would be located within a forested, shallow bowl, set back from the outer hills, ridgelines and summits as indicated by the topography map illustrated in Figure 6.12. The lower parts of the turbines would be largely screened by intervening forested, landform from Rocky Mosaic (20), the Low

ABLWECS	Design consideration of the proposed development
<i>Coastal Hills (21) and the Bay Farmland (14).</i>	Coastal Hills (21) and the Bay Farmland (14). The design of the wind farm also presents as a simple, linear composition of well-spaced turbines. This has a mitigating effect on the views likely to be experienced from these areas as illustrated in Viewpoints 3, 5, 7, 8, and 11.
<i>The landscape setting provided by Beinn Ghuilean to Campbeltown.</i>	The proposed turbines would not be located at Beinn Ghuilean. There would be no visibility of the proposed turbines from the south of Campbeltown and limited visibility from areas to the north of the settlement where the turbines would be partially visible, low down in the landscape, in a different part of the view than Beinn Ghuilean, as illustrated by Viewpoint 12. The landscape setting provided by Beinn Ghuilean to the settlement of Campbeltown would not be significantly affected by the proposed development.
<i>The views from Arran and cumulative effects with other wind farm development seen along the 'spine' of the Kintyre peninsula to the north of Campbeltown.</i>	The proposed turbines would be visible in a shallow 'dip' between upland forested areas in views from Arran and would be seen as a distinct development separate from other wind farm development that is visible in upland areas to the north of Campbeltown. Cumulative visual effects experienced from Arran would be located beyond 25km distance from the proposed development and was agreed that these effects would be scoped out.
<i>The APQ designation which covers much of this landscape.</i>	The proposed development would be located towards the northern edge of the Mull of Kintyre LLA (former APQ). A detailed assessment on the effects of the proposed development on the special qualities of the Mull of Kintyre LLA is set out in the Residual Landscape Effects section of this chapter.
Mull of Kintyre Upland Forest Moor Mosaic - Opportunities	
<i>The simple landform and land cover of the interior rolling and densely forested hills within this character type.</i>	The proposed turbines would be set in an area of upland forest in a shallow 'bowl' between summits to reduce their overall visibility.
<i>The sparsely populated nature of this character type and the potential for limiting visibility and intrusion from surrounding sensitive well-settled and frequented landscapes and the coast within the core of these uplands.</i>	The proposed turbines would be set in a forested upland area, away from settlement and from more frequented areas including the coast.
Mull of Kintyre Upland Forest Moor Mosaic – Cumulative Issues	
<i>Potential cumulative effects on views from Arran where the long even spine on Kintyre north of Campbeltown is strongly characterised by wind farm development. Wind farm</i>	The proposed turbines would be visible in a shallow 'bowl' between upland forested areas in views from Arran. The turbines would be seen as a distinct development separate from wind farm development that is visible in upland areas to the north of Campbeltown. Although this would slightly increase the extent of wind farm development in the view, the proposed turbines would

ABLWECS	Design consideration of the proposed development
<i>development also located on the Mull of Kintyre Upland Forest Moor Mosaic would increase the extent of development seen in these views.</i>	be in a different part of the view, away from the elevated upland 'spine'. Cumulative visual effects experienced from Arran would be located beyond 25km distance from the proposed development and was agreed that these effects would be scoped out.
<i>Related to the above point are the potential effects on the perception of the Mull of Kintyre which has a character distinct from the long and more even spine of the Kintyre peninsula north of Campbeltown from which it is separated by a low-lying isthmus which sets it apart. Wind farm development could be perceived as making it appear the same as the northern length of Kintyre, diminishing its rugged character and strong identity.</i>	The perceived contrast between the linear topography or 'long spine' of the Kintyre peninsula north of Campbeltown and the forested hills to the south, beyond the low-lying isthmus (Bay Farmland LCT) which separates them would not be altered by the addition of a wind farm. Travelling through these landscapes one would still be aware of the linear nature of the Kintyre peninsula experienced by travelling along the A83, they would still see the landscape 'open up' on crossing the Bay Farmland LCT on the approach to Campbeltown and travel inland 'through' the landscape along Conie Glen further south. Equally it has to be noted that much of the interior forested hills and moorland are similar to the 'root' of the Upland Forest Moor Mosaic LCT.
<i>Cumulative effects with other wind farms located on the southern part of the nearby Upland Forest Moor Mosaic (6) potentially affecting more settled hill fringes and the Bay Farmland (14).</i>	The cumulative effects of the proposed development in addition and in combination with other wind farm development has been included in the LVIA. The nearest wind farm is at Tangy IV (assuming Tangy I & II are decommissioned) which is separated from the proposed development by a distance of 12km to the north of the Bay Farmland LCT or low-lying isthmus. Although both wind farms would be visible from this area the proposed development would be located in a shallow 'bowl' within the interior of the Mull of Kintyre Upland Forest Moor Mosaic LCT reducing visibility in views from the nearby Upland Forest Moor Mosaic LCT and the Bay Farmland LCT. The turbines would be partially screened by intervening landform (and forestry in some views) such that the lower parts of the turbines would be screened. Visibility would reduce towards the southern part of the Bay Farmland LCA, such that there would be no visibility of the proposed turbines from the settlement of Machrihanish. Intervisibility with turbines to the north (within the Upland Forest Moor Mosaic (6)) would be limited with turbines at Tangy and Beinn an Tuirc intervisible as distant features from some locations. Where visible, both wind farms would be experienced in opposite directions and clearly separated by a large intervening distance.

Landscape Specific Mitigation

6.128 Specific landscape mitigation which has been embedded into the design of the proposed development and detailed in Chapter 4 is summarised here.

Construction Mitigation

- 6.129 A future outline Construction Environmental Management Plan (CEMP) would include measures to mitigate adverse landscape and visual effects during construction such as the restriction of construction traffic to designated routes, to avoid damage to the road corridor such as the creation of wheel ruts and ensure these are cleared-up and reinstated. Peat and topsoil will be handled in accordance with a Peat Management Plan (PMP).
- 6.130 There would be regular environmental monitoring and reporting to ensure the removal, reinstatement, and clear up of the temporary construction compound / laydown areas and any related construction arisings / redundant material.
- 6.131 A Site Restoration Plan will be submitted for approval by ABC before construction begins. The key elements will include the reinstatement of the borrow pit working areas, partial construction compound, laydown areas and cable trenches. Site tracks would be 'softened' with shoulders graded with excavated subsoil or peat and completed with the original topsoil or turfs where available.
- 6.132 The temporary construction compound (that is not being used for battery storage) and laydown areas will be fully re-instated with stored turfs or excavated soil and / or replanted to accord with the Site Restoration Plan and Integrated Wind Farm and Forestry Design Plan.

Forestry Design and Management

- 6.133 The existing Forest Design Plan has been amended to accommodate the proposed development and a new integrated Wind Farm Forest Design Plan has been developed as described in more detail in Chapter 14 and illustrated in Figures 14.1 – 14.5. Using a bespoke approach for each turbine based on wind direction, topography and tree condition, the permanent area required to be kept free from forestry around the proposed turbines and other infrastructure would be C52.64ha of forestry as illustrated in Figure 14.3. An area of management fell (fell and replant) of C57.84ha within the Site would also be required as illustrated in Figure 14.3. However, Parts of Phase 1 of the Baseline Felling Plan (Figure 14.2) have already been recently felled and the remaining areas would be felled by the start of the construction phase to create a reasonable forest compartment as the start of restructuring. The remaining phases of the forest areas (including Phase 1) would be re-stocked, felled and maintained as coniferous forestry to accord with the proposed Wind Farm Forest Design Plan and other approved forest plans. Areas with no fell date on Figure 14.2 are large areas of young forestry which are retained and would gradually mature through the operational period of the proposed development. Forestry felling, required for the proposed development (including baseline felling) would be most notable from viewpoints 1, 3, 5 and 9 within 10km with limited visibility from viewpoints 2, 4, 6, 7 and 11. Forestry felling would not be widely visible from other surrounding areas and would be largely limited.
- 6.134 Chapter 14 includes a number of limitations and assumptions in relation to forestry management, as follows, that are relevant to this assessment:

- Where Forest Plans exist, felling phases are described and the replanting design and species choices are included. Designed open space and non-intervention or Long Term Retention may be developed.
- By assessing the changes to the forest structure and any permanent woodland loss resulting from the proposed development, a reasonable worst case is assumed whereby the integrity of the woodland as a whole is preserved.
- The typical planting and felling cycles for the normal commercial conifer, Sitka spruce are assumed to be in the range of 40 to 60 years. Given an average growth rate of 50cms per year, Sitka spruce may well attain a height of 25m in 50 years at which stage the stem dimensions typically meet the specifications for sawmilling and other wood processing and ready for felling as part of commercial operations. Once the tree crop is felled, the area is not usually left fallow for more than two years. After this period, replanting would then take place. The site is typically cultivated which promotes early establishment and conifer transplants taken directly from the tree nursery are planted to re-establish the forestry crop. It is estimated that conifer transplants take between 5 and 7 years to grow to a height of 2m.
- It should be noted that the final tree height is dependent upon the local site conditions, particularly exposure to wind and soil strength. In exposed locations and areas of weak soil, a tree may not achieve a height of 20m before succumbing to windthrow.

New Site Access and Internal Access Tracks

- 6.135 A total of approximately 11.49km of new and upgraded wind farm access tracks would be constructed, which includes 4.2km of upgraded tracks, 5.5km of new cut tracks and 1.97km of new floating tracks. Temporary passing places would also be provided every 500m (as required). The tracks would feature local widening on corners and would be surfaced with coarse aggregate (see Figure 3.4 for typical track cross sections). New sections of track across areas of peat deeper than 0.5m would be floated, comprising a total of approximately 1.97km.
- 6.136 Limited sections of the wind farm access tracks (including the existing track) would be visible from viewpoints 1, 2, 3, 7 and 9 within 10km. These are the only viewpoints within 10km where, apart from the turbines, any other associated infrastructure would be visible. These low levels of visibility of the Site infrastructure confirm minimal landscape and visual effects on the surrounding receptors.
- 6.137 On completion of Site construction, the Site entrance and access tracks would be cleared of any construction signage and left in a tidy and co-ordinated condition with verges restored and field boundary fencing neatly tied into new gates / access details.

Wind Turbines

- 6.138 A total of 13 wind turbines are proposed with a blade tip height of up to 200m, each with an associated crane pad. The turbines would be a uniform semi-matte grey colour (no company logos or advertising) to reduce their contrast with the background sky and minimise their reflectivity.

- 6.139 The proposed turbines would all rotate in the same direction and at a slow and predictable speed of approximately 5 revolutions per minute (rpm) up to a maximum of approximately 17.5rpm. The 33kV switchboard/transformer required for each turbine will most likely be located within the turbine tower, but subject to final manufacturer's design, this equipment may also be located within its own adjacent stand-alone kiosk measuring approximately 3m by 2m by 3m high. These would each be colour-coordinated with the substation building and associated battery energy storage containers to have a low contrast with the surrounding landscape and best match the existing forestry colours.
- 6.140 Aviation warning lights would be required and a lighting strategy to provide mitigation of the potential landscape and visual effects at night is proposed. An assessment of the night-time effects is reported in Technical Appendix 6.4.

Substation and Energy Storage Compound

- 6.141 The proposed turbines and the on-site substation / battery storage compound would be linked by underground electrical cables, routed along the verges of the internal access tracks. The grid connection point would be determined by the local Distribution Network Operator (Scottish Southern Energy Networks) and would be subject to a separate consenting process led by the network operator and is not included in this assessment.
- 6.142 The Substation compound (90m x 90m) is illustrated indicatively in Figure 3.10 and would typically include two single storey, pitched roofed buildings comprising the network operator building and the wind farm control building, with switchgear infrastructure and car parking. The Substation compound would also be enclosed by a 2.7m high security fence.
- 6.143 An Energy Storage Compound (17.5 x 31.9m) would be constructed adjacent to the temporary construction compound. 12.2m x 2.4m ISO shipping containers housing batteries would be positioned within the compound. The ESC would also be enclosed by a 2.4m high security fence.
- 6.144 These compounds have been located together within the existing forestry, away from visual receptors. The forestry surrounding and enclosing these compounds is anticipated to be maintained throughout the operational period of the proposed development and the Integrated Wind Farm and Forestry Management Plan. In addition, to maintain the amenity of the forest, the colour of the buildings, and associated battery containers would be co-ordinated to have a low contrast with the surrounding forestry landscape, for example dark green.

Borrow Pits

- 6.145 Up to four on-site existing borrow pit locations have been identified for use for the extraction of stone, as described in Chapter 3 and shown in Figure 3.1. The borrow pit locations have a low landscape sensitivity and very limited visibility from the surrounding area due to the retained forestry.

- 6.146 Upon completion of construction, the borrow pits would be restored and a detailed reinstatement programme developed, drawing upon the advice of a landscape architect and implemented in agreement with ABC, SEPA and NatureScot. This will ensure that proposed reinstatement materials and techniques are suitable and may identify appropriate environmental enhancement opportunities. It is anticipated that steep faces would be backfilled and/ or re-profiled to match the surrounding topography, and disturbed surfaces would be covered with soil and re-seeded / re-turfed or left as exposed rock outcrops.

Operational Mitigation

- 6.147 The operation of the proposed development would cover a period of 35 years and includes site management to ensure the adequate maintenance of site facilities and landscape features, such as access tracks, field boundaries, gates, and signage.

Decommissioning

- 6.148 The proposed development would be decommissioned at the end of its operational period which is expected to take up to approximately 6 months. In accordance with Chapter 3, all visible, above ground structures (turbines, ESC and substation) would be removed upon decommissioning, thereby rendering the vast majority of the landscape and visual effects as reversible. Subject to Forestry / landowner requirements, the main operational site entrance and some of the internal access tracks would remain as permanent features, with redundant areas and crane hard standings removed and restored in accordance with industry guidance. A Site Decommissioning Plan will set out environmental protection measures and restoration principles which will be implemented. This Plan will be agreed with ABC.

Residual Landscape Effects

- 6.149 Landscape Effects are defined by the Landscape Institute in GLVIA 3, paragraphs 5.1 and 5.2 as follows.

"An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern ... is with how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character. ... The area of landscape that should be covered in assessing landscape effects should include the site itself and the full extent of the wider landscape around it which the proposed development may influence in a significant manner."

- 6.150 These effects are assessed by considering the landscape sensitivity (value and susceptibility) against the magnitude of change. The type of effect may also be described as temporary or permanent, direct or indirect, cumulative and beneficial, neutral, or adverse.
- 6.151 The residual landscape effects, assessed here, are those effects remaining after all of the embedded design mitigation has been taken into account. An assessment of the cumulative landscape effects, taking account of other existing and consented wind farm development and any current wind farm applications, as set out in Table 6.3 has

been undertaken according to the methodology detailed in Technical Appendix 6.1. The assessment has taken a precautionary approach and focused on the landscape character within 12km. This has been guided by the results of the viewpoint analysis (Appendix 6.2) which indicated that significant visual effects would be limited, primarily to within approximately 10km of the proposed turbines.

- 6.152 The effects of the proposed aviation warning lights of the proposed development on the LCTs are considered in Appendix 6.4.

Landscape Effects on Mull of Kintyre Upland Forest Moor Mosaic LCT

- 6.153 The 'host' landscape for the proposed development is the *Mull of Kintyre Upland Forest Moor Mosaic LCT* (number AGC 6c on Figure 6.8 and in the ABLWECS) - an upland area of relatively simple rolling plateau of densely forested hills at its core, contrasting with individual summits, and a more diverse and rugged landform along the coast, located on the Mull of Kintyre.

- 6.154 The *Mull of Kintyre Upland Forest-Moor Mosaic LCT* is largely within 10km of the proposed development covering two large geographical areas to the east and west of the Mull of Kintyre that are separated by a narrow strip of *Rocky Mosaic LCT* denoting the Conie Glen. Together they occupy a large proportion of the landscape across the Mull of Kintyre. The *Mull of Kintyre Upland Forest Moor Mosaic LCT* is a sub-division of the wider *Upland Forest Moor Mosaic LCT* which is located further to the north along much of the core of the Kintyre peninsula. The *Upland Forest Moor Mosaic LCT* (assessed separately in Table 6.9) is the host of the majority of wind farms within the Study Area and the *Mull of Kintyre Upland Forest-Moor Mosaic LCT* shares a number of key characteristics. To the north of the host LCT, the upland areas transition to *Rocky Mosaic LCT* and *Bay Farmland LCT*, which form lower lying, more settled areas. To the south-east the area transitions into the more settled *Hidden Glens LCT* and *Low Coastal Hills LCT*. A greater diversity of landscape character is identified to the north-west and north-east in the 45km Study Area on Arran and Islay.

- 6.155 The landscape character of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* is described within the ABLWECS as follows:

"The interior of these uplands has a rolling landform of rounded hills cut by narrow valleys. Occasional pronounced higher hills occur close to the Mull of Kintyre and also include Beinn Ghuilean abutting Campbeltown Loch. This landscape has a dramatic rugged coastal edge with sheer slopes and deep valleys plunging to the sea at the exposed butt of the Mull of Kintyre. ...

A very sparsely settled landscape with isolated farms located on lower hill slopes at the transition with the Rocky Mosaic (20) ... Views from this sparsely settled character type are very limited. Public roads are few, providing single track access to the Mull of Kintyre and through the forested interior in the west..."

- 6.156 Within the upland setting, the Site is located entirely within commercial coniferous forestry in a shallow bowl between hills on the northern and eastern slopes of Achnaslishaig Hill (307m AOD). The Site is contained between Achnaslishaig Hill and

The Slate (384m AOD) to the north, Cnoc nan Gabhar (239m AOD) to the east and Conoc Odhar (277m AOD) to the south-east which has contributed to the limited ZTV coverage of the area as illustrated in Figures 6.2 – 6.4.

- 6.157 The landscape within the Site boundary is fairly typical of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* and displays most of the common key characteristics, which area also shared with the northern part of the *Upland Forest Moor Mosaic LCT*, in particular the topography and coniferous forestry. The Site boundary excludes the characteristics that such as the “*pronounced higher hills*” that occur close to the Mull of Kintyre and the “*a dramatic rugged coastal edge with sheer slopes and deep valleys plunging to the sea at the exposed butt of the Mull of Kintyre.*”

Landscape Sensitivity

- 6.158 The landscape assessment has been undertaken in accordance with GLVIA 3 and the methodology in Technical Appendix 6.1. GLVIA 3, paragraph 5.39 advises that “*Landscape receptors need to be assessed firstly in terms of their sensitivity, combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape. ... it is specific to the particular project or development that is being proposed and to the location in question.*”
- 6.159 Landscape susceptibility according to the GLVIA3, glossary means “*the ability of the landscape to accommodate the development without undue consequences for maintenance of the baseline situation and / or the achievement of landscape planning policies and strategies*”. It may be noted that this definition is distinct from the one used for strategic assessment in the ABLWECS.
- 6.160 At a strategic level the ABLWECS does not identify a sensitivity to turbines >130m (Very large turbines) within this LCT and identifies an overall sensitivity to turbines between 80-130m (Large turbines) as High. The ABLWECS advises that there is ‘no opportunities’ for ‘Very large turbine’ typology within this area or anywhere within Argyll and Bute. However, since the publication of the ABLWECS in 2017, there have been a number of consented wind farms over 130m within this landscape including Airigh Wind Farm (up to 149.5m to blade tip) in the north of Kintyre and High Constellation and Tangy IV to the south on the Kintyre peninsula (both 149.5m to blade tip).
- 6.161 In considering the landscape susceptibility for the proposed development this assessment has referred to a range of commonly accepted landscape criteria or indicators of susceptibility to wind energy development, as set out in Table 6.8. They include attributes of large landscape scale, simple landform and land cover, limited settlement and visual qualities of broad and simple skylines, all of which are key characteristics of the *Mull of Kintyre Upland Forest Moor Mosaic LCT*.
- 6.162 As a result, an overall assessment has been made of Medium landscape susceptibility for the proposed development.

Table 6.8: Mull of Kintyre Upland Forest Moor Mosaic: Landscape Susceptibility

Landscape Attributes	Characteristics that are less susceptible to wind farms			Characteristics that are more susceptible to wind farms	
	Low	Medium – Low	Medium	High - Medium	High
Physical Characteristics:					
Scale	Larger scale landscapes and landform which may be more able to accommodate large scale wind turbines			Smaller scale well defined landforms which may become dominated or overwhelmed by wind turbines	
		✓			
Landform and Topography	Simple upland plateau, gently rolling or flat landscapes as the turbines may be less easily scaled against the landform			Complex landforms with well-defined changes in level including ridges, steep sloping hillsides and narrow valleys.	
		✓			
Land Cover	Large scale simple and homogenous land cover e.g. moorland or forestry where the simply landcover may complement turbines			Complex and diverse land cover including a mix of arable fields, grassland, woodland, and water that turbines may dominate.	
	✓				
Pattern	Unenclosed land or large field patterns which may complement the modern aesthetic of turbines.			Irregular small-scale patchwork or medieval field patterns that turbines may overwhelm.	
	✓				
Settlement	Sparse or no settlement with relatively few visual receptors and scale indicators.			Populated areas / lowlands with lots of people and small-scale indicators.	
		✓			
Other Similar Development	Large scale industrial, infrastructure and mineral extraction land uses detracting from the overall landscape sensitivity and value. Landscapes with other wind farms.			Rural / traditional forms of development including parks and gardens and monuments enhancing the overall landscape sensitivity and value.	
				✓	
Perceptual Characteristics:					
Wildness and Naturalness	Area not valued for wildness as a key characteristic or SLQ.			Area valued for wildness as a key characteristic or SLQ.	
			✓		
Remoteness	Area that feels closer to people and human activities. Conversely, a remote area not valued for wildness or tranquillity would have a lower number of visual receptors.			Area that feels remote from people and human activities. Conversely, landscapes that are settled / built up would have a higher number of visual receptors.	
			✓		
Rational / Windswept	Open and exposed landscapes where turbines, though more visible, may be logically located in windswept locations.			Enclosed or sheltered landform likely to be of a smaller scale and limited rational for turbine locations.	

Landscape Attributes	Characteristics that are less susceptible to wind farms			Characteristics that are more susceptible to wind farms	
	Low	Medium – Low	Medium	High - Medium	High
		✓			
Visual Characteristics:					
Openness and Enclosure	Enclosed landscape with limited opportunities for long range views.			Open landscapes with opportunities for long range views.	
			✓		
Skyline	Broad simple skylines lacking in distinctive or 'landmark' topography.			Skylines which are an important and noticeable component in the landscape with 'landmark' topography.	
		✓			
Landmarks	Landscapes with no sensitive features where turbines might detract from settings			Landscapes with landmarks and features such as church spires and prominent listed buildings where turbines might compete as landscape foci and detract from settings	
		✓			
Surrounding Context	Self-contained landscape with limited relationship with adjacent areas.			Landscapes that are closely connected to the adjacent / surrounding areas in terms of similar character or visual backdrop.	
				✓	
Overall Susceptibility			Medium		

- 6.163 Considering landscape value, the Site of the proposed turbines is designated at a local level by the Mull of Kintyre LLA which largely covers the *Mull of Kintyre Upland Forest Moor Mosaic LCT* indicating a High-Medium value in terms of designation alone. Other factors that contribute and indicate landscape value area listed in GLVIA 3, Box 5.1 and include landscape and scenic quality (indicated by the LLA) rarity, conservation and recreational interests, perceptual aspects such as 'wildness' and associations of history, art or literature. The Site does not exhibit rare landscape features and the area of forestry covering the Site is not promoted for recreation or crossed by any recreational routes, however the Kintyre Way skirts around this forestry to the south and west before heading to the coast, with the wider area crossed by a number of Core Paths. Taken together the landscape value of the Site is assessed as Medium, noting that coastal areas to the south and south-west which are more rugged and display more scenic quality with panoramic views of the wider seascape are of higher High-Medium landscape value (the latter being acknowledged in the ABLWECS (page 57)).
- 6.164 Considering the assessment of Medium susceptibility and the Medium value for the Site of the proposed development, the overall sensitivity of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* to the proposed development is assessed as *Medium*. This is lower than the sensitivity rating for the ABLWECS and reflects a reduced susceptibility to change in comparison to more sensitive locations such as coastal areas of the LCT.

- 6.165 The landscape elements on the Site, mainly coniferous forestry have been assessed as of Low sensitivity reflecting its role as timber crop within this landscape. Areas of moorland have been assessed as of Medium to Low sensitivity, reflecting their semi-natural nature.

Landscape Effects during Construction

- 6.166 The 18-month construction phase would result in direct landscape effects on the Site and its component landscape elements of coniferous forestry. During this period there would be dynamic and progressive change to the landscape involving forestry felling, new and upgraded access track creation, movement of people and construction vehicles, plant and machinery, localised establishment of compounds, deliveries and site storage, excavation of borrow pits and localised construction of turbine foundations. Cranage, turbine delivery and construction would be visible above the forestry. This level of activity is not characteristic of this area and so the magnitude of change would progress from Zero at the start of construction to High.
- 6.167 Effects on landscape elements, mainly the coniferous forestry crop (Low sensitivity) would be limited, (Low magnitude) as forestry removal would be largely 'key-holed' and minimised such that the effects on this landscape element would be **Negligible** and Not Significant. Similarly, there would be very limited removal of moorland vegetation (Medium to Low sensitivity) to form new access tracks (Very Low magnitude) the effects on this landscape element (moorland) would also be **Negligible** and Not Significant.
- 6.168 In terms of the likely effects on landscape character, the magnitude of change during the construction phase would range progressively from Zero to High, primarily as a result of the progressive turbine construction and related infrastructure, including the creation of new access tracks, substation and ESC compounds and temporary construction compound and use of the existing borrow pits. Overall, the landscape effects on the western unit of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT would range from **None** (at the start of the construction phase) and increase to **Major** and Significant upon completion, due in particular to the nature of construction activity (contrasting colours, movement, people). The geographical extent of significant effects would be limited to areas within the Site itself extending out to approximately 1-2km from the proposed turbines, subject to the containing effects of topography and forestry. For example, the ZTV (Figure 6.4b) and the Integrated Wind Farm and Forestry Design Plan indicate that there is approximately 1-2km of forestry all around the proposed development, with smaller areas of theoretical visibility beyond this extending into the adjacent Rocky Mosaic and Hidden Glens LCTs. Whilst there may be visibility, effects on the *Mull of Kintyre Upland Forest Moor Mosaic* LCT cannot extend further than its physical boundary (see assessment of the Rocky Mosaic and Hidden Glens LCT). Although a change to the landscape character could be more readily perceived and experienced it would also appear beyond the glen, viewed in the context of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT, suggesting that whilst there would be a notable and significant change to some views, the change to the landscape character would be more limited, except that this would be an active construction phase.

Landscape Effects during Operation

- 6.169 During operation, the completed wind farm would gain a more 'settled' appearance when compared to the same area during construction. Although significant, the landscape effects would continue throughout the operational period mainly as a result of the proposed turbines and less as a result of the associated infrastructure.
- 6.170 The proposed turbines would be broadly 'contained' between forested upland summits, appearing as a simple, large-scale element / wind farm. The turbine blade rotation would be clearly visible. The surrounding low-lying hills would screen the lower parts of the turbines in views from the surrounding landscape. The forestry would further screen views within the LCT as shown in Figure 6.4b. This combination of containment and forestry would limit visibility in the surrounding area and the more sensitive coastal edges of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* where there is very little to no ZTV coverage. The magnitude of change would be High (subject to localised screening from landform and forestry), and the geographical extent would be approximately <2km as indicated by the ZTV which would be more limited in the south / south-east and in the north-west due to no visibility as a result of intervening landform. These effects would also be limited by existing / retained forestry cover in this area. It should be noted that felling and replanting of forestry surrounding the proposed development has commenced in accordance with the forestry felling and restocking plans enabling the establishment and reinstatement of areas of forestry prior to construction.
- 6.171 The duration of these effects would be long term (35 years and assessed as permanent) although it should be noted that the effects would be largely reversed as a result of decommissioning (assessed separately).
- 6.172 As a result of the Medium sensitivity and the High magnitude of change, the level of effect on part of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* would be **Major** and Significant, extending over a limited area approximately <2km. The effects would be limited by existing / retained forestry cover in this area as well as the topography and extent of the LCT. The effects would not be significant in terms of the overall landscape character and the nature of these effects would be long-term, direct and negative due primarily to the height and scale of the turbines.
- 6.173 This level of effect, and geographical extent, is not unusual for large-scale wind farm development and significant effects on the host landscape are unavoidable.
- 6.174 The eastern unit of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* would not be directly affected, and the magnitude of change would be visible as development occurring within a separate LCT unit. The magnitude of change affecting the landscape character would consequently be reduced to (Low magnitude) **Minor** and Not Significant. Considering the *Mull of Kintyre Upland Forest Moor Mosaic LCT* as a whole, the effects would be Not Significant in overall terms due the large scale of this landscape.

Cumulative Assessment: Existing and Consented Wind Farms

- 6.175 There are no existing or consented wind farms within the *Mull of Kintyre Upland Forest Moor Mosaic LCT*.
- 6.176 There would be no cumulative landscape effects from existing and consented wind farms on the *Mull of Kintyre Upland Forest Moor Mosaic LCT*. The nearest wind turbines are the domestic scale single wind turbines at Aucharua to the Low Coastal Hills LCT to the south-east of the proposed development and Kildalloig in the adjoining *Rocky Mosaic LCT* to the north-east of the eastern unit of *Mull of Kintyre Upland Forest Moor Mosaic LCT*. Intervisibility from these turbines would be very limited and Not Significant. Similarly, the large scale wind farms at Tangy in the north would have limited influence on the characteristics of this LCT due to the large intervening distance of over 12km.

Cumulative Assessment: Existing, Consented and Application Wind Farms

- 6.177 There are no other live application wind farms within the *Mull of Kintyre Upland Forest Moor Mosaic LCT*. The pre-application High Dalrioch Wind Farm would be located in the eastern unit of this LCT.
- 6.178 High Dalrioch would be located on the west facing slopes of Beinn Ghuilean, facing the interior of the LCT to the north-east of the proposed development at approximately between 5km to 9km distance from the proposed development.
- 6.179 The proposed development would be associated with the western unit of the *Mull of Kintyre Upland Forest Moor Mosaic LCT*, and there would be a clear separation between these developments. As a result, the cumulative magnitude of change to the landscape character caused by the additional effect of the proposed development would remain High within <2km, resulting in a **Major** and Significant effect. The nature of these effects would be cumulative, long-term (reversible), direct and negative.
- 6.180 The combined cumulative effect of High Dalrioch and the proposed development on the eastern unit of the *Mull of Kintyre Upland Forest Moor Mosaic LCT* would also be **Major** and Significant, although affecting two locations in two separate areas of this LCT. The nature of these effects would be cumulative, long-term (reversible), direct and negative.

Landscape Effects During Decommissioning

- 6.181 During decommissioning the Site would return to a 'construction site' for a temporary period and the level of effect would be variable according to the phase of activity, although in general the magnitude would reduce from operational levels to Very Low. During decommissioning, turbines and all of the associated ground-based infrastructure (excepting site tracks) would be removed. The remaining landscape effect would be **Negligible** and Not Significant. The nature of these effects would be permanent, direct, and neutral when compared to the pre-existing landscape.
- 6.182 There is insufficient information to assess cumulative effects during the proposed decommissioning period along with the decommissioning of other existing, consented

and application wind farm development which may be decommissioned concurrently with the proposed development. Collectively however, the nature of these effects would reduce through the decommissioning period.

Effects of Reduced Intensity Aviation Warning Lights

- 6.183 No significant night-time landscape effects have been assessed as a result of the proposed aviation warning lights which includes a Lighting Strategy to provide mitigation.

Indirect Effects on the Surrounding Landscape Character

- 6.184 The effects on surrounding landscape character would be limited to effects on the key visual or perceptual characteristics of these landscapes, resulting from views of the proposed turbines and associated development where visible. The assessment considers the likely change to landscape character and as such it is different from the visual assessment of particular views, experienced by people.
- 6.185 In summary, a small area of *Hidden Glens* LCT within 2-3km of the proposed development at Glen Breackerie would be significantly affected by the proposed development. None of the other LCTs would be significantly affected in terms of their landscape character, although there would be significant effects on the views from some of these areas.

Table 6.9 Indirect Effects on Surrounding Landscape Character (within 10/12km)

Landscape Character Type	Assessment
Hidden Glens LCT (3)	The <i>Hidden Glens</i> LCT comprises a narrow LCT around Glen Breackerie which penetrates the south-eastern part of the host <i>Mull of Kintyre Upland Forest Moor Mosaic</i> LCT and is located approximately 1.8km to the south of the proposed development. The landscape character is described by the ABLWECS as follows: <i>"The Hidden Glens are enclosed and often narrow, contained by steep sides which rise to form irregular ridgelines. The narrowness and enclosure of these glens create a contained and often small scale landscape, which is accentuated by the presence of small buildings, trees and field enclosure pattern."</i> <i>".... it should be noted that the visual extent of the glen includes the ridges seen on the skyline which lie within the adjacent upland character types."</i> This Hidden Glen (Glen Breackerie) is also a designated LLA (Mull of Kintyre LLA) and is traversed by the Kintyre Way (one of Scotland's Great Trails) indicating a High-Medium value. The ABLWECS judges the sensitivity of this landscape to large typology turbines <i>within</i> it as High-Medium. The susceptibility to change from the introduction of the proposed development is lower at Medium due to the presence of a road, scattered farms and built form and some forestry / woodland cover along the Breackerie Water and western side of the glen. The glen has a flat bottom or 'U' shape profile is contained by steeply sloping topography and lower forested hills which open out at the southern end into the <i>Low Coastal Hills</i> LCT thereby reducing the overall sense of intimacy and scale in contrast to the northern end where there is a smaller scale quality. The skylines viewed from this glen tend to be of a different LCT (<i>Mull of Kintyre Upland Forest Moor Mosaic</i>). The overall sensitivity is therefore considered to be <i>High-Medium</i>. <u>Assessment: proposed development</u>

Landscape Character Type	Assessment
	None of the proposed turbines would be located within this LCT (the nearest turbine would be approximately 1.8km distance to the north-east). Although the majority of the LCT is overlapped by the ZTV, the greatest visibility is indicated to the west of the valley where up to 13 turbines would be theoretically visible. Due to the length, topography and partially wooded / forested nature of the glen, potential effects from the proposed development would vary as the distance, screening and perceived scale of the turbines in the landscape changes. Where visible the turbines would appear as a new feature at the head of the valley and the turbine blade rotation would be clearly visible. Forestry cover in this part of the glen would further screen the proposed turbines (subject to felling) as shown in Figure 6.4b. Theoretical visibility would reduce to 7-9 turbines to the east of the valley and along the road. The turbines would be partially visible from this part of the glen (blades, hubs and upper towers) due to screening from intervening landform. Site visits in combination with wireline analysis along the glen indicate that the effect on the LCT would be at its greatest towards the northern end of the LCT, subject to any intervening localised screening and as illustrated in residential viewpoints F, I, J and M. Whilst the southern and western parts of the LCT are broader and more open with slightly greater visibility of the proposed development, which would appear as a new feature at the head of the valley, mitigated slightly by the intervening distance. would render any landscape effects as not significant and most of the key characteristics do not relate to this part of the LCT. The magnitude of change on the landscape character within this part of the LCT would be Low resulting in a Moderate to Minor level of effect which would be Not Significant. The northern end of the LCT within approximately 2-3km from the proposed development resulting in a Medium-Low magnitude of change and Moderate and Significant effect. The nature of these effects would be long-term (reversible), indirect and negative. Due to the overall varied visibility of the turbines from within this LCT, it is not considered that the proposed development would significantly alter the key characteristics of this landscape. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: proposed development + Existing + Consented Sites</u> There are no existing or consented wind farms located or visible from within the <i>Hidden Glens</i> LCT and there would be no cumulative effects. <u>Cumulative Assessment: proposed development + Existing + Consented + Applications</u> There are no other application or other wind farms within or visible from this LCT, therefore there would be no cumulative effects.
Rocky Mosaic LCT (20)	The Rocky Mosaic LCT comprises three units within 12km of the proposed turbines: ▪ Unit A: South of Machrihanish ▪ Unit B: Conie Glen ▪ Unit C: Campbeltown The key characteristics of this LCT is described as: ▪ <i>“Uneven, hummocky landform with rocky outcrops and narrow glens.</i> ▪ <i>Raised beaches, cliffs and distinctive rounded knolls.</i> ▪ <i>Rocky, indented coastline with offshore islands and small sandy bays.</i> ▪ <i>Relatively small-scale landscape with a diverse mix of colours and textures.</i> ▪ <i>Steep wooded cliffs and hummocky, gorse-covered slopes.</i> ▪ <i>Stone walls provide partial enclosure.</i>

Landscape Character Type	Assessment
	▪ <i>Relatively well-settled, with scattered isolated farm buildings and small villages in sheltered sites.</i> ▪ <i>A wide variety of archaeological sites.</i> ▪ <i>Complex transitional landscape."</i> The ABLWECS considered the sensitivity to very large wind farm development <i>within</i> the LCT to be High, this however is distinct from the sensitivity assessed for the proposed development which is <i>outwith</i> the LCT. The LCT often hosts the main routes through the landscape, and as it creates the transition from land to sea, plays a key role in the scenic value of the coastal views. Only the Conie Glen unit is within the Mull of Kintyre LLA (High-Medium value) whilst the other two LCTs are undesignated indicating a Medium value. The skylines viewed from these areas tend to be contained by the Mull of Kintyre Upland Forest Moor Mosaic) which acts to enclose this landscape. The susceptibility to change from the introduction of the proposed development is assessed as Medium because of the location of the wind farm in a different LCT. The overall sensitivity is therefore considered to be <i>High-Medium</i> within Conie Glen unit due to its LLA designation and closer proximity with the adjacent host LCT and Medium at the two other units (A and C). <u>Assessment: proposed development</u> None of the proposed turbines would be located within this LCT (the nearest would be approximately 1.8km distance to the west of Unit B). <u>Unit A – South of Machrihanish</u> The ZTV coverage within this unit is very limited with theoretical visibility only indicated on an area of elevated landform to the north-west of High Tirfergus where there would be blades and hubs visible beyond intervening landform. However, this would be partially screened by forestry (subject to felling). From within this unit, the association with the upland landscapes is secondary compared to the association with the expansive seaward / coastal context. The proposed development does not intercede with the transition of this rocky coastline between the upland landscapes of the unit and its adjacent lochs, bays and sounds. The effects on the key characteristics and features of this unit would not be significant, and the proposed development would have a limited characterising influence on the LCT. The magnitude of change on this landscape unit would range from Low-Very Low (with large areas of Zero magnitude) and the level of effect would be Negligible and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented large scale wind farms located within the Rocky Mosaic LCT, although the Tangy Wind Farm development is visible to the north, viewing across the Bay Farmland. From these locations there would be distant views of several existing wind farms to the north including Beinn and Tuirc and Tangy which would have a very limited influence on this LCT (all Very Low to Zero magnitude). The additional effect of the proposed development would lead to a Low-Very Low magnitude and a Negligible and Not Significant effect. The combined effect of the proposed development would lead to a Low to Zero magnitude and a Minor and Not Significant effect with most of the effect resulting from the visibility of the Tangy development. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> There are no other application wind farms within this LCT and the pre-application High Dalrioch Wind Farm would have a limited influence on Unit A of this LCT (Very Low to Zero magnitude). The additional effect of the proposed development would remain Negligible and Not Significant. The combined landscape effect

Landscape Character Type	Assessment
	would be Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Unit B – Conie Glen</u> The ZTV coverage within this unit occurs to the north where all of the proposed turbines would be theoretically visible beyond 2km distance. From here the proposed turbines would be set back from the sides of the glen with lower towers screened by landform or forestry as illustrated in Viewpoint 3. This part of the landscape is in continuous change due to the ongoing forestry operations. Although the proposed development would appear as a new addition to this landscape (slow turbine rotation would be clearly visible), it would not be incongruous due to the visibility of existing windfarms at Tangy. Visibility would reduce towards the middle of the unit where up to three blades would be visible from the B842 at Ballybrennan and there would be no or very limited visibility to the south of the unit (See Appendix 6.5, Figure 6.5.K). The key characteristics of this LCT are poorly represented at Conie Glen as the landscape is neither a 'rocky coastal mosaic' or a particularly 'narrow glen'. The valley landscape is of a smaller scale compared to the bay Farmland for example and contains some 'hummocky landform' stone walls, and settlement. Although the visual effects from Viewpoint 3 is assessed as significant, the effects on the key characteristics and features of this unit would not be significant. The proposed development would add a new, isolated feature, visible from the northern part of the valley with limited characterising influence on the northern part of the LCT (and the overall LCT) due to the intermittent visibility and fragmented ZTV. Although clearly visible from within the LCT, the proposed development, would be perceived as being beyond the edges of the unit in the limited areas of visibility. The magnitude of change on this landscape unit would range from Low to Zero and the level of effect would be Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> The Tangy Wind Farm development is visible to the north, viewing across the Bay Farmland. (Low-Very Low to Zero magnitude). The additional effect of the proposed development would lead to a Low magnitude and a Moderate to Minor and Not Significant effect. The combined effect of the proposed development would lead to a Low to Zero magnitude and a Moderate and Not Significant effect with most of the effect resulting from the visibility of the Tangy development. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would have a greater influence on Unit B of this LCT (Medium magnitude) due to its proximity and lack of landform screening. The additional effect of the proposed development would remain Moderate to Minor and Not Significant. The combined landscape effect would increase to Major to Moderate and Significant, affecting the northern part of this LCT due to the application High Dalrioch Wind Farm. The nature of these effects would be long-term (reversible), cumulative, indirect, and negative. <u>Unit C – Campbeltown</u> ZTV coverage is very patchy and fragmented to the north of this unit. From here there would be visibility of the proposed development beyond landform and the settlement of Campbeltown. The turbines would be partially screened by landform which would screen views of the lower parts of the turbines. In addition the proposed turbines would be visible at a greater distance (~9km-11km) and would appear as smaller scale features in views already influenced by human development. This is illustrated in Viewpoint 12. Due to the limited extent of

Landscape Character Type	Assessment
	visibility, the proposed development does not interfere with the transition of this rocky coastline between the upland landscapes of the unit and its adjacent lochs, bays and sounds. The magnitude of change on this landscape unit would range from Very Low to Zero and the level of effect would be Negligible and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> A domestic, scale single wind turbines is present at Kildalloig and marks the presence of wind development in views from Davaar Island (as illustrated in Viewpoint 15 (Low to Zero magnitude). Wind farm development has occurred on adjoining upland areas and are often only partially visible from within much of the Rocky Mosaic LCT but would be more evident from elevated areas where there are views north. From these locations there would be distant views of several existing wind farms to the north including Beinn and Tuirc and Tangy which would have a very limited influence on this LCT (all Very Low to Zero magnitude). The additional effect of the proposed development would remain Negligible and Not Significant and the combined effect of the proposed development would lead to a Low to Zero magnitude and a Minor to None and Not Significant effect. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> There are no other application wind farms within this LCT, however the pre-application High Dalrioch Wind Farm would have a notable influence on Unit C of this LCT (Medium to Zero magnitude). The additional effect of the proposed development would remain Negligible and Not Significant. The combined landscape effect would be Moderate and Significant (due to High Dalrioch). The nature of these effects would be long-term (reversible), cumulative, indirect and negative.
Bay Farmland LCT (14)	The Bay Farmland LCT comprises a broad, low-lying flat to gently undulating plain that transitions between Campbeltown and Machrihanish Bay from the Sand dunes and Machair LCT in the west to the Rocky Mosaic LCT in the east and is contained to the north and south by the higher grounds of the Upland Forest Moor Mosaic LCT, and the Mull of Kintyre Upland Forest Moor Mosaic LCT. The ABLWECS notes the following in relation to the key characteristics of this LCT: <i>"While the landform and land cover of this landscape is relatively simple, it is a well-settled landscape, regularly dotted with farms and houses..."</i> <i>"This landscape is very open and highly visible from major roads and settlement. It also forms the immediate hinterland to Campbeltown and Machrihanish Bay."</i> The ABWLECS considered the sensitivity to large wind farm development within the LCT to be High. This however is distinct from the sensitivity assessed for the proposed development which is outwith the LCT. The Bay Farmland LCT is not located within a nationally or locally designated landscape although the Kintyre 66 Tourist Route follows the A83 through the north of the LCT. Therefore, a Medium value is assessed. The susceptibility to change from the introduction of the proposed development is Medium due to the presence of an airport, road infrastructure and scattered farms and built form. The skylines viewed from this area are contained by the Mull of Kintyre Upland Forest Moor Mosaic in the south and Upland Forest Moor Mosaic in the north). Existing wind farm development at Tangy located in the north already has some influence on part of this LCT in the north. The overall sensitivity is therefore considered to be <i>Medium</i>. <u>Assessment: proposed development</u>

Landscape Character Type	Assessment
	None of the proposed turbines would be located within this LCT (the nearest turbine would be approximately 3.5km distance to the south). Although the majority of the LCT is covered by the ZTV, the proposed turbines would be seen 'beyond' the line of hills in views south as it sits within a forested shallow bowl. The turbines would be most visible from the northern part of the LCT where there would be partial visibility of the turbines on the skyline as hubs, upper towers and blades with the lower towers screened beyond landform (and some forestry) as illustrated in Viewpoints 11 and 14. The intervening landform would increasingly screen the turbines towards the middle of the LCT such that only blades would be visible in places, as shown in Viewpoints 4 and 6. There would be no visibility at the southern edges of the LCT due to screening from intervening landform. The effects on the key characteristics and features of this LCT would not be significant, with the proposed development adding a further windfarm to this contemporary, although simple landscape. The addition of turbines and slow turbine rotation would not appear incongruous due to the influence of the Tangy Wind Farm. The magnitude of change on the landscape character from the introduction of the proposed development would range from Medium-Low to Zero, resulting in a Moderate to Minor and Not Significant effect. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented wind farms located within the <i>Bay Farmland</i> LCT. The nearest visible wind farms are located to the north of the LCT and comprise the existing Tangy and Tangy extension (Low to Zero magnitude) and Beinn an Tuirc III (Very Low to Zero magnitude) which would have a limited influence on this LCT. The consented Tangy IV would be visible to the north and would increase the height of the existing Tangy turbines whilst slightly reducing their number and simplifying the composition (Low to Zero magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> There are no other application wind farms visible from the LCT. The pre-application High Dalrioch Wind Farm would be visible to the south-east situated on the facing slopes of Beinn Ghuilean approximately 1km from the edge of the LCT (Medium magnitude). The additional effect of the proposed development would remain Moderate to Minor and Not Significant. The combined effect, taking account of the pre-application High Dalrioch Wind Farm would be Moderate and Significant to None. The nature of these effects would be long-term (reversible), cumulative, indirect and negative.
Low Coastal Hills LCT (21)	The <i>Low Coastal Hills</i> LCT comprises a rolling landform of small hills and valleys with a coastal edge comprising narrow sweeping sandy bays, occasional cliffs, rocky promontories and the islands of Sanda and Sheep Island. Landcover is predominantly agricultural fields interspersed with gorse hill tops and sparse woodland. The ABLWECS notes the following in relation to the key characteristics of this LCT: <i>"The irregular, rolling landform of the landscape provides strong containment and the presence of small woodlands, fields and settlement reinforces its predominantly small scale. This landscape makes an important contribution to the wider scenic context, the small scale diverse and settled character of hinterland farmland, sandy beaches, rocky cliffs and islands contrasting with the dramatic rugged backdrop of the steep sided and high hills of the Mull of Kintyre. The Low Coastal Hills are relatively well-settled and form a focus for recreation with views to and from the coast being particularly important. Views to this character type from</i>

Landscape Character Type	Assessment
	<i>the adjoining Mull of Kintyre Upland Forest Moor Mosaic LCT are more limited due to the sparsely settled and relatively little accessed nature of this landscape."</i> The ABWLECS considered the sensitivity to large wind farm development <i>within</i> the LCT to be <i>High</i>. This however is distinct from the sensitivity assessed for the proposed development which is <i>outwith</i> the LCT. The <i>Low Coastal Hills</i> LCT is located within the locally designated Mull of Kintyre LLA and the LCT is traversed by the Kintyre Way indicating a High-Medium value. The susceptibility to change from the introduction of the proposed development is assessed as High-Medium due to the smaller scale of the landscape. The overall sensitivity is therefore <i>High-Medium</i>. <u>Assessment: proposed development</u> None of the proposed turbines would be located within this LCT (the nearest turbine would be approximately 3.8km distance to the south-east). ZTV coverage is patchy within the LCT with theoretical visibility indicated at the southern end of Glen Breackerie and from elevated areas such as Cnoc Mor (121m AOD) and the north facing slopes of Kilbride and Blasthill. The proposed turbines would be seen 'beyond' the line of forested hills / glen to the north as illustrated in Viewpoints 5 and 8 which illustrate the views inland from near the coast. The views towards the coast would be unaffected by the proposed development, and it would not contrast with the dramatic rugged backdrop of the steep sided and high hills which are located more to the south-west at the Mull of Kintyre. Although the visual effects from Viewpoint 5 is assessed as significant, the effects on the key characteristics and features of this LCT would not be significant, and the proposed development would have a limited characterising influence on this part of the LCT (and the overall LCT) due to the intermittent visibility and fragmented ZTV and would be perceived as being well beyond the edges of the LCT in the limited areas of visibility. The magnitude of change on the landscape character from the introduction of the proposed development would range from Low to Zero, and the level of effect would be Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented large scale wind farms located within the <i>Low Coastal Hills</i> LCT, although the domestic scale Aucharua single turbine is located within this LCT but has a limited influence on this LCT (Low to Zero magnitude). The additional and combined effect of the proposed development remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> There are no application stage or other wind farms visible from the LCT. Therefore, there would be no cumulative effects.
Sand Dunes and Machair LCT (25)	The <i>Sand Dunes and Machair</i> LCT is a narrow coastal area, backing Machrihanish Bay. The LCT consists of sandy bays, tidal flats and long sandy beaches with dune systems which extend inland. The ABLWECS notes the following in relation to the key characteristics of this LCT: <i>"This character type is coastal, low-lying and combines stretches of sandy beach, tidal flats and low rocky outcrops with dunes, some of which are still active. They are very limited in extent, often comprising narrow strips of coastline. Generally orientated to face the west, this type is exposed and open, with low wind swept vegetation....they are popular areas for informal recreation, and can be secluded and semi-natural in character."</i> The ABLWECS considered the sensitivity to all development typologies <i>within</i> the LCT to be <i>High</i>. The LCT is not nationally or locally designated but there is an

Landscape Character Type	Assessment
	adjoining locally designated LLA to the south and local recreation routes along the beach which is also promoted as a tourist attraction resulting in a High-Medium value. The susceptibility to change from the introduction of the proposed development is Medium due to the medium to smaller scale (narrow strip) of the LCT in combination with the influence human development in the sand dunes (golf course) and in the surrounding environment (airport, buildings and settlement). However, it does also have the open aspect to the west and Machrihanish Bay. The overall sensitivity is therefore considered to be <i>High-Medium</i>. <u>Assessment: proposed development</u> None of the proposed turbines would be located within this LCT. The nearest turbine would be located approximately 5.2km distance to the south, separated from the upland landscape by the low-lying Rocky Mosaic LCT. Although the ZTV coverage within the LCT covers most of the LCT, views are in places obscured by the sand dunes as illustrated in Viewpoint 14. The dunes also separate the LCT from the adjoining landscape and force views west across the seascape. The proposed turbines would be visible as hubs and blades 'beyond' hills to the south, increasingly becoming screened towards the south of the LCT where mostly blades would be theoretically visible. It is not considered that the proposed development would significantly alter the key perceptual and visual characteristics of this landscape. This is due to the orientation of views, distance, and the intervening, settled Rocky Mosaic LCT. The magnitude of change on the landscape character would be Low-Very Low to Zero, resulting in a Moderate to Minor and Not Significant effect. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented wind farms located within the <i>Sand Dunes and Machair</i> LCT. The nearest visible wind farms are located to the north of the LCT and comprise the existing Tangy and Tangy extension (Low-Very Low magnitude) and Beinn an Tuirc III (Very Low to Zero magnitude). The consented Tangy IV would be visible to the north and would increase the vertical presence of the existing Tangy turbines (Low-Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> There are no other application wind farms visible from the LCT. The pre-application High Dalrioch would be visible from the south of the LCT - situated on the facing slopes of Beinn Ghuilean (Very Low to Zero Magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative.
Upland Forest Moor Mosaic LCT (6)	The <i>Upland Forest Moor Mosaic</i> LCT includes much of the upland landscape along the length of the Kintyre Peninsula to the north within 12km and beyond. The key characteristics of this LCT is described as: ▪ <i>"Upland plateau with rounded ridges, craggy outcrops and an irregular slope profile.</i> ▪ <i>Upland lochs.</i> ▪ <i>Winding narrow glens and wider glens with rivers.</i> ▪ <i>Extensive, large-scale mosaic of open moorland and forestry.</i> ▪ <i>No field boundaries.</i>

Landscape Character Type	Assessment
	▪ <i>Very few buildings; occasional isolated dwellings on edges of moor.</i> ▪ <i>Small enclosed pastures and occasional farms and houses on lower hill slopes at the transition with adjacent character types and within the narrow glens which dissect these uplands.</i> ▪ <i>Little access; roads follow shorelines."</i> The ABLWECS considered the sensitivity to very large wind farm development <i>within</i> the LCT to be High-Medium. The LCT is not nationally or locally designated but there are adjoining locally designated LLAs to the west and south-east of the LCT and one of Scotland's Great Trails (The Kintyre Way) traverses the LCT denoting recreational use and local scenic importance resulting in a High-Medium value. The susceptibility to change from the introduction of the proposed development is Low due to the larger scale of the LCT and influence of several existing wind farm development within this landscape. The proposed development would not be within this LCT, and there is a clear separation between the Kintyre and Mull of Kintyre areas. The overall sensitivity is therefore considered to be <i>Medium</i>. <u>Assessment: proposed development</u> None of the proposed turbines would be located within this LCT (the nearest turbine would be approximately 9.4km distance to the south-west). The ZTV coverage within this LCT is mostly limited to the south. ZTV coverage occurs on the south facing slopes and southern summits of the LCT. Viewpoint 13 illustrates visibility of the proposed development across intervening low-lying LCTs. The proposed development would be set down from the low hills, and set back from the coast, although the turbines would be seen within the shallow 'bowl' of the Site. The effects on the key characteristics and features of this LCT would not be significant, and the proposed development would have a limited characterising influence on the LCT. This is due to the intervening landform producing limited visibility, intervening distance and coniferous forestry and the existing pattern of wind development within the LCT. The magnitude of change on this LCT would range from Very Low to Zero and the level of effect would be Negligible and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative to neutral. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Wind farm development is present as a feature in the character of this LCT. Existing wind farms located within this LCT include: Freasdail, Cour, and Deucheran Hill towards the middle and north of the LCT, with a further cluster to the south consisting of Beinn an Tuirc and its Extension, Blary Hill, Auchadaduie, Beinn an Tuirc 3 and Tangy / Extension (all have a High magnitude within 1-2km of the turbines). Consented wind farms include Eascairt towards the north of the LCT, High Constellation also towards the north, and Tangy 4 to the south of the LCT (all would have a High magnitude within 1-2km of the turbines). The additional effect of the proposed development would remain Negligible and Not Significant. The combined landscape effect would be Major and Significant (due to the cluster of wind farm development within the LCT mentioned above and <u>not</u> the proposed development). The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented + Applications + proposed development</u> The Clachaig Glen Variation application would be located towards the middle of the LCT, with the Narachan application located towards further north within the LCT (High magnitude within 1-2km of the turbines). The pre-application High Dalrioch Wind Farm would have limited influence on this LCT (Low to Zero magnitude). The additional effect of the proposed development would remain Negligible and Not Significant. The combined landscape effect would be Major

Landscape Character Type	Assessment
	and Significant (due to the cluster of wind farm development within the LCT mentioned above and <u>not</u> the proposed development). The nature of these effects would be long-term (reversible), cumulative, indirect and negative.

Residual Seascape Effects

- 6.186 NatureScot guidance on coastal character assessment⁶ states that ‘In Scotland the focus is on the coast and its interaction with sea and hinterland, relationships that are quite distinctive in the Scottish context, especially on the West coast.’ The guidance also states that ‘...the size of the development proposal being assessed and its distance from shore will influence the appropriate scale of characterisation. ... also of relevance is any screening provided by coastal landform, which will limit the extent of the study area.’
- 6.187 The assessment of effects on seascape character uses the same methodology as the assessment of Landscape Effects as reported in Appendix 6.1.
- 6.188 None of the seascapes would be directly affected by the proposed development as the turbines and associated infrastructure would not be located within them, and there would be no change to their physical characteristics. Potential effects on these seascapes would be limited to indirect effects on the key visual or perceptual characteristics of these seascapes, resulting from views of wind turbines. The assessment considers the likely change to seascape character and as such it is different from the visual assessment of particular views, experienced by people.
- 6.189 The effects of the proposed aviation warning lights of the proposed development on the LCTs are considered in Appendix 6.4.
- 6.190 In summary, none of the seascapes included in the assessment would be significantly affected by the proposed development.

Table 6.10 Indirect Effects on Seascape / Coastal Character Areas

Seascape / Coastal Character	Assessment
West Kintyre / South East Jura and South East Islay (Area 24)	This RCCA is relatively expansive and spans the western coastline of the Kintyre and Knapdale Peninsulas, wraps around Gigha, as well as the eastern edges of Islay and Jura. It is characterised as a ‘contained seascape created by the proximity of coasts of Jura, Islay and Kintyre forming a broad sound’ and as having a medium scale with some smaller scale areas at bays and inlets. Although the NatureScot study acknowledges onshore wind farm development as a force for change in the perception of the area, it does not ascribe sensitivity to it. The key characteristics of this RCCA are described by NatureScot as: ■ contained seascape created by the proximity of coasts of Jura, Islay and Kintyre forming a broad sound;

⁶ Guidance note: Coastal Character Assessment, Scottish Natural Heritage, Version 1a – July 2018

Seascape / Coastal Character	Assessment
	▪ <i>even linear coastline of Argyll no distinct headlands but occasional shallow sandy bays resulting in Gigha and Paps of Jura being key focus of views from mainland;</i> ▪ <i>sheltered feel more exposed towards open sea at Mull of Kintyre;</i> ▪ <i>sparse settlement, farming and fishing communities. No large scale development. Houses painted white, some grander houses; some distilleries on Islay;</i> ▪ <i>moorland, farmland, forestry and some designed landscapes;</i> ▪ <i>Paps of Jura and headlands of Islay and Kintyre key focal points within this seascape;</i> ▪ <i>views to Ireland and Mull.</i> Within 12km from the proposed development, this RCCA passes between Westport at the northern edge of Machrihanish Bay to the Mull of Kintyre lighthouse at the end of this RCCA section. There is no ZTV coverage along the coastline between Uisaed, west of Machrihanish and the lighthouse. ZTV coverage along the hinterland in this section of the coastline is also very scant mostly occurring on hilltops set inland typically between 0.4-1km and are associated more with the upland landscape (Mull of Kintyre Upland Forest Moor Mosaic LCT assessed previously) than the coastal edge. This area is therefore not considered further in this assessment. The majority of ZTV coverage is at Machrihanish Bay which is assessed as a Local Coastal Character Area (LCCA) below. <u>Machrihanish Bay Local Coastal Character Area</u> This area covers the coastal edge and hinterland of Machrihanish Bay between Westport Beach and Uisaed. Access to the bay is generally gained by a car park at Westport off the A83, or from Machrihanish and / or the golf course. Machrihanish Bay is not within a designated but the beach is used for recreation and a local attraction. The value of this LCCA is therefore assessed as High-Medium. The susceptibility to change from the proposed development is judged to be Medium due to the enclosing dunes, the scale of the seascape areas and the directional focus of views which tends to be largely west and seaward as well as north and south along the coastline. The overall sensitivity is judged to be <i>High-Medium</i>. <u>Assessment: proposed development:</u> ZTV coverage indicates theoretical visibility of proposed development across the majority of the LCCA with theoretical visibility reducing towards the south of the area close to Machrihanish (there is no visibility from the beach at Machrihanish). Views from this area are illustrated in Viewpoints 6 and 14. The coastline in this area is medium to small scale with long views orientated west across the expanse of sea or north / south along the coastline. As illustrated in Viewpoint 14, the coastline generally comprises a sandy beach with sand dunes screening much of the inland features. The dunes themselves form the hinterland and merge into a golf course with agricultural fields and an airport beyond. Views from the western edge of the golf course are illustrated in Viewpoint 6. The proposed development would be visible in views south along the coastline and would appear at distances of between approximately 5.5km and 10.6km as mostly hubs and blades (and a small number of upper towers) with the remaining towers mostly screened by intervening landform and forestry. The turbines would appear inland 'behind' intervening forested hills. As a result, the turbines would appear in a different part of the landscape to the coastline, in an elevated location towards the background of views, with the westward views out to the sea, and towards Islay and Ireland would be unaffected by the proposed development. Views south towards the sea cliffs and headlands near the Mull of Kintyre are also clearly separate from the proposed development. Views from the northern to middle section of the bay would be partially screened by tall sand dunes from the beach area. Towards the south of the LCCA, the sand dunes

Seascape / Coastal Character	Assessment
	reduce in height, but the turbines also become more screened by the intervening hills such that only blades / blade tips would be theoretically visible in the southern part of the beach area, with no visibility from Machrihanish Beach. Although the visual effects from viewpoint 14 are assessed as significant, the effects on the key characteristics and features of this LCCA would not be significant and there would all remain strongly expressed. The magnitude of change on coastal character in these areas would be Low to Zero resulting in a Moderate to Minor and Not Significant effect. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy and Tangy Extension would be visible to the north-east from some areas of the beach and from the golf course / dunes at ~6.5km distance. Blades and hubs from Beinn an Tuirc III would be visible to the northeast at ~13.1km (both Very Low magnitude). The consented Tangy IV would be visible to the north-east and would increase the presence of the existing Tangy turbines (all vary between Low and Very Low magnitude). None of these wind farms would affect the west and seaward facing aspect of the LCCA. The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible to the south-east from elevated dunes and from the south tip of the beach area at ~6.8km distance which would have very limited influence on this LCCA (Very Low magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative.
Lower Firth of Clyde (west) Regional Seascape Area (RSA) (Area 12)	<i>Lower Firth of Clyde (west) RSA is described in the Seascape / Landscape Assessment of The Firth Of Clyde⁷ and is further divided into 16 smaller Local Coastal Character Areas, two of which are of relevance to this assessment and have ZTV coverage.</i> <u>Carskey Bay to Macharioch Bay LCCA:</u> <i>This area is described in the regional study as: "This series of south facing, gently indented bays framed by sandstone bluffs and headlands overlooks an expansive sea stretching south down the Irish Sea. The exposed shoreline backs onto fertile fields set along the coastal plains formed at the mouths of rivers, or above the raised beach on gently graded platforms. The sense of space and light and the consistent panoramic views both from the coast and the wider seascape are key characteristics of this area."</i> <i>"...The coastline combines sweeping sandy beaches – there are several, all accessible, backed by dunes – with abrupt sandstone headlands, and occasional more rocky promontories and islands. The most significant large island is Sanda, raised above its scatter of islets. Much of the coast is accessible, even without waymarked footpaths, and the Kintyre Way begins – or ends - at Dunaverty."</i> Susceptibility to change from the introduction of the proposed development is judged to be Medium-Low due to the intervening distance in combination with the orientation of views to the south across the sea, south-west along the coastline and east along the coastline. The coastline is locally designated by the Mull of Kintyre LLA and the value is judged to be High-Medium. The overall sensitivity is therefore assessed as <i>High -Medium</i>.

⁷ Seascape/Landscape Assessment Of The Firth Of Clyde carried out on behalf of the Firth of Clyde Forum, March 2013

Seascape / Coastal Character	Assessment
	<u>Assessment: proposed development</u> ZTV coverage along this section of coastline indicates theoretical visibility would be very limited, occurring at Carskey Bay where all of the turbines would be theoretically visible. Further, very limited theoretical visibility of between 1 and 6 turbines is also indicated at Brunerian Bay and at the rocky promontory at the transition between Macharioch Bay and Polliwilline Bay (See Appendix 6.5, Figures 6.5L-M). In reality, there would be partial screening of the proposed turbines from Carskey Bay beach due to the sand dunes and machair vegetation. There would be clearer views from the top of the dunes where two towers, hubs and blades would be theoretically visible in inland views to the north at ~5.5km distance. The blade tips theoretically visible from Brunerian Bay and Polliwilline Bay would be barely perceptible in views. Where views occur at Carskey Bay, the turbines would appear in a different part of the landscape to the coastline and in the background of inland views with the main orientation of views to the south and south-west unaffected by the proposed development. The magnitude of change would range from Very Low to Zero resulting in a Minor / Negligible to None and Not Significant effect. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented commercial wind farms visible from the Carskey Bay to Macharioch Bay LCCA, although the domestic scale Aucharua single turbine is potentially visible in some views but would have negligible to zero influence on this LCCA in combination with the proposed development (Very Low magnitude). The additional and combined effect of the proposed development would remain Minor / Negligible and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: proposed development + Existing + Consented Sites + Applications + proposed development</u> The blade tips of the pre-application High Dalrioch Wind Farm would be theoretically intervisible with the proposed development in views north, however the tips would be barely perceptible in views (Very Low magnitude). The additional and combined effect of the proposed development would remain Minor / Negligible and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Campbeltown Loch LCCA:</u> This area includes the coastline around Campbeltown Loch and Davaar Island but excludes the coastal edge of the settlement of Campbeltown. It is described in the regional study as: <i>"This deeply indented sea loch frames the striking profile of the island of Davaar and is largely surrounded by developed coast, including the substantial settlement and harbour of Campbeltown. This is a relatively busy stretch of sea, with activity associated with the sheltered port and MOD jetty".</i> Susceptibility to change from the introduction of the proposed development is judged to be Medium due to the built-up nature the loch and the orientation of views across both sides of the loch and towards Campbeltown. The coastline is not nationally or locally designated and the value is judged to be Medium. The overall sensitivity is therefore assessed as Medium. <u>Assessment: proposed development</u> ZTV coverage along this section of coastline indicates theoretical visibility would be limited to the northern coastline between Trench Point and Macringan's Point where up to nine turbines would be theoretically visible, as well as the northern parts of Davaar Island where up to six turbines would be theoretically visible. In reality there would be partial screening of the proposed turbines between Trench Point and Macringan's Point due to local landform and scrub vegetation on the

Seascape / Coastal Character	Assessment
	rising hinterland landform, as illustrated in Viewpoints 12 and 16. Where visible, the proposed turbines would appear behind distant hills as hubs and blades at over 10km distance. From Davaar Island there would be theoretical visibility of a hub and blades / tips from the northern coastline and a blade and tips from the summit (as illustrated in Viewpoint 15. Where visible, the turbines would appear in a different part of the landscape to the coastline and in the background of views beyond the settlement and maritime activity of Campbeltown. The magnitude of change would range from Low to Very Low and the level of effect would be Minor to Negligible and Not Significant. The proposed development would not alter any of the key characteristics of the LCCA. The nature of these effects would be long-term (reversible), indirect and negative. No significant night-time effects have been assessed as a result of the proposed aviation warning lights. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented commercial wind farms visible from the <u>Campbeltown Loch LCCA</u>, although the domestic scale Kildalloig single turbine is potentially visible in some views. It would have negligible to zero influence on this LCCA in combination with the proposed development (Very Low magnitude). The additional and combined effect of the proposed development would remain Minor to Negligible and Not Significant. The nature of these effects would be long-term (reversible), cumulative, indirect and negative. <u>Cumulative Assessment: proposed development + Existing + Consented Sites + Applications + proposed development</u> The hubs, upper towers and blades of the pre-application High Dalrioch Wind Farm would be theoretically visible with the proposed development in views south-west beyond the settlement of Campbeltown (High-Medium magnitude). The additional effect of the proposed development would be Minor to Negligible and Not Significant. The combined effect would be Major to Moderate and Significant (due to High Dalrioch). The nature of these effects would be long-term (reversible), cumulative, indirect and negative.

Effects on Landscape Planning Designations

- 6.191 Landscape planning designations within the LVIA Study Area are illustrated in Figure 6.9 which also illustrate other cumulative wind farm development. One LLA (Mull of Kintyre) is included in the assessment as set out in the Scoping Report.
- 6.192 The proposed development is located within the Mull of Kintyre LLA.
- 6.193 As agreed with NatureScot during consultation, effects on the Special Landscape Qualities (SLQs) of the North Arran NSA and North Arran WLA have been scoped out of the assessment.
- 6.194 The assessment of landscape planning designations differs from landscape character or visual assessment in that it considers the effects of the proposed development on the SLQs and the integrity of the designation as advised by NatureScot in their document '*Siting and Designing Wind Farms in the Landscape, Version 3a*' 2017, paragraph 3.11.
- 6.195 LLAs are non-statutory designations that represent landscapes and features of local / regional importance and value within the Argyll and Bute area. There is no document which describes the 'SLQs' of the LLAs. However, in general terms, they protect the

regionally important scenic qualities of the area they represent given that they were identified as Regional Scenic Areas and Areas of Panoramic Quality previously. Given the title of the designation, it follows that the reasons for designation would include the availability of panoramic views. Considering the Mull of Kintyre, it is evident that it is largely based on the interaction of land and water and the scenic views resulting from that interaction. Further information on the Mull of Kintyre LLA is described in the ABLWECS.

- 6.196 A full night-time assessment of the aviation warning lights is provided in Technical Appendix 6.4 which concluded that the proposed lights would have no significant effect on the Mull of Kintyre LLA or its integrity.
- 6.197 In summary, and considering the special qualities identified in the ABLWECS it is concluded that the proposed development would not significantly affect the assumed special qualities or the integrity of the *Mull of Kintyre* LLA. In particular, it may be noted that most of the coastline and the southwestern part of the peninsula known as the 'Mull of Kintyre' together with the headland, sea cliffs, Mull of Kintyre light house and almost all of the access road are outwith the ZTV and would not be affected by the proposed development, which is located 8-9km further north.

Mull of Kintyre LLA

- 6.198 The Mull of Kintyre LLA is located at the southern end of the Kintyre peninsula and includes Sanda Island. The area includes two upland areas of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT that cover the majority of the landscape within the LLA, a lower lying area of *Rocky Mosaic* LCT between the upland areas, and an area of *Low Coastal Hills* LCT along part of the southern coastal edge. In addition, there is a small area of *Hidden Glens* LCT along Glen Breackerie. As a result of the diversity of character, there are a variety of views within the LLA. Views from the *Mull of Kintyre Upland Forest Moor Mosaic* LCT are often restricted by extensive forestry and landform, however, where views are available they are focused out across the seascape which surrounds the LLA to the west, south and east, or inland across the lower lying glens. Views from the *Low Coastal Hills* LCT are focused along the coastline and across the seascape to the south. Views from the lower lying glens which form the *Rocky Mosaic* LCT and the *Hidden Glens* LCT feature views along the sides of the glens, however, both these LCTs are broader in nature rather than being very intimate.
- 6.199 With regard to the SLQs, the ABLWECS emphasises the special qualities of the Mull of Kintyre LLA relating to the coastline and views across the seascape:
- "... Key special qualities are likely to be the diverse coastal scenery comprising sandy bays, cliffs and islands – including the contrast between the settled farmed southern coast and the rugged wild coast- and panoramic views over sea and to distant land."*
- 6.200 A number of local recreation / tourist attractions are noted in this area (Figure 6.11) and most of these are outwith the ZTV and would not be affected by the proposed development. They include the 5) Mull of Kintyre Lighthouse, 8) Dunaverty Beach, 9) Knockstapple Standing stone, 13) St Columba's Chapel, 15) Kilmashenachan Farm Caravan Park, 16) Macharioch Caravan Park and 18) Pennyseorach Farm Self Catering

Holiday Park. Attractions overlapped by the ZTV are noted as 4) Dunaverty Castle (Ruins), 7) Carskey Bay / Beach, and 14) Brunerican Bay / Beach.

- 6.201 The proposed turbines are located towards the northern edge of the Mull of Kintyre LLA and approximately 9km north of the Mull of Kintyre coastline. Viewpoints 1, 2, 3, 5 and 8 are located within the LLA. Significant visual effects are identified at Viewpoints 1, 2, 3 and 5. Part of the Mull of Kintyre LLA, corresponding with the significant effects on landscape character of the western unit of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT would be significantly affected by the proposed development. However, this area of forestry and rounded hills (visible in Viewpoints 1-3 and 5), is similar in character to other parts of the *Upland Forest Moor Mosaic* typology, to the north and south of Campbeltown which are undesignated and these lower value landscape characteristics (forestry / moorland on rounded hills) are not listed by the ABLWECS as part of the reasons for the local landscape designation, nor do they form a key part of its assumed special qualities.
- 6.202 The seascape and coastal character assessment reported previously includes two LCCA's which follow the coastline within the LLA. The *West Kintyre / South East Jura and South East Islay (Area 24)* includes the coastal landscapes between Earadale Point, the Mull of Kintyre and Carskey Bay. All of this area of coastal landscape and seascape is outwith the ZTV and would not be affected by the proposed development.
- 6.203 The *Lower Firth of Clyde (west) Regional Seascape Area (RSA) (Area 12) – Carskey Bay to Machariorch Bay* LCCA overlaps with the ZTV in the Carskey Bay, Dunaverty and Brunerican Bay areas, resulting in a **Minor / Negligible** effect on the coastal / seascape character. The remain area of coastline to the east as far as Achinloan Head is also outwith the ZTV and would not be affected by the proposed development.

Assessment of Sensitivity

- 6.204 The value of the LLA is noted as High to Medium, reflecting its local, rather than National designation. The susceptibility to change from the introduction of the proposed development is also judged to be High to Medium reflecting the more open upland and forested landscape characteristics that are visible to the east and west of the area. This also concurs with the 'host' *Mull of Kintyre Upland Forest Moor Mosaic* LCT landscape character assessment. Taking account of these comments on landscape susceptibility and value, the overall landscape sensitivity of the Mull of Kintyre LLA is assessed as *High - Medium*.

Landscape Effects during Operation

- 6.205 ZTV coverage indicates patchy theoretical visibility across the LLA with the majority of theoretical visibility indicated within the upland forested and unforested areas or on inland facing slopes. ZTV coverage is reduced within the *Rocky Mosaic* LCT, *Low Coastal Hills* LCT and *Hidden Glens* LCT due to their low-lying nature and intermittent screening from landform. ZTV coverage is also absent on the majority of the more sensitive coastline areas of the LLA – with only a small area of theoretical coverage indicated at Carskey Bay, Dunaverty and Brunerican Bay area, and Sanda Island.

- 6.206 As previously noted, there would be no theoretical visibility of the turbines on the majority of the coastline to the west and east of the LLA. From Carskey Bay, Dunaverty and Brunerican Bay area the effects would be similar to those described for the *Carskey Bay to Machariorch Bay LCCA* in Table 6.10 (Very Low to Zero magnitude). Views from Sanda Island would be similar to views from Viewpoint 10 (Figure 6.29) which is located between the mainland and Sanda Island (Low magnitude). There would be no views of the turbines from other 'sandy bays, cliffs and islands' within the LLA. The *'contrast between the settled farmed southern coast and the rugged wild coast'* would be unaffected by the turbines, and there would be very limited effects on the *'panoramic views over sea and to distant land'* due to the turbines' location to the centre and north of the LLA which suggests that the turbines would be behind the viewer in most views out across the seascape to distant landscapes and seascapes.
- 6.207 Drawing all this together, the magnitude of change likely to affect the "... Key special qualities [of] the diverse coastal scenery comprising sandy bays, cliffs and islands – including the contrast between the settled farmed southern coast and the rugged wild coast- and panoramic views over sea and to distant land" would be Low to Very Low and limited to the areas of ZTV overlap at Carskey Bay, and reducing further to Very Low at Dunaverty, Brunerican Bay area and Sanda Island. Views away from the proposed development towards the Dunaverty Castle ruins would be unaffected along with the majority of the coastal scenery, including the Mull of Kintyre which would all be outwith the ZTV. The proposed development would not affect the contrast between the *"settled farmed southern coast and the rugged wild coast- and panoramic views over sea and to distant land"* due to its 'inland location'.
- 6.208 Taking account of the *High-Medium* sensitivity and the *Low to Very Low* or *Very Low* magnitude the level of effect on the assumed special qualities of the LLA within the Carskey Bay area would be **Moderate to Minor** and Not Significant, reducing to **Minor to Negligible** and Not Significant at Dunaverty, Brunerican Bay area and Sanda Island. The nature of the effects would be long-term (reversible), cumulative and negative. There would be no effect on the remaining areas of the LLA and associated assumed special qualities, including the Mull of Kintyre which is outwith the ZTV. The effects on the integrity of the *Mull of Kintyre* LLA would consequently be Not Significant.

Cumulative Assessment: proposed development + Existing + Consented Sites

- 6.209 There are no large-scale wind farms within the Mull of Kintyre LLA. However, the domestic scale Aucharua single turbine is located to the south of the LLA, and the single turbine at Kildalloig is located near the northeast boundary of the LLA (both Very Low magnitude). Other existing wind farms on the core of the Kintyre peninsula would have limited influence on this LLA. The additional and combined cumulative effect of the proposed development would be **Moderate to Minor** and Not Significant in terms of the assumed special qualities and integrity of the LLA. The nature of these effects would be long-term (reversible) indirect, cumulative and negative.

Cumulative Assessment: proposed development + Existing + Consented + Applications

- 6.210 There are no application wind farms within the Mull of Kintyre LLA. The pre-application High Dalrioch Wind Farm would however be located to the north of the LLA boundary.

This development is also remote from the coastal areas within the *Mull of Kintyre* LLA and it would also have a limited effect (Very Low magnitude) on the assumed special qualities and integrity of this designation.

- 6.211 The additional and combined cumulative effect of the proposed development would be **Moderate to Minor** and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative.

Effects of Reduced Intensity Aviation Warning Lights

- 6.212 No significant night-time effects would result of the proposed aviation warning lights.

Residual Visual Effects

- 6.213 Visual effects are assessed by considering the sensitivity of the receptor (people in the landscape) and the magnitude of change that would affect the view or overall visual amenity. They are defined by the Landscape Institute in GLVIA 3, paragraphs 6.2 as follows:

"An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity. The concern here is with assessing how the surroundings of individuals or groups of people may be specifically affected by changes in the content and character of views as a result of the change or loss of existing elements of the landscape and/or introduction of new elements."

- 6.214 The assessment has taken a precautionary approach and focused on visual receptors character within 12km. This has been guided by the results of the viewpoint analysis (Appendix 6.2) which indicated that significant visual effects would be limited to within approximately 10km of the proposed development.

Visual Effects during Construction, Operation and Decommissioning

- 6.215 The majority of the significant visual effects would be experienced as a result of views of the proposed turbines, during the operational period and this forms the main focus of the assessment. However, the visual effects associated with the construction and decommissioning phases of the proposed development and the infrastructure components also have the potential to be significant and these have been included in the assessment where there is the potential for a significant visual effect.
- 6.216 An outline description of the visual effects associated with the construction and decommissioning phases is set out here.

Visual Effects during Construction

- 6.217 The assessed levels of effect will increase from Zero, at the start of construction and progressively increase to a maximum level of effect, equal to that occurring during operation, upon completion of the construction period. The construction effects although temporary are likely to involve greater movement of machinery and visibility of contrasting construction activity, background noise and associated lighting. The

nature of these effects would be temporary, direct, and adverse. Some construction activities may be remote from the turbine locations (access works) and / or temporary (temporary construction compounds) and subject to restoration on completion of the construction period.

6.218 An outline assessment of each of the component parts of the proposed development, likely to be constructed during the construction period is provided as follows:

- New Internal Access Tracks, Turning Heads and Crane Hard-standings:

Approximately 11.49km of the proposed access tracks will reuse or upgrade existing tracks, and new internal access tracks are unlikely to cause significant visual effects on local receptors as they would have low visibility due to the Site location and the surrounding forestry. The access tracks are not crossed by any recreational routes.

- Temporary construction compound:

One temporary construction compound is proposed and as with the internal access tracks it is not sited in a visually prominent location and is unlikely to cause significant visual effects during the construction period. The construction compound is located within young forestry which is to be retained and would gradually mature through the operational period of the proposed development as detailed in the Integrated Wind Farm and Forestry Plan. Mature forestry further surrounds this area of young forestry. This will provide sufficient screening to avoid wider visibility or significant visual effects from surrounding receptors.

- Grid Connection Infrastructure:

As with the temporary construction compound, the substation and ESC are located within young forestry which is to be retained and would gradually mature through the operational period of the proposed development as detailed in the Integrated Wind Farm and Forestry Plan. Mature forestry further surrounds this area of young forestry. This will provide sufficient screening to avoid wider visibility or significant visual effects from surrounding receptors.

Electrical cables connecting to the proposed turbines to the substation would be underground within the Site, and post construction there would be no visual effects.

- On-Site Borrow Pits:

Up to four on-site borrow pits are existing on the Site, each of which are located within the forest, which is to be retained through the operational period of the proposed development as detailed in the Integrated Wind Farm and Forestry Plan. This already provides sufficient screening and would continue throughout the construction period, post construction restoration and beyond, to avoid wider visibility or significant visual effects from surrounding receptors.

Each borrow pit would be subject to a more detailed excavation and restoration plan.

Visual Effects during Operation

6.219 The assessed levels of effect are likely to be at their greatest during the period of operation (which is the focus of the main visual assessment), due to the visibility of the proposed turbines and associated infrastructure. However, in comparison to a busy construction site, the appearance of the proposed development would also recover a 'calmer' visual character with negligible levels of maintenance activity visible on Site.

Visual Effects during Decommissioning

- 6.220 During decommissioning the wind farm would return to a construction site for a temporary period and the level of visual effect would gradually reduce with the removal of the turbines and associated above ground infrastructure. Therefore, the visual effects likely to be experienced during the decommissioning period would reduce from the operational levels and would not be significant on completion of the decommissioning. As with the construction period, although temporary, these works are likely to involve greater movement of machinery and visibility of contrasting construction activity, background noise and associated lighting. In overall terms the level of visual effect would reduce to non-significant levels and the nature of these effects would be permanent, direct, and neutral when compared to the pre-existing baseline landscape of the local area.

Visual Effects on Views from Settlements and Residential Properties

- 6.221 The visual effects likely to be experienced from settlements include consideration of residential areas, the public realm and public open spaces within the settlement boundaries that would be frequented by people. The sensitivity of each of these receptors (people) has been assessed as *High*.
- 6.222 In summary, there would be significant effects on the views from parts of Stewarton and southern edge of Killeonan / Knocknaha. None of the other settlements within the Study Area would be significantly affected by the proposed development.
- 6.223 Additionally, a Residential Visual Amenity Assessment (RVAA) has been conducted for those properties within 2.5km of the proposed development. The results of the RVAA are reported in Technical Appendix 6.3 and confirm that although the views from nine properties would be significant (subject to forestry management) none of the properties, would be affected by the proposed development in terms of their residential visual amenity. This is due largely to the intervening distance, partial screening, and use / orientation of the property, such that the living standards would not be affected, and the property would not be adversely affected to the extent that it would become an unattractive place to live when judged objectively and in the public interest, on an individual basis or cumulatively.
- 6.224 A full night-time assessment is provided in Technical Appendix 6.4. In summary, there would be no significant night-time effects on views from settlements.

Table 6.11: Visual Effects on Views from Settlements

Settlement	Assessment
Campbeltown	Campbeltown is the main settlement in the Study Area located at approximately 7.9-10km distance north-east of the proposed development. The settlement follows the coastal edge of Campbeltown Loch forming a 'horseshoe' around the loch with most of the buildings orientated towards the loch. The main part of the settlement is to the west of the loch along the lower lying topography – although many residential properties take advantage of the lower hill slopes rising from the loch and gain elevated views across the loch- particularly to the north-east and south-east of the settlement where the topography rises relatively steeply. To the west the landform is less steep and views are less uniform in orientation - often screened by the

Settlement	Assessment
	surrounding built environment, but generally views are orientated either east-south-east towards the busy harbour or north or south towards adjacent hills. <u>Assessment: proposed development</u> The ZTV indicates theoretical visibility of up to 13 turbines from the north-east areas of the settlement and up to 1-9 turbines from some western areas would be theoretically visible. Views from the north-east part of the settlement are illustrated in Viewpoint 12 where up to 11 turbines (five hubs and six blades / blade tips) would be theoretically visible on the skyline affecting approximately 16° of the horizontal FoV. The lower parts of the turbines would be screened by intervening landform. The turbines would appear evenly spaced on the horizon, 'contained' between hill forms, and their apparent height would be lower than other vertical elements in the view. None of the other infrastructure components of the proposed development would be visible. Views from the main settlement area to the west would be mostly screened by surrounding built form and intervening landform. The effect of forestry felling would not be visible from the settlement. Taking the settlement as a whole, the magnitude of change would range between Low and Zero and the level of effect on the views and visual amenity of Campbelltown would be Moderate to No View and Not Significant, although there would be significant visual effects on views experienced from the north-eastern edge of the settlement as illustrated by Viewpoint 12. The level of effect on the whole settlement would be Not Significant due to the limited extent of visibility of the proposed development, intervening distance and presence of midground activity associated with the settlement and marine activity in the views, movement and colour on the loch, from the north and north-east parts of the settlement. This level of effect would be no greater during construction and would reduce during decommissioning. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented wind farms visible from this settlement, other than the single, micro turbine at Kildalloig. Therefore, there would be no cumulative effects resulting from other wind farms. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible on the slopes of Beinn Ghulean at ~2.8km distance, particularly from the north, north-east and western parts of the settlement (High to Zero magnitude). The additional effect of the proposed development would remain Moderate to No View and Not Significant. The combined effect would be Substantial and Significant (due to High Dalrioch). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Stewarton	The settlement of Stewarton is a small, rural settlement located at the junction of the B842 and the B843 to the west of Campbelltown, ~6.3km north-east of the proposed development. The west of the settlement is located within a low-lying level landform and the east of the settlement is located on a gently rising landform. The orientation of properties varies across the settlement and views east and south to distant hills are visible beyond intervening buildings and vegetation. <u>Assessment: proposed development</u> The ZTV indicates theoretical visibility of the turbines from all of the settlement. In reality, visibility from within much of the settlement would be partly screened by surrounding buildings, roadside trees and garden vegetation. From the southern edge of the settlement and elevated areas, there would be visibility of the proposed development in gaps in vegetation, as illustrated by Viewpoint 7. This view however is not representative of the view from the settlement and typically the turbines would either be screened from view by buildings / vegetation or viewed through gaps between buildings / vegetation. Viewpoint 7 illustrates up to 12 turbines (six hubs and

Settlement	Assessment
	six blades / blade tips) would be theoretically visible on the skyline affecting approximately 30° of the horizontal FoV. Many of these turbines would be largely screened by Tirfergus Hill such that only blade tips and one hub would be visible. Of the remaining turbines, these would be visible at hub height in a 'saddle' between hills. Forestry felling would make no notable difference to the extent of visibility of the turbines. Other infrastructure components would be partly screened by retained forestry, but small areas of forestry felling and access tracks would be partially visible. The main areas of public open space including a playground, bus stop and village hall are all located to the northern side of the village and would not be significantly affected. Taking the settlement as a whole, the magnitude of change would be Low and the level of effect on the views and visual amenity of Stewarton would be Moderate and Significant, although there would be significant visual effects on views (Major) experienced from 5-6 properties on the southern edge (elevated part) of the settlement as illustrated by Viewpoint 7. (This level of effect would be no greater during construction and would reduce during decommissioning. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy and its extension would be partially visible to the north as a hub and three blades from the north of the settlement (Very Low to Zero magnitude). Tangy IV would be mostly screened by intervening landform to the north, but two hubs and several blades and tips would be theoretically visible at ~8.9km distance (Very Low to Zero magnitude). The additional and combined effect would remain Moderate and Significant (due to the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible to the south-east at ~1.8km distance, partially screened by landform (High-Medium to Zero magnitude). The additional effect of the proposed development would remain Moderate and Significant to No View and Not Significant. The combined effect would be Substantial to Major and Significant (due to High Dalrioch and the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Kilchenzie	The settlement of Kilchenzie is a small, dispersed settlement located either side of the A83 to the north of Campbeltown airport, ~9.5km from the proposed development. Most of the settlement, including the cemetery is located in a shallow bowl and views are contained by surrounding landform. To the south-east of the settlement, the landform rises and there are more open views from a small group of residential properties on the edge of the settlement at Wellpark. <u>Assessment: proposed development</u> The ZTV indicates visibility from properties to the north of the A83 including Drum Cottages to the north-west of the settlement and Wellpark. In reality, visibility from Drum cottages would be largely screened by landform and vegetation (Very Low to Zero magnitude). There would, however, be some visibility from residential properties at Wellpark to the south-east of the settlement where there are open views between rising landform towards the proposed development, albeit viewing across the A83 and intermittent traffic. From here, the turbines would be visible as hubs, blades and blade tips 'beyond' the distant forested hills in a different part of the landscape and seen in the context of large agricultural outbuildings and telegraph poles in the mid-ground. None of the other infrastructure components of the proposed development would be visible. The effect of forestry felling would not be evident from the settlement. Taking the settlement as a whole, the magnitude of change would range between Low-Very Low and Zero and the level of effect on the views and visual amenity of Kilchenzie would be Moderate to Minor, to No View and Not Significant. This level of effect would be no greater during construction and would

Settlement	Assessment
	reduce during decommissioning. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Two existing domestic scale turbines related to Drum Farm would be visible to the north (Very Low to Zero magnitude). Two blade tips of the consented Tangy IV are likely to be screened by intervening vegetation in views north (Zero magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor, to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be partially visible as hubs to the south / south-east ~7.3km distance (Low to Zero magnitude). The additional effect of the proposed development would remain Moderate to Minor, to No View and Not Significant. The combined effect would be Moderate to No View and Not Significant (due to High Dalrioch). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Killeonan / Knocknaha	The settlement of Killeonan / Knocknaha is a very small, dispersed settlement located to the south of Stewarton off the B842, ~5km north-east of the proposed development. Many of the houses are orientated north-west / south-east, away from the proposed development, and some houses have large outbuildings surrounding them limiting outward views. However, a small number of houses on the southern edge and dispersed properties with more open views are orientated to the south, towards the proposed development. <u>Assessment: proposed development</u> The ZTV indicates theoretical visibility of up to nine turbines from the settlement. In reality, visibility from within much of the properties would be partly screened by surrounding buildings and garden vegetation and orientated in a different direction. From the southern edge of the settlement and some dispersed properties with open views, there would be visibility of the proposed development. From here, up to nine turbines would be theoretically visible on the skyline affecting approximately 22° of the horizontal FoV. Many of these turbines would be largely screened by Tirfergus Hill such that only blade tips and one hub would be visible. Of the remaining turbines, these would be visible at hub height in a 'saddle' between hills. Even when parts of the forestry around the proposed development are felled, there would be no notable difference to the extent of visibility of the turbines. Other infrastructure components would be partly screened by retained forestry, but small areas of forestry felling and access tracks would be partially visible. Taking the settlement as a whole, the magnitude of change would range between Medium and Zero and the level of effect on the views and visual amenity of Killeonan / Knocknaha would be Major and Significant (southern edge and some dispersed properties) to No View and Not Significant. This level of effect would be no greater during construction and would reduce during decommissioning. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy and its extension would be partially visible to the north from the north of the settlement (Very Low to Zero magnitude). Tangy IV would be mostly screened by intervening landform to the north, but two hubs and several blades and tips would be theoretically visible at ~8.9km distance (Very Low to Zero magnitude). The additional and combined effect would remain Major and Significant (due to the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u>

Settlement	Assessment
	The pre-application High Dalrioch Wind Farm would be visible to the east, partially screened by landform (High to Zero magnitude). The additional effect of the proposed development would remain Major and Significant to No View and Not Significant. The combined effect would be Substantial and Significant (due to High Dalrioch and the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.

Visual Effects on Views from Transport Routes

- 6.225 This section of the assessment considers the sequential and cumulative visual effects on views of the proposed development from selected transport routes within 12km of the proposed development.
- 6.226 The views from these routes (including ferry routes) would be experienced transiently by road users (mainly drivers / passengers and where appropriate cyclists) who would experience the wind farm as part of the changing sequence of views experienced from the road / ferry route. Each of the roads were driven in both directions to assess the potential effects. All routes were assessed with the assistance of sequential wirelines, ZTV maps and True View Visuals 3D augmented reality software. The assessment has also taken account of other wind farms visible from these routes.
- 6.227 In summary, significant effects would be limited to sections of the following transport routes:
- Up to approximately 4.5km of the A83 (also Kintyre 66 Tourist Route) along intermittent sections between Westport and west of Drumore, crossing the Bay Farmland LCT. These views would be oblique / perpendicular to direction of travel;
 - Up to approximately 5.5km of the B842 between Stewarton and Killellan Lodge, along Conie Glen; and
 - Much of the minor, unclassified Dalsmirren Road from the junction at Auchencorvie through Achanbraad Glen and Glen Breackerie to Keil Point and north of Gartvaigh, subject to forestry screening, and depending on direction of travel. (The section along Glen Breackerie to Keil Point is overlapped with Core Path C090 e, f, and the Kintyre Way).
- 6.228 None of the remaining transport routes (including all ferry routes) would be significantly affected by the proposed development.
- 6.229 There would be no significant night-time effects and a full night-time assessment of the aviation warning lights is provided in Appendix 6.4.

Table 6.12 Visual Effects on Views from Transport Routes

Transport Route	Assessment
A83 (incorporating)	The A83 connects Campbeltown in the south of the Kintyre Peninsula to Kennacraig in the north where it continues along Loch Fyne before crossing to Tarbet at Loch Lomond. It is the main route along the length of the Kintyre

Transport Route	Assessment
Kintyre 66 Tourist Route)	peninsula, and across Argyll and is approximately 158km in length. At its closest, it passes to the north-east of the proposed development at approximately 9km distance near Drumore. The route also forms part of the recently designated Kintyre 66 Tourist Route and is also signposted as the Argyll Coastal Route intermittently along this entire route. Viewpoints 12 and 17 are located on this route (with Viewpoint 14 located just off the route on West Port Beach). As a promoted tourist route, the value of the route is assessed as High. Parts of the A83 also pass through areas of locally designated landscapes including the Mull of Kintyre and West Kintyre (Coast) LLAs. The susceptibility to change from the introduction of the proposed development is considered to be High to Medium. This is due to the panoramic open views, focused in a westward direction or north / south along the coastline, the influence of other wind farm development and levels of roadside vegetation screening. The overall sensitivity of this route is therefore assessed as <i>High</i>. <u>Assessment: proposed development</u> This route has been assessed within the 45km Study Area given its importance as the Kintyre 66 Tourist Route and main route along the peninsula. Travelling south from the Kennacraig, ZTV coverage indicates no theoretical visibility of the turbines for approximately 18km until the route reaches Glenbarr where there would be views for approximately 4.1km of the route at ~17km-21km distance. Viewpoint 17 illustrates views from this section of the route where up to 10 turbines would be visible in the distance with the lower parts of the turbines screened by intervening landform (Low-Very Low magnitude). See also Appendix 6.5, Figures 6.5.I-J at Bellochantry. Beyond this for approximately 6km of the route, there would be glimpsed theoretical visibility of between 1-9 turbines until the route reaches Tangy Lodge at approximately 12km north of the proposed development. Views along this stretch of the route would be mostly screened by intervening landform, but where visible, the turbines would be seen in the direction of travel (southbound) as hubs and blades (Low-Very Low magnitude). As the route reaches Westport, the landform opens out across the Bay Farmland and there would be views towards the turbines in the direction of travel for ~1.3km. Views from this section of the route would be similar to Viewpoint 14 (Medium-Low magnitude). Beyond Westport, the road changes direction and heads south-east. As a result, views of the proposed turbines would be experienced obliquely from the road. The ZTV indicates coverage along most of the route between Westport and near Drumore with the exception of Low Ballevain, much of Kilchenzie and Drumore where intervening landform screens views. From this section of the route for around 4.5km, the proposed development would be intermittently visible as hubs and blades on the skyline beyond intervening landform (Terfergus Hill 260m AOD, and The Slate 384m AOD) in views perpendicular to the direction of travel. Views from this section of the route are illustrated in Viewpoint 11 (Medium-Low magnitude). Views from Drumore and into Campbeltown would be very limited due to intervening landform. The magnitude of change would range from Medium-Low to Zero and the level of effect would be Major to Moderate and Significant (around Westport), Moderate and Significant (for 4.5km along intermittent sections between Westport and west of Drumore, however these views would be oblique / perpendicular to direction of travel), to No View and Not Significant (remainder of route). The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> The existing Tangy and Extension (Low to Zero magnitude) and the consented Tangy IV would be visible with the proposed development between Glenbarr and Killoccraw (Medium to Zero magnitude). The existing Gigha community turbines would also be inter-visible in oblique views in clear conditions (Low-Very Low magnitude). The additional effect of the proposed development would remain Major to Moderate and Significant to No View and Not Significant. The combined

Transport Route	Assessment
	effect would be Major to Moderate and Significant (due to the proposed development and Tangy IV) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible with the proposed development as the route turns to the south-east at Westport and would be visible in the direction of travel along this section of the route with increase visibility towards Campbeltown (High-Medium magnitude). The additional effect of the proposed development would remain Major to Moderate and Significant to No View and Not Significant. The combined effect would be Substantial to Major and Significant (due to the proposed development, Tangy IV and High Dalrioch) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
B842 (incorporating Core Path 084)	This route follows the eastern edge of the Kintyre peninsula between Claonaig and Campbeltown before crossing inland and traversing Conie Glen to Southend. Within 12km, the B842 extends between the north-east of Campbeltown and Southend following Conie Glen (approximately 17km in total). It is located approximately 2.5km east of the proposed development at its closest point. Viewpoints 3 and 7 are located on this route. The route along the eastern coast of Kintyre to Campbeltown overlaps with the Sustrans Cycle Route 78 and Kintyre 66 Tourist Route and the southern part of the route is located within the Mull of Kintyre LLA. Sections of the route are also part of the Core Path Network (Core Path 084 between Campbeltown and Stewarton) and the value of the route is therefore assessed as High. The route would be mainly experienced by road users whose experience of the view is likely to be more transient and focused on the activity of driving, and walkers / cyclists / tourists whose attention is likely to be focussed on the landscape / seascape. Therefore, susceptibility to change is assessed as High (walkers / cyclists / tourists) to Medium (road users), with the overall sensitivity is assessed as <i>High</i> (walkers / cyclists / tourists) reducing to <i>Medium</i> (road users). <u>Assessment: proposed development</u> ZTV coverage indicates theoretical visibility of between 1-13 turbines on the northern section of the route between Baraskomill and the approach to Campbeltown. In these views, much of the route is screened intermittently by roadside vegetation or buildings. However, where visible through gaps, up to 11 turbines would be visible on the skyline 'contained' between hill forms and seen in the context of the settlement and harbour of Campbeltown (Low magnitude). There would be no visibility of the route through Campbeltown. Visibility of the turbines would be available as the route leaves Campbeltown west of Witchburn towards Stewarton for approximately 1.4km where blades and blade tips would be visible (Low-Very Low magnitude). As the route passes Stewarton, visibility is almost continuous for 6.5-7km up to Dalbuie, however, the extent of visibility would vary due to intervening landform and vegetation. The greatest visibility would be between Auchencorvie and Killellan Lodge for approximately 2.5km where up to 12 turbines would be visible on the skyline in a 'saddle' between hills, as illustrated in Viewpoint 3 (High magnitude). Other infrastructure components would be partly screened by retained forestry, but small areas of forestry felling and access tracks would be partially visible from this section of the route. There also would be notably visibility between Stewarton and the approach to Auchencorvie for approximately 3km where up to nine turbines would be theoretically visible on the skyline. Many of these turbines would be largely screened by Tirfergus Hill such that only blade tips and one hub would be visible. Of the remaining turbines, these would be visible at hub height in a 'saddle'

Transport Route	Assessment
	between hills. Even when parts of the forestry around the proposed development are felled, there would be no notable difference to the extent of visibility of the turbines (Medium magnitude). Visibility south of Killellan Lodge up to Dalbuie would be limited to blades / blade tips (Very Low magnitude) after which the remainder of the route is outwith the ZTV. The magnitude of change would range from High to Zero and the level of effect would be Substantial to Major and Significant (2.5km between Auchencorvie and Killellan Lodge), Moderate and Significant (3km between Stewarton and Auchencorvie) to Moderate to No View and Not Significant (remainder of route). There would be no significant effects between Campbeltown and the approach to Stewarton where the route overlaps with Core Path C084. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Between Killellan Park and Stewarton there would be distant views of a cluster of existing turbines to the north in the direction of travel (northbound) including Tangy / Extension, Blary Hill and Beinn an Tuirc / extensions and the consented Tangy IV wind farm (all Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Substantial to Major and Significant to Moderate to No View and Not Significant (due to the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications</u> The pre-application High Dalrioch Wind Farm would be visible northern parts of the route (High-Medium to Zero magnitude). The additional effect of the proposed development would be Substantial to Major and Significant to Moderate to No View and Not Significant. The combined effect would be Substantial to Major and Significant (due to High Dalrioch and the proposed development) to Moderate to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
B843 (incorporating Core Path C085)	The B843 runs east – west between Stewarton and Machrihanish for approximately 7km. The route is located approximately 4.2km north-east of the proposed development at Drumlembie. Viewpoint 4 is located along this route. The route is not a designated tourist route and does not pass through an area designated for its scenic qualities or views. However, this route overlaps with the Core Path Network (Core Path C085) and the value of the route is therefore assessed as High-Medium. The route would be mainly experienced by road users whose experience of the view is likely to be more transient and focused on the activity of driving, and walkers / cyclists / tourists whose attention is likely to be focussed on the landscape / seascape. Therefore, susceptibility to change is assessed as High (walkers / cyclists / tourists) to Medium (road users), with the overall sensitivity is assessed as <i>High</i> (walkers / cyclists / tourists) reducing to <i>Medium</i> (road users). <u>Assessment: proposed development</u> The ZTV illustrates theoretical visibility of the proposed development between Stewarton and Drumlembie with theoretical visibility reducing from 10-13 turbines at Stewarton to 1-3 turbines at Drumlembie. As the route exits Stewarton for approximately 0.5km, roadside vegetation and local landform would limit views to the south-west after which views open out slightly for approximately 0.7km up to Strath where the turbines would be visible on the skyline, limited to a combination of hubs, blades and tips. Most turbines would be visible as blades and tips due to screening by Tirfergus Hill with the remaining turbines visible in a 'saddle' between hills (Low magnitude). Between Strath and Drumlembie, visibility of the turbines would notably reduce due to screening by Tirfergus Hill. Viewpoint 4 illustrates

Transport Route	Assessment
	views from Drumlemble which indicates up to three blades would be visible from around this section of the route (Low-Very Low Magnitude). Further theoretical visibility of 1-3 turbines is indicated for a short section of the route near East Trodighal and west of Machrihanish where two blade tips would be theoretically visible in oblique views but in reality, would be barely discernible (Very Low to Zero magnitude). The magnitude of change would range from Low to Zero and the level of effect would be Minor to No View and Not Significant (road users in vehicles) and Moderate to No View and Not significant (walkers / cyclists / tourists). The level of effect would be Moderate and Not Significant for walkers / cyclists / tourists due to the intervening distance and overall limited extent of visibility of the proposed development. The nature of these effects would be long-term (reversible), indirect and adverse to neutral. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There would be distant views of a cluster of existing turbines in oblique views to the north including Tangy / Extension, Blary Hill and Beinn an Tuirc / extensions and consented Tangy IV (all Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Moderate (Minor) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible in views south-east, partially screened by landform (High-Medium to Zero magnitude). The additional effect of the proposed development would remain Moderate to No View and Not Significant. The combined effect would be Substantial to Major and Significant (due to High Dalrioch and <u>not</u> the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Dalsmirren Road along Glen Breackerie	This minor, single track road follows a series of glens (Achnabraad Glen, Lecknacreive, and Glen Breackerie) through forested hills between Auchencorvie on the B842 to East Carrine where it splits to connect back to the B842 to the east or travels south towards Keil Point and onto Southend. The route passes through the Site with the nearest turbine approximately 200m at its closest point. This road is not a designated tourist route however a section of the route through Glen Breackerie forms part of the Kintyre Way (one of Scotland's Great Trails). The route is also located within the Mull of Kintyre LLA. The value of the road is therefore assessed as High-Medium. The route would be mainly experienced by road users whose experience of the view is likely to be more transient and focused on the activity of driving, and walkers / cyclists whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High (those sections of route overlapped by the Kintyre Way walkers / cyclists) to Medium (road users), with the overall sensitivity is assessed as <i>High</i> (walkers / cyclists on the Kintyre Way) reducing to <i>Medium</i> (road users). <u>Assessment: proposed development</u> The ZTV coverage indicates theoretical visibility of between 4-9 turbines along most of the route with areas of 9-13 turbines theoretically visible to the north-east of the route along Achnabraad Glen and between Gartvaigh and Keil Point in the south. There is no theoretical visibility at East Carrine and along the section as it connects back to the B842 in the south. Starting in the north, as the route approaches Achnabraad Glen from the north-east, there would be open views towards the proposed turbines which would be visible as hubs and blades 'contained' between Cnoc Odhar and The Slate hills

Transport Route	Assessment
	(High magnitude). As it then enters the glen through coniferous forestry, views would be screened or filtered along this section of the route until it reaches Glen Breackerie - as indicated by the ZTV in Figure 6.4b. Some of the forestry would be felled during the operational period of the proposed development, however, there would also be retained areas and young forestry which would gradually mature through the operational period. The turbines would not be seen in full length along any part of the route due to the ongoing forestry operations and management. Where the turbines would be visible in this section of the route through Achanbraad Glen, they would be partially screened by intervening landform such that hubs and blades would be visible as illustrated in Figure 6.19, Lochorodale Farm (Medium (High-Medium) magnitude) and Homeston Farm (Medium-Low magnitude) (subject to forestry felling). Where the route approaches and passes through the Site near Lechnacreive Burn there would be close range views of the turbines at either side of the road in forest clearings (High magnitude) (for approximately 0.7km before landform partially screens the turbines). Along Glen Breackerie (where the Kintyre Way overlaps with this road), intervening landform at Achnaslishaig Hill and Cnoc Odhar partially screen the turbines such that the mostly hubs would be visible as illustrated in Figure 6.19 from Lechnacreive Wood (High-Medium magnitude). Further along Glen Breackerie, Cnoc Odhar screens most of the turbines such that only blades and hubs would be visible (further screened by retained forestry as illustrated in Figure 6.19 from Ballivainan (Low (Medium-Low) magnitude). This would be a typical view along the glen. Between Keil Point and north of Gartvaigh, all of the turbines would be visible on the skyline which would be partly screened by landform and retained forestry such that mostly upper towers, hubs and blades would be visible, as illustrated in Viewpoint 5 (Medium magnitude). The magnitude of change would range from High to Zero and the level of effect would be Substantial to Moderate (walkers on the Kintyre Way / Core Path C090) to Major and Significant to Minor and Not Significant (other road users), to No View and Not Significant where the route is screened by vegetation. Significant effects would affect most of the route from the junction at Auchencorvie and through Achanbraad Glen and between part of Glen Breackerie to Keil Point which is overlapped by the Kintyre Way, subject to forestry screening and depending on direction of travel. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy + Extension and Beinn an Tuirc would be theoretically visible to the north from the north-east of the route but would be filtered by intervening vegetation (Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Substantial (to Major) and Significant to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible in views from the north-east of the route, partially screened by landform (Medium to Zero magnitude). The additional effect of the proposed development would be Substantial (to Major) and Significant to No View and Not Significant. The combined effect would also be Substantial (to Major) and Significant (due to High Dalrioch and the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.

Transport Route	Assessment
Ardrossan – Campbeltown Ferry	This ferry route connects the mainland with the Kintyre peninsula. The ferry is seasonal, running in the summer months only. The route is located approximately 9.2km distance from the proposed development at its closest point in Campbeltown Loch. The route is promoted in tourist literature and passes south of the Kilbrannan Sound, along south of Arran and crossing the busy Firth of Clyde to Ardrossan. The value of the route is therefore assessed as High-Medium. Ferry passengers would experience the landscape and seascape transiently whilst on the ferry but many would be focused on landscape and seascape features and scenery (High-Medium susceptibility). To conclude the overall sensitivity of passengers on this route has been assessed as <i>High-Medium</i>. <u>Assessment: proposed development</u> ZTV coverage within the Study Area is indicated between the south coast of Arran and Kilbrannan Sound, and again as the ferry enters Campbeltown Loch. Visibility between Arran and Kilbrannan Sound would vary due to a combination of intervening distance and landform where the turbines would be visible as a minor feature in the distant landscape and contained by the hills on either side (Very Low to Zero magnitude). As the route enters Campbeltown Loch, up to seven turbines would be visible beyond the lower slopes of Beinn Ghuilean and to the left of The Slade, with the lower parts of the turbines screened by intervening landform, as illustrated by Viewpoint 16. The turbines would be seen in the context of the settlement and harbour of Campbeltown (Low magnitude). As the ferry continues to the terminal at Campbeltown, the proposed turbines would be increasingly screened by intervening landform (Very Low to Zero magnitude). The magnitude of change would range from Low to Zero and the level of effect would be Moderate to Minor, to No View and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Blades and hubs from Beinn an TuircIII and Kildalloig would be most visible, partially screened by intervening vegetation (Low-Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor, to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be partially visible as hubs to the fore and left of the proposed development at ~2.5km distance (High to Zero magnitude). The additional effect of the proposed development would be Minor to No View and Not Significant (slightly reduced due to High Dalrioch). The combined effect would be Substantial to Major and Significant (due to High Dalrioch and <u>not</u> the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Kintyre Express Ferry	The Kintyre Express Ferry Route is a seasonal passenger ferry route (summer months only) connecting Campbeltown and Ballycastle in Northern Ireland. Within 10km, the route passes through Campbeltown Loch, and heads south following the coastline before heading west through the Sound of Sanda towards Ballycastle. At its closest point, the route passes approximately 8.3km to south of the proposed development. The route is promoted in tourist literature and passes between locally designated coastlines and landmasses. The value of the route is therefore assessed as High-Medium. Ferry passengers would experience the landscape and seascape transiently whilst on the ferry but many would be focused on landscape and seascape features and scenery (High-Medium susceptibility). To conclude the overall sensitivity of passengers on this route has been assessed as <i>High-Medium</i>. <u>Assessment: proposed development</u>

Transport Route	Assessment
	ZTV coverage indicates theoretical visibility within Campbeltown Loch which would be as assessed above for the Ardrossan – Campbeltown Ferry (Low to Zero magnitude). As the route reaches and passes through the Sound of Sanda, views of all of the turbines would be visible beyond the distant forested hills as hubs, blades and tips, as illustrated by Viewpoint 10 (Low magnitude). The lower parts of the turbines would be screened by intervening landform. As the route travels south of Carskey Bay, the upper towers of two turbines would become visible and the magnitude of change would be Low. Beyond Carskey Bay and towards Ballycastle, visibility would vary with increased distance and more panoramic views where the proposed development would appear as a small scale feature on the skyline (Very Low to Zero magnitude). The magnitude of change would range from Low to Zero and the level of effect would be Moderate to Minor, to No View and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Blades and hubs from Beinn an Tuirc III would be visible to the north from the mouth of Campbeltown Loch, partially screened by intervening vegetation (Low-Very Low magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be partially visible as hubs to the fore and left of the proposed development at ~2.5km distance at Campbeltown Loch (High to Zero magnitude) and again at Carskey Bay. The additional effect of the proposed development would be Minor to No View and Not Significant (slightly reduced due to High Dalrioch). The combined effect would be Substantial to Major and Significant (due to High Dalrioch and <u>not</u> the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.

Visual Effects on Views from Recreational Routes

- 6.230 The visual assessment has considered the potential visual effects likely to be experienced by people (walkers / cyclists / horse riders / and others) on recreational routes overlapped by the blade tip ZTV. The recreational routes include Core Paths, heritage paths and Scottish hill tracks which have been assessed within 12km of the proposed development. These routes are illustrated in Figure 6.11 a/b.
- 6.231 Each of these routes were walked and / or visited and walked in sections according to the ZTV coverage and the assessment has been assisted on-site with the use of sequential wirelines and True View Visuals 3D software.
- 6.232 All of the routes have been assessed as of *High* sensitivity on account of their High-Medium value as recreational routes, some routed through designated landscapes and the High susceptibility of the people using these routes, mostly walkers and cyclists, whose attention would be focused on the landscape around them. Some exceptions includes sections of routes that partly follow existing roads.

6.233 In summary, there would significant visual effects from parts of the following recreational routes:

- Kintyre Way (and Core Path C090 d, f (and northern parts of e);
- Core Path C086 (northern section of the route for around 2km);
- Core Path C087 / C447 / C448 (and minor roads around Campbeltown Airport) (northern parts of the route); and
- Core Path C080 (b) North side of Campbeltown Loch.

6.234 There would be no significant visual effects on the views from any other recreational routes within the Study Area.

6.235 There would be no significant night-time effects and a full night-time assessment of the aviation warning lights is provided in Technical Appendix 6.4.

Table 6.13: Visual Effects on Views from Recreational Routes

Recreational Route	Assessment
National Recreational Routes	
The Kintyre Way	The Kintyre Way, one of Scotland's Great Trails, traverses the Kintyre Peninsula from Tarbert in the north to Machrihanish in the south and is a total of 161km in length. It crosses the Kintyre ridge a number of times, passing close to several wind farms. The path takes a sinuous / zigzag route through the peninsula, touching coastlines to the west, east and south as well as crossing elevated central moorland plateaus. Within the 45km Study area, the route travels for 140km between Claonaig and Machrihanish. The route is located approximately 1.5km to the proposed development at its closest point (Glen Breackerie – near Amod). The route overlaps with other Core Paths and minor roads. Viewpoints 1, 2, 5 and 8 are located along this route. <u>Assessment: proposed development</u> Starting in the north at the edge of the study area, there would be no visibility of the proposed development in the north of the route from Claonaig until Rhunahaorine Point near the Sound of Gigha. ZTV coverage indicates very patchy theoretical visibility of 10-13 turbines between Rhunahaorine Point and south of Cnoc nan Craobh (Very Low to Zero magnitude). Further theoretical visibility is indicated as the route passes Lussa Loch, Skeroblingarry and High Ranachan (all Very Low magnitude). From High Ranachan to the A83, the route follows Core Path C088 where turbine hubs, blades and blade tips would be visible beyond the distant forested hills within a 'saddle' between these low hills (Low to Zero magnitude). Patchy theoretical visibility is indicated as the route approaches and passes through Campbeltown where views would be partially screened by the built environment (Very Low to Zero magnitude). Between Campbeltown and Macharioch (See Appendix 6.5, Figure 6.5. M at Macharioch Bay) there would be no visibility of the proposed turbines (Zero magnitude). There would be patchy visibility as the route passes between Macharioch and Dunglass where the route overlaps with a minor road to Southend where blades and blade tips (and one hub) would be visible at over 6km distance, as illustrated by Viewpoint 8 (Low-Very Low magnitude). There would be no visibility between Dunglass and Southend as far as Keil Point. The proposed development would become visible as the route turns north at Keil Point, with ZTV coverage almost continuously as it follows minor road through Glen Breackerie until Amod, however, visibility of the turbines would vary due to intervening landform and forestry, as illustrated in Viewpoint 5 and residential

Recreational Route	Assessment
National Recreational Routes	
	viewpoints along Glen Breackerie (see assessment of this road in Table 6.12 – varies from High to Zero magnitude). Where the route then turns west near Amod, it follows a hill track (Core Path 090) and ZTV coverage is largely absent due to intervening landform, however, where there will be close range views from short sections at Amod Hill and near Largiebaan Nature Reserve, as illustrated in Viewpoints 1 and 2 (High / High-Medium magnitude). Between Largiebaan and Machrihanish, visibility would be very limited (blades and blade tips) (Low-Very Low magnitude). There would be no visibility of the proposed development when the route ends at Machrihanish (Zero magnitude). The magnitude of change would range from High to Medium (intermittently for ~5km at Largiebaan, Amod Hill, Amod at northern end of Glen Breackerie, and between north of Gartvaigh and Keil Point) to Low (along central and southern parts of Glen Breackerie, east of Southend and between the A83 and High Ranachan), to mostly Very Low to Zero from the remainder of the route. The level of effect would range from Substantial and Major and Significant (intermittently for ~5km at Largiebaan, Amod Hill, Amod at northern end of Glen Breackerie, and between north of Gartvaigh and Keil Point) to Moderate to No View and Not Significant on the remainder of the route. The significant effects equate to only 7% of the entire route within the 45km Study Area, limited to the southern parts of the route on the Mull of Kintyre. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are several clusters of existing and consented wind farms that the northern and central sections of the Kintyre Way passes between existing windfarms. The main wind farms include Freasdail (Medium to Zero magnitude) and Eascairt (High-Medium to Zero magnitude) to the north, Deucheran Hill and Clachaig Glen (High to Zero magnitude) towards the centre of the peninsula and Beinn an Tuirc 3 (High to Zero magnitude). Other wind farm development including Cour, Beinn an Tuirc and its Extension, Blary Hill, Auchadaduie, Gigha, High Constellation and Tangy IV Repowering would also be visible sequentially along the route with lower (High to Low, to Zero) magnitude. The additional effect of the proposed development would be Substantial and Major and Significant to No View and Not Significant. The combined effect of the proposed development would be Substantial and Significant (due to Freasdail, Eascairt, Deucheran Hill, Clachaig Glen, Beinn an Tuirc 3, Tangy IV and the proposed development in sequential views) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> Narachan would be visible from parts of the route in the north (Medium to Zero magnitude). The route would also passes near to the pre-application High Dalrioch Wind Farm as it passes through Campbeltown (High to Zero magnitude). The additional effect of the proposed development would be Substantial and Major and Significant to No View and Not Significant. The combined effect of the proposed development would be Substantial and Significant (due to Freasdail, Eascairt, Deucheran Hill, Clachaig Glen, Beinn an Tuirc 3, Tangy IV, Narachan, High Dalrioch and the proposed development in sequential views) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Sustrans Cycle Route 78	Sustrans Cycle Route 78 is a 373km route linking Campbeltown in the south to Inverness in the north. Within the 45km Study Area it travels along the eastern side

Recreational Route	Assessment
National Recreational Routes	
	of the Kintyre Peninsula from Claonaig Bay to Campbeltown. The route is ~8.4km from the nearest turbine at its closest point in Campbeltown. <u>Assessment: proposed development:</u> The majority of this route is outwith the ZTV. The sections of route with ZTV occur along the B842 to the north-east of Campbeltown (assessed above in Table 6.13). In this section of the route, views would be intermittent through gaps in roadside vegetation and buildings, where up to 11 turbines would be visible on the skyline 'contained' between hill forms and seen in the context of the settlement and harbour of Campbeltown. In summary, the magnitude of change would range from between Low to Zero and the level of effect would be Moderate to No View and Not Significant. The level of effect would be Moderate and Not Significant due to the limited extent of visibility of the proposed development, transient nature of the view, intervening distance and presence of midground activity associated with the settlement and marine activity in the view. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented wind farms visible from this section of the route. Therefore, there would be no cumulative effects. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible to the south (High to Zero magnitude). The additional effect of the proposed development would be Moderate to No View and Not Significant. The combined effect of the proposed development would be Substantial and Significant (due to High Dalrioch and <u>not</u> the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Kintyre 66 Tourist Route	Assessed as part of the A83 and A842 in Table 6.13 as this route overlaps with the two transport routes.
Local Recreational Routes	
Core Path C080 (a-b) North side of Campbeltown Loch	Core path C080 (a-b) is routed between Campbeltown, along a minor road (Low Asomill Walk) on the northern edge of Campbeltown Loch to a church, north of Macringan's Point. <u>Assessment: proposed development:</u> The majority of this route between Campbeltown and Macringan's Point is overlapped by the ZTV, although in reality there would be no visibility or very limited visibility within the built-up area of Campbeltown. Open views where the proposed development would be visible would commence at the northern shore of Campbeltown Loch and continue east as far as the sewage works near Baraskomill (the upper parts of up to 9 turbines would be theoretically visible). Viewpoint 12 (Figure 6.31) is illustrative of the view from Low Asomill Walk on the northern edge of Campbeltown Loch where up to 11 turbines (five hubs and six blades / blade tips) would be theoretically visible on the skyline affecting approximately 16° of the horizontal FoV. The lower parts of the turbines would be screened by intervening landform. The turbines would appear evenly spaced on the horizon, 'contained' between hill forms, and their apparent height would be lower than other vertical elements in the view. None of the other infrastructure components of the proposed development would be visible. The magnitude of change would range from between Low to Zero and the level of effect would be Moderate and Significant (part of Core Path C080(b) through

Recreational Route	Assessment
National Recreational Routes	
	open gaps) to Moderate to Minor, to No View and Not Significant (remainder of routes). The level of effect would be Moderate and Significant due to the appearance of the turbines above the settlement, although they would appear beyond a wide range of other human development and midground activity associated with the settlement and marine activity in the contemporary view. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> There are no existing or consented wind farms visible from this section of the route. Therefore, there would be no cumulative effects. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible to the south (High to Zero magnitude). The additional effect of the proposed development would be Moderate and Significant to No View and Not Significant. The combined effect of the proposed development would be Substantial and Significant (due to High Dalrioch and the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Core Path C084 Campbeltown to Stewarton	Assessed as part of the B842 in Table 6.13 as the Core Path overlaps with the B842 between Campbeltown and Stewarton. In summary the proposed development would become visible west of Witchburn (on the western edge of Campbeltown) and continue as the route follows the B842 as far as Stewarton. The magnitude of change would be Low-Very Low due to the distance and the screening effect of buildings and vegetation, and the level of effect would be Moderate-Minor and Not Significant.
Core Path C085 - Stewarton to Machrihanish	Assessed as part of the B843 in Table 6.13 as the Core Path overlaps with the B843 between Stewarton and Machrihanish. In summary the proposed development would be visible between Stewarton (Viewpoint 7, Figure 6.26) and Drumlemble (Viewpoint 4, Figure 6.23), with turbine visibility reducing on the approach to Drumlemble. The magnitude of change would range between Low on the edge of Stewarton (due to roadside vegetation and local landform west of Stewarton) to Low-Very Low at Drumlemble. There would be further theoretical visibility near the Machrihanish Holiday Park (Very Low magnitude) and no visibility for the rest of the route including at Machrihanish. The level of effect would range between Moderate to Minor and Not Significant.
Core Path C086 - Machrihanish to West Port	This route follows the beach at Machrihanish Bay between Machrihanish and West Port. The route is 6.2km in length and between approximately 5km and 10.7km from the proposed development. The primary views from this Core Path are west across the bay towards the sea and Islay in the north-west and Ireland in the south-west (visible in clear conditions) and north / south along the coastline. The Core Path crosses both Machrihanish and Westport beaches. <u>Assessment: proposed development</u> ZTV coverage indicates theoretical visibility along most of the route with visibility of turbines decreasing from north to south as intervening landform increasingly screens the turbines. At the southern end of the route there is no ZTV coverage. Viewpoint 14 illustrates views from the northern end of the route at Westport Beach where up to 12 turbines (10 hubs and 2 blades) would be theoretically visible on the skyline affecting approximately 13° of the horizontal FoV at 10.6km distance (Medium-Low). The lower parts of the turbines would be screened by

Recreational Route	Assessment
National Recreational Routes	
	intervening landform and forestry. Ground-based infrastructure would not be visible. magnitude). As the route progresses south the turbines would be progressively screened by the intervening hills (and occasional sand dunes). This is demonstrated at Viewpoint 6 which illustrates the view from an elevated sand dune and coastal tee at the golf course adjacent to the beach which illustrates hubs and more blades / tips on the horizon between The Slate and Tirfergus Hill (Low magnitude). At the southern end of the route the landform would completely screen the proposed turbines (Zero magnitude). The magnitude of change would range from Medium-Low to Zero and the level of effect would be Major to Moderate and Significant (northern end of the route at Westport for around 2km) to No View and Not Significant at Machrihanish. The effect would be Significant from the northern end of the route due to the higher sensitivity of the receptors along this route and the extent of visibility of the turbines on the horizon as people walk south along the beach. However, the view out towards the sea would be unaffected by the proposed development. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy + Extension (both Low to Zero magnitude) and the consented Tangy IV (Medium-Low magnitude) would be visible to the north-east at a minimum distance of 2.6km – although partially screened by landform. The additional effect of the proposed development would be Major to Moderate and Significant to No View and Not Significant. The combined effect of the proposed development would also be Major to Moderate and Significant (due to Tangy IV and the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible to the south-east at a minimum distance of ~6.7km (Medium-Low to Zero magnitude). The additional effect of the proposed development would be Major to Moderate and Significant to No View and Not Significant. The combined effect of the proposed development would also be Major to Moderate and Significant (due to Tangy IV, High Dalrioch and the proposed development) to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Core Path C088 Campbeltown to Cloanaig	Assessed as part of The Kintyre Way as the Core Path overlaps with the route between Campbeltown and High Ranachan.
Core Paths C087/C447/C448 - Sound of Kintyre housing to beach / Darlochan to Stewarton, Campbeltown / Darlochan to Stewarton, Campbeltown (incorporating the minor roads	This linear group of Core Paths follow the minor roads around the airport and roughly connect Stewarton and Machrihanish beach. The minor roads provide access to the airport and RAF base from the A83 at North Craigs and the B843 near Stewarton. The routes are not designated tourist routes and are not located within a designated landscape area, although they are part of the Core Path Network. The value of the roads is therefore assessed as Medium. The routes would be mainly experienced by road users whose experience of the view is likely to be more transient and focused on the activity of driving, and walkers / cyclists whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High (walkers / cyclists) to Medium (road users), with the overall sensitivity is assessed as <i>High</i> (walkers / cyclists) reducing to <i>Medium</i> (road users). <u>Assessment: proposed development</u>

Recreational Route	Assessment
National Recreational Routes	
around Campbeltown Airport)	ZTV coverage indicates theoretical visibility of up to 13 turbines from the majority of the routes. The turbines would appear most visible at the northern section of the routes towards Machrihanish Bay as hubs and blades beyond distant hills with the lower parts of the turbines screened by intervening landform, similar to the view from Viewpoint 11 (Medium-Low magnitude). Further south along the route, as the routes travel close to the airport, intervening landform at Tirfegus Hill screens more of the turbines such that fewer hubs (and more blades) are visible, and the turbines would be seen beyond airport infrastructure. Further south, beyond the airport, visibility reduces further due to screening from Tirfegus Hill (Low magnitude). The magnitude of change would range from between Medium-Low and Zero and the level of effect would be Major to Moderate and Significant (northern parts of route) to No View and Not Significant. The level of effect would be Moderate and Significant due to the extent of visibility of the proposed development visible as a new feature on the skyline, however, the view experienced would be transient for road users and partly seen in the context of airport infrastructure. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> Tangy + Extension, Beinn an Tuirc / Extensions, and the consented Tangy IV would be partially visible in views north from the routes but would be filtered by intervening vegetation in places (Very Low to Zero magnitude). The additional and combined effect of the proposed development would remain Major to Moderate and Significant to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be visible in views south from the routes, and would be visible in the direction of travel at a minimum distance of ~2.3km partially screened by landform (Medium to Zero magnitude). The additional effect of the proposed development would remain Major to Moderate and Significant to No View and Not Significant. The combined effect would be Major to Moderate and Significant (due to High Dalrioch and the proposed development). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> No significant night-time effects would result of the proposed aviation warning lights.
Core Path C090 (a, b, c, d, e, f, g) and Core Path C091 Machrihanish to The Inneans and Southend	Assessed as part of The Kintyre Way below as the Core Path overlaps with the route between Machrihanish and Southend. Core Path C091 forms a short 'loop' off the Kintyre Way (C090 ©) and is partly overlapped by the blade tip ZTV indicating theoretical visibility of 1-3 blade tips (Very Low to Zero magnitude). The level of effect would be Minor to No View and Not Significant. The proposed development would not contribute to significant cumulative effects.

Visual Effects on Views from Recreational and Tourist / Visitor Attractions

6.236 The visual assessment has considered the potential visual effects likely to be experienced by people at recreational / visitor or tourist destinations or attractions, which are overlapped by the ZTV, within the LVIA Study Area. Each of these locations were visited and / or assessed with the use of ZTVs and wirelines. All of the destinations

have been assessed as of *High* sensitivity on account of their High - Medium value as recreational and tourist destinations, some located within designated landscapes and the High susceptibility of the people visiting these destinations, whose attention would be focused on the landscape around them. Golfers have been assessed as of medium sensitivity as the attention or interest is likely to be focused on the sporting activity.

6.237 In summary, there would be a significant effect on one receptor at Westport beach, although the primary views westwards out to sea would be unaffected by the proposed development. None of the remaining tourist / visitor attractions would be significantly affected by the proposed development.

6.238 No significant night-time effects would result of the proposed aviation warning lights.

Table 6.14: Visual Effects on Views from Key Recreational and Tourist / Visitor Attractions

Recreational and Tourist Destination	Assessment
Machrihanish Golf course	Views from Machrihanish Golf course are assessed as part of Viewpoint 6 within Appendix 6.2 and illustrated in Figure 6.25. The viewpoint is located at an elevated coastal tee on the course with the view orientated south across undulating sand dunes. Up to 10 turbines (four hubs and six blades / blade tips) would be theoretically visible on the horizon between The Slate and Tirfergus Hill affecting approximately 19° of the horizontal FoV at 6,296m distance. The magnitude of change would be Medium-Low and the level of effect would be Moderate to Minor and Not Significant.
Machrihanish Holiday Park	Machrihanish Holiday Park is located on the B843 to the east of the main settlement of Machrihanish. The park offers accommodation as well as touring and camping pitches. It is located approximately 11.3km distance northeast of the proposed development. <u>Assessment: proposed development:</u> ZTV coverage indicates theoretical visibility of between 1-6 turbines from the Holiday Park. Site visits and wireline analysis indicates that up to four partial blades / blade tips would be theoretically visible above the horizon in views south from the Park. The magnitude of change would be Low-Very Low and the level of effect would be Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible), indirect and negative. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> A group of existing and consented wind farms would be visible to the north including Tangy (and its Extension) (Low-Very Low magnitude) and Beinn an Tuirc II/ III (Very Low magnitude). The additional and combined effect of the proposed development would remain Moderate to Minor and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be partially visible to the south-east at ~6.1km (Medium-Low magnitude). The additional effect of the proposed development would be Moderate to Minor and Not Significant. The combined effect would be Major to Moderate and Significant (due to High Dalrioch). The nature of these effects would be long-term (reversible) indirect, cumulative and negative. <u>Night-time effects</u> The proposed aviation warning lights would not be visible from the Park.
Westport Beach	The beach at Westport runs along the coast to the west of Machrihanish Golf course and can be accessed by Core Path C086 from the carpark off the A83 at Westport. The footpath continues south alongside the beach for approximately

Recreational and Tourist Destination	Assessment
	5km, crossing a footbridge over the Machrihanish Water to access Machrihanish and the area of beach at Machrihanish Beach. An assessment is provided for Viewpoint 14 (Figure 6.33) and in Table 6.14 as part of Core Path assessment. To summarise the magnitude of change would range from Medium-Low to Zero and the level of effect would be Major to Moderate and Significant (northern end of Westport beach) to No View and Not Significant. The effect would be Significant due to the higher sensitivity of the receptors along this route and the extent of visibility of the turbines on the horizon as people walk south along the beach. However, the view out towards the sea would be unaffected by the proposed development. The nature of these effects would be long-term (reversible), indirect and negative.
Machrihanish Beach	There would be no view from Machrihanish Beach as indicated on the ZTV (Figure 6.4) which includes the section of beach to the north of Machrihanish for approximately 1km east of the rocks at Little Scone.
Dunaverty Rock / Castle	The remains of Dunaverty Castle stand on a rocky headland to the west of Dunaverty Bay, near Southend. It is located 6.3km south-east of the proposed development. A wireframe is provided in Appendix 6.5 (Figure 6.5.L). <u>Assessment: proposed development:</u> ZTV coverage indicates theoretical visibility of between 1-3 turbines from the Castle. Site visits and wireline analysis indicates that up to three partial blades / blade tips would be theoretically visible above the horizon in views south and inland from the Castle. The magnitude of change would be Very Low and the level of effect would be Minor and Not Significant. The nature of these effects would be long-term (reversible), indirect and neutral. Views towards the castle ruins would not be affected by the proposed development. <u>Cumulative Assessment: Existing + Consented Sites + proposed development</u> No existing or consented wind farms would be visible. <u>Cumulative Assessment: Existing + Consented Sites + Applications + proposed development</u> The pre-application High Dalrioch Wind Farm would be theoretically visible to the north (Very Low magnitude). The additional effect of the proposed development would be Minor and Not Significant. The combined effect would be Minor and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and neutral. <u>Night-time effects</u> The proposed aviation warning lights would not be visible from the Castle.
Carskey Bay Beach	Carskey Bay is a sandy beach to the west of Keil Point. It sits low down with a southern aspect to Sanda and Ireland with undulating sand dunes in the north largely restricting northward views. The bay is located ~5.5km to the south of the proposed development at its closest point. <u>Assessment: proposed development:</u> ZTV coverage indicates that there would be theoretical visibility of 10-13 proposed turbines from Carskey Bay. Views of the turbines from the beach would be partially screened by the undulating sand dunes in views north and the rising landform beyond with blades and blade tips (and up to three hubs) visible. The main focal points from the beach and bay are to the south across the seascape and along the coastline to the west and east which would be unaffected by the proposed development. The magnitude of change would be Low and the level of effect would be Moderate and Not Significant. The level of effect would be Not Significant due to the limited visibility of the proposed development, landform / sand dunes screening, intervening distance and orientation of the main views being south, away from the proposed development. The nature of these effects would be long-term (reversible), indirect and negative.

Recreational and Tourist Destination	Assessment
	<u>Cumulative Assessment: Existing + Consented Sites</u> There would be no existing or consented wind farms visible from this location. <u>Cumulative Assessment: Existing + Consented Sites + Applications</u> Blade tips of the pre-application High Dalrioch Wind Farm would be theoretically visible to the north-east from some parts of the bay (Very Low magnitude). The additional and combined effect of the proposed development would remain Moderate to No View and Not Significant. The nature of these effects would be long-term (reversible) indirect, cumulative and negative.
Davaar Island	Views from Davaar Island are assessed as part of Viewpoint 15 within Technical Appendix 6.2 and illustrated in Figure 6.34. To summarise the magnitude of change would be Very Low and the level of effect would be Minor and Not Significant.

Summary of Residual Landscape and Visual Effects

6.239 A summary of the landscape and visual and cumulative effects are provided in Tables 6.15-16 and the information set out in these tables is explained as follows:

- Receptor Name.
- Sensitivity: The sensitivity of the receptor is recorded (ranging from 'High', 'Medium' and 'Low') in accordance with the methodology in Appendix 6.1.
- LVIA Assessment ('Stand-alone' or Primary Effect):
 - Magnitude: The magnitude of change, taking account of the proposed development only, is recorded (ranging from 'High', 'Medium', 'Low', 'Very Low' and 'Zero') in accordance with the methodology.
 - Level of Effect: The level of effect for the proposed development only, is recorded and takes account of the sensitivity and magnitude in accordance with the methodology. Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations.
- Cumulative Assessment (CLVIA):
 - Magnitude (Existing and Consented Wind Farms): The magnitude of change, taking account of other existing and consented wind farms is recorded (ranging from high, medium, low, very low and zero) in accordance with the methodology;
 - Additional Level of Effect: Adding the proposed development to the baseline of existing and consented wind farms;
 - Scenario 1 / Cumulative Level of Effect 1: The level of effect, taking account of the other existing, consented / under construction wind farms and the proposed development, is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations and the wind farm contributing most to the cumulative effects is recorded in brackets;
 - Magnitude (Other Application Wind Farms and one Pre-Application Wind Farm): The magnitude of change, taking account of other wind applications is

recorded (ranging from high, medium, low, very low and zero) in accordance with the methodology;

- Additional Level of Effect: Adding the proposed development to the baseline of existing and consented wind farms and other wind farm applications; and
- Scenario 2 / Cumulative Level of Effect 2: The level of effect, taking account of the other existing, consented / under construction, application wind farms and the proposed development, is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations and the wind farm contributing most to the cumulative effects is recorded in brackets.

Table 6.15: Summary of Residual Landscape Effects

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Direct Landscape Effects on the 'Host' Landscape Character Type: western unit of the Mull of Kintyre Upland Forest Moor Mosaic LCT (6c)									
Construction Effects: 6c Mull of Kintyre Upland Forest Moor Mosaic LCT (western unit)	Medium	Zero to High	None to Major	No cumulative construction activity.					
Operational Effects: 6c Mull of Kintyre Upland Forest Moor Mosaic LCT (western unit)	Medium	High (within 2km) to Zero	Major (within 2km) to None	Zero	No cumulative effects	High to Zero	Major to None	Major (PD, High Dalrioch) to None	
Decommissioning Effects: 6c Mull of Kintyre Upland Forest Moor Mosaic LCT (western unit)	Medium	Very Low	Negligible	Not assessed – it is not known if other wind farms would be decommissioned concurrently.					
Indirect Landscape Effects on the Surrounding Landscape Character									
6c Mull of Kintyre Upland Forest Moor Mosaic LCT (eastern unit)	Medium	Low	Minor	Zero	No cumulative effects	High (High Dalrioch)	Minor	Major (High Dalrioch)	

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
3 Hidden Glens LCT: Glen Breackerie	High-Medium	Medium-Low to Zero	Moderate (northern part of LCT)	Zero	No cumulative effects		Zero	No cumulative effects	
20 Rocky Mosaic LCT: Unit A: South of Machrihanish	Medium	Low-Very Low to Zero	Negligible	Low to Zero	Negligible	Minor to None	Very Low to Zero	Negligible	Minor
20 Rocky Mosaic LCT: Unit B: Conie Glen	High-Medium	Low to Zero	Moderate to Minor	Low to Zero	Moderate to Minor	Moderate	Medium	Moderate to Minor	Major to Moderate (High Dalrioch)
20 Rocky Mosaic LCT: Unit C: Campbelltown	Medium	Very Low to Zero	Negligible	Low to Zero	Negligible	Minor to None	Medium to Zero	Negligible	Moderate (High Dalrioch)
14 Bay Farmland LCT	Medium	Medium-Low to Zero	Moderate to Minor	Low to Zero	Moderate to Minor	Moderate to Minor	Medium to Zero	Moderate to Minor	Moderate (High Dalrioch)
21 Low Coastal Hills LCT	High-Medium	Low to Zero	Moderate to Minor	Low to Zero	Moderate to Minor	Moderate to Minor	Zero	No cumulative effects	
25 Sand Dunes and Machair LCT	High-Medium	Low-Very Low to Zero	Moderate to Minor	Low-Very Low to Zero	Moderate to Minor	Moderate to Minor	Very Low to Zero	Moderate to Minor	Moderate to Minor
6 Upland Forest Moor Mosaic LCT	Medium	Very Low to Zero	Negligible	High to Zero	Negligible	Major (other wind farms on	High to Zero	Negligible	Major (other wind farms on

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
						Kintyre) to None			Kintyre) to None
Indirect Seascape Effects									
West Kintyre / South East Jura and South East Islay (Area 24) – Machrihanish Bay LCCA	High-Medium	Low to Zero	Moderate to Minor	Low to Zero	Moderate to Minor	Moderate to Minor	Very Low to Zero	Moderate to Minor	Moderate to Minor
Lower Firth of Clyde (west) Regional Seascape Area (RSA) (Area 12) – Carskey Bay to <u>Macharioch</u> Bay LCCA	High-Medium	Very Low to Zero	Minor / Negligible	Very Low to Zero	Minor / Negligible	Minor / Negligible	Zero	No cumulative effects	
Lower Firth of Clyde (west) Regional Seascape Area (RSA) (Area 12) – Campbeltown Loch LCCA	Medium	Low to Very Low	Minor to Negligible	Low-Very	Minor to Negligible	Minor to Negligible	High-Medium	Minor to Negligible	Major to Moderate (High Dalrioch)
Effects on Landscape Planning Designations									

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Mull of Kintyre LLA	High-Medium	Low to Zero	Moderate to Minor	Very Low to Zero	Moderate to Minor	Moderate to Minor	Very Low to Zero	Moderate to Minor	Moderate to Minor

Note: significant effects resulting from the proposed development are indicated in bold text and shaded grey.

Table 6.16: Summary of Residual Visual Effects

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Visual Effects on Settlements									
Campbeltown	High	Low to Zero	Moderate to No View	Zero	No cumulative effects		High to Zero	Moderate to No View	Substantial (High Dalrioch) to No View
Stewarton	High	Low to Zero	Moderate to No View	Very Low to Zero	Moderate to No View	Moderate (PD) to No View	High-Medium to Zero	Moderate to No View	Substantial to Major (High Dalrioch, PD) to No View
Kilchenzie	High	Low-Very Low to Zero	Moderate to Minor, to No View	Very Low to Zero	Moderate to Minor, to No View	Moderate to Minor, to No View	Low to Zero	Moderate to Minor, to No View	Moderate to No View

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Killeonan / Knocknaha	High	Medium to Zero	Major to No View	Very Low to Zero	Major to No View	Major (PD) to No View	High to Zero	Major to No View	Substantial (High Dalrioch, PD) to No View
Visual Effects on Transport Routes									
A83 / Kintyre 66 Tourist Route	High (all road users)	Medium-Low to Zero	Major to Moderate to No View	Medium to Zero	Major to Moderate to No View	Major to Moderate to No View (PD, Tangy IV)	High-Medium to Zero	Major to Moderate to No View	Substantial to Major to No View (PD, Tangy IV, High Dalrioch)
B842 (CP 084)	High (walkers) Medium (road users)	High-Medium to Zero	Substantial to Major to No View	Very Low to Zero	Substantial to Major to No View	Substantial to Major (PD) to No View	High-Medium to Zero	Substantial to Major to No View	Substantial to Major (PD, High Dalrioch) to No View
B843 (CP 085)	High (walkers) Medium (road users)	Low to Zero	Moderate / Minor to No View	Very Low to Zero	Moderate / Minor to No View	Moderate / Minor to No View	Medium to Zero	Moderate / Minor to No View	Substantial to Major (High Dalrioch) to No View
Dalsmirren Road along Glen Breackerie	High (walkers) Medium (road users)	High to Zero	Substantial to Moderate (walkers) to Major to Minor (other road users) to No View	Very Low to Zero	Substantial to Moderate (walkers) to Major to Minor (other road users) to No View	Substantial to Moderate (walkers) to Major to Minor (other road users) (PD) to No View	Zero	Substantial to Moderate (walkers) to Major to Minor (other road users) to No View	Substantial to Moderate (walkers) to Major to Minor (other road users) (PD, High Dalrioch) to No View

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Ardrossan – Campbeltown Ferry	High-Medium	Low to Zero	Moderate to Minor, to No View	Low-Very Low, to Zero	Moderate to Minor, to No View	Moderate to Minor, to No View	High to Zero	Minor to No View	Substantial to Major (High Dalrioch) to No View
Kintyre Express Ferry	High-Medium	Low to Zero	Moderate to Minor, to No View	Low-Very Low, to Zero	Moderate to Minor, to No View	Moderate to Minor, to No View	High to Zero	Minor to No View	Substantial to Major (High Dalrioch) to No View
Visual Effects on Recreational Routes									
The Kintyre Way	High	High to Zero	Substantial to No View	High to Zero	Substantial to No View	Substantial (PD and other wind farms) to No View	High to Zero	Substantial to No View	Substantial (PD and other wind farms) to No View
Sustrans Cycle Route 78	High	Low to Zero	Moderate to No View	Zero	No cumulative effects		High to Zero	Moderate to No View	Substantial (High Dalrioch) to No View
Core Path C080 (a-b)	High	Low to Zero	Moderate (C080(b)) to No View	Zero	No cumulative effects		High to Zero	Moderate (C080(b)) to No View	Substantial (High Dalrioch, PD) to No View
Core Path C084 Campbeltown to Stewarton See assessment of B842									
Core Path C085 – Stewarton to Machrihanish See assessment of B843									
Core Path C086 –	High	Medium-Low to Zero	Major to Moderate to No View	Medium-Low to Zero	Major to Moderate to No View	Major to Moderate	Medium-Low to Zero	Major to Moderate to No View	Major to Moderate (Tangy IV, High

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Machrihanish to West Port						(Tangy IV, PD) to No View			Dalrioch, PD) to No View
Core Path C088 Campbeltown to Claonaig See assessment of Kintyre Way									
Core Paths C087/C447/C448 Minor roads nr Campbel-town Airport	High	Medium-Low to Zero	Major to Moderate (C087, part of C0447) to No View	Very Low to Zero	Major to Moderate (C087, part of C0447) to No View	Major to Moderate (PD) to No View	Medium to Zero	Major to Moderate (C087, part of C0447) to No View	Major to Moderate (High Dalrioch, PD) to No View
Core Path C90 (c, d, e, f, g) Machrihanish to The Inneans and Southend See assessment of Kintyre Way									
Core Path C091	High	Very Low to Zero	Minor to No View	Very Low to Zero	Minor to No View	Minor to No View	Zero	No cumulative effects	
Visual Effects on Recreational and Tourist / Visitor Attractions									
Machrihanish Golf course	Medium	Medium-Low	Moderate to Minor	Medium-Low	Moderate to Minor	Moderate to Minor	Medium-Low	Minor	Moderate to Minor
Machrihanish Holiday Park	High	Low-Very Low	Moderate to Minor	Low-Very Low	Moderate to Minor	Moderate to Minor	Medium-Low	Moderate to Minor	Major to Moderate (High Dalrioch)
Westport Beach	High	Low (Medium-Low) to Zero	Major to Moderate to No View	Medium-Low to Zero	Major to Moderate to No View	Major to Moderate (Tangy IV, PD) to No View	Medium-Low to Zero	Major to Moderate to No View	Major to Moderate (Tangy IV, High Dalrioch, PD) to No View

Receptor	Sensitivity	Primary Assessment: LVIA: proposed development only		Assessment: CLVIA: proposed development (PD) and other wind farms					
		Magnitude (Standalone)	Level of Effect (Standalone)	Magnitude (Existing and Consented)	Additional Level of Effect	Scenario 1: Combined Level of Effect:	Magnitude (Applications)	Additional Level of Effect	Scenario 2: Combined Level of Effect:
Machrihanish Beach	High	Zero	No View	No cumulative effects					
Dunaverty Rock / Castle	High	Very Low	Minor	Zero	No cumulative effects		Very Low	Minor	Minor
Carskey Bay Beach	High	Low	Moderate	Zero	No cumulative effects		Very Low	Moderate	Moderate
Davaar Island	High	Very Low	Minor	Low	Minor	Moderate (Kildalloig)	Medium	Minor	Major (High Dalrioch)

Note: significant effects resulting from the proposed development are indicated in bold text and shaded grey.

Summary and Conclusions

- 6.240 The LVIA has been undertaken in accordance with Landscape Institute and IEMA, Guidelines for Landscape and Visual Impact Assessment, Third Edition, 2013 and other relevant best practice guidance by chartered landscape architects at WSP.
- 6.241 The Site is located within forestry plantation, approximately 8km south-west of Campbeltown in the *Mull of Kintyre Upland Forest Moor Mosaic* landscape character type (LCT) as classified in the ABLWECS and is located towards the northern edge of the locally designated Mull of Kintyre LLA.
- 6.242 In summary, the proposed development comprises up to 13 wind turbines up to a maximum height of 200m to blade tip and associated infrastructure, including aviation lighting. Infrastructure associated with the proposed development includes one site entrance (via the minor Dalsmirren road from the B842 before Killellan), internal access tracks and hardstanding areas, crane pads, up to four on-site existing borrow pits, one temporary construction compound and an energy storage compound, and grid connection infrastructure (including one on-site substation and underground cables linking the turbines to the substation).
- 6.243 The assessment process has encompassed periods for the construction, operation, and decommissioning of the proposed development, the latter of which entails the reversal of most of the landscape and visual effects.

Landscape Planning Policy and Guidance

- 6.244 The LVIA has taken account of national and local planning requirements in relation to wind farm development, as described in Chapter 5: Renewable Energy and Planning Policy, and the Planning Statement which accompanies this planning application. This includes NPF4 and the Argyll and Bute LDP, 2015, Argyll and Bute Proposed LDP2, 2019 and ABLWECS.

Consultation

- 6.245 Consultation relevant to the LVIA assessment was undertaken with ABC and NS who commented on the design and location of the proposed development and aspects of methodology, sources of information, scope of assessment and cumulative development. ABC did not provide a scoping opinion in relation to the LVIA, although confirmation of the viewpoint locations to be included in the assessment was provided.

Mitigation Inherent in the proposed development

- 6.246 The design of the proposed development has evolved from an iterative design and assessment process that has been guided by ABLWECS and NS's *Siting and Designing Windfarms in the Landscape*. The advice in the ABLWECS and the scoping opinion from NatureScot in relation to the siting of the proposed development has led to design refinements that have responded to the local landscape character, scale and form, to provide an improved 'landscape fit'. The proposed development has evolved from

the scoping stage, through the design process which has involved a number of iterations. This has led to a reduction in the horizontal and vertical scale of the proposed development and a reduction in turbine numbers from 21 to 13 and reducing the horizontal extent of the proposed development. The vertical turbine height has also reduced from a combination of 230m and 200m to blade tip at scoping to all 13 turbines of up to 200m to blade tip.

- 6.247 All of the mitigation related to landscape, visual and cumulative effects is 'built-in' or embedded into the design of the proposed development and no additional mitigation or enhancement is proposed. This includes the Lighting Strategy for the aviation warning lights and works related to the site infrastructure and the proposed access road to integrate these features into their landscape setting, post construction.
- 6.248 The 'simple' turbine layout is suitable for the underlying landform and simple landscape character of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT and accords with general NS's guidance *Siting and Designing Windfarms in the Landscape*, Version 3a, 2017 for wind farm development as a simple, balanced and cohesive turbine composition as well as being located within large-scale, broad and simple landscape character type. The proposed turbines would be located within coniferous forestry, in a shallow 'bowl' formation surrounded by low-rising hill summits that provide some intervening screening and limit the visibility of the proposed turbines as well as reducing the horizontal and vertical extent of the proposed development from key views and particularly when perceived from the B842 and B843, nearby settlements of Stewarton, Machrihanish and Drumlemble and Campbeltown, water based users of Campbeltown Loch and recreational receptors along the Kintyre Way. The scale of the turbines can be accommodated in this location, creating a simple, cohesive, balanced and clear design and visual composition of well-spaced turbines.
- 6.249 Notably the Mull of Kintyre on the southwestern edge of the peninsula is located 8-9km to the southwest of the proposed development. This area is outwith the ZTV and would not be affected by the proposed development.

Landscape and Cumulative Landscape Effects

- 6.250 Landscape Effects are concerned with how the proposed development would affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape, and its distinctive character.
- 6.251 There would be a localised significant effect on the host *Mull of Kintyre Upland Forest Moor Mosaic* Landscape Character Type (LCT), within up to 2km of the proposed turbines and part of the *Hidden Glens* LCT at Glen Breackerie. None of the other surrounding landscapes and seascapes would be significantly affected by the proposed development.
- 6.252 Although located within the Mull of Kintyre LLA, the proposed development would not significantly affect the assumed special qualities or the integrity of the of the designation and the Mull of Kintyre on the southwestern edge of the peninsula, including the headland with steep cliffs and a lighthouse at the Mull of Kintyre are outwith the ZTV and would not be affected.

Visual and Cumulative Visual Effects

- 6.253 Visual effects are concerned wholly with the effect of development on views, and the general visual amenity that would be experienced by people in the landscape.
- 6.254 The viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 10km distance from the proposed development (subject to a clear view of the proposed turbines, landform and vegetation screening), as indicated by viewpoints 1-3, 5, 7, 9 and 11-14 inclusively. Cumulative effects would mainly result from the cumulative visibility of the Tangy Wind Farm (including Tangy / Extension and the consented Tangy IV) and the pre-application High Dalrioch Wind Farm.

Visual Effects on Settlements and Residential Properties

- 6.255 There would be significant effects on the views from the outer edges and isolated properties that form part of two settlements at Stewarton and southern edge of Killeonan / Knocknaha.
- 6.256 Additionally, a Residential Visual Amenity Assessment (RVAA) has been conducted for those properties within 2.5km of the proposed development. The results of the RVAA are reported in Appendix 6.3 and confirm that although the views from nine properties would be significant (subject to forestry management) none of the properties, would be affected by the proposed development in terms of their residential visual amenity. This is due largely to the intervening distance, partial screening, and use / orientation of the property, such that the living standards would not be affected, and the property would not be adversely affected to the extent that it would become an unattractive place to live when judged objectively and in the public interest, on an individual basis or cumulatively.

Visual Effects on Transport Routes

- 6.257 Significant visual effects would be limited to sections of three transport routes:
- Up to approximately 4.5km of the A83 (also Kintyre 66 Tourist Route) along intermittent sections between Westport and west of Drumore, however these views would be oblique / perpendicular to direction of travel;
 - Up to approximately 5.5km of the B842 between Stewarton and Killellan Lodge; and
 - Much of the minor, unclassified Dalsmirren Road (dependent on direction of travel) from the junction at Auchencorvie through Achanbraad Glen, part of Glen Breackerie and between Keil Point and north of Gartvaigh, the latter of which is overlapped with Core Path C090 e, f and the Kintyre Way.
- 6.258 None of the remaining transport routes (including all ferry routes) would be significantly affected by the proposed development.

Visual Receptors: Recreational Routes

- 6.259 There would significant visual effects from parts of the following recreational routes:

- Kintyre Way (and Core Path C090 d, f (and northern parts of e).
- Core Path C086 (northern 2km section of the route);
- Core Path C087 / C447 (and minor roads around Campbeltown Airport) (northern parts of the route); and
- Core Path C080 (b) North side of Campbeltown Loch.

6.260 There would be no significant visual effects on the views from any other recreational routes within the Study Area.

Visual Effects on Views from Recreational and Tourist / Visitor Attractions

6.261 There would be significant visual effects on and the views from Westport beach, although the primary views westwards and out to sea would be unaffected by the proposed development. None of the remaining tourist / visitor attractions would be significantly affected by the proposed development.

Night-time Assessment on Aviation Warning Lights

6.262 The Lighting Strategy for the proposed development has been approved by the CAA and requires seven of the turbines to be lit (T1, T3, T5, T8, T9, T11 and T13).

6.263 A full night-time assessment of the aviation warning light effects is provided in Technical Appendix 6.4. It has concluded that there would be no significant night-time effects on landscape character or designations and no significant night-time effects on the views from visual receptor location where people are likely to be present at night.

6.264 Historical meteorological observations from Glasgow Prestwick and Tiree Airports suggest that good visibility is likely to occur for approximately 95% of the time which would allow the light intensity to be reduced to 10% (200 cd) which would therefore represent a more 'typical' or 'realistic' experience of the proposed development. The assessment however has taken account of the 'worst case' scenario (light intensity emitted from a 2000cd light source), which is likely to occur approximately 5% of the time when visibility is <5km from the lit turbines.

6.265 Operation of the aviation warning lights would have no adverse effect on periods of sunrise (when the sun disk passes above the horizon and the period just after this) and sunset (the period just before the sun disk passes below the horizon) as the operation is programmed to switch off 30 mins before sunrise and switch on 30 mins after sunset, respectively.

Conclusions

6.266 To conclude, the LVIA process has taken account of relevant legislation, consultation and national and local planning requirements in relation to wind farm development, including NPF4, the ABC's Local Development Plans, Supplementary Guidance for Renewable Energy and ABLWECS.

- 6.267 Consequently, the design of the proposed development has evolved iteratively and led to a reduction in the horizontal and vertical scale of the proposed development. The proposed development is located within an area of commercial forestry (albeit locally designated as part of the Mull of Kintyre LLA) that is not promoted for recreation use or valued for its scenic qualities. The topography of this area forms a 'bowl' that provides some landform screening to surrounding areas, limiting the extent of turbine visibility. Notably the Mull of Kintyre on the southwestern edge of the peninsula is located 8-9km to the southwest of the proposed development. This area is outwith the ZTV and would not be affected by the proposed development.
- 6.268 Although wind farm development unavoidably entails significant effects, in this case they are limited to localised receptors, affecting two landscape character types (the host landscape character of the *Mull of Kintyre Upland Forest Moor Mosaic* LCT and the *Hidden Glens* LCT). The visual effects would be limited to parts of two settlements (and nine individual residential properties within 2.5km), sections of three roads, up to four recreational routes, including part of the Kintyre Way and the views from West Port beach.
- 6.269 The Lighting Strategy for the aviation warning lights would result in no significant night-time effects.

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