



Chapter 7

Landscape and Visual Impact Assessment

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Chapter 7

Landscape and Visual

7.1 Executive summary

1. The proposed Development adheres to some of the design guidance within the ABLWECS for very large wind energy development within LCT 6 Upland Forest Moor Mosaic. The extent of operational effects upon the landscape character would be limited by the topographic containment of the Kintyre peninsula. Significant effects would be contained within the LCT 6 Upland Forest Moor Mosaic, with most notable influence within 2-4 km of the proposed turbines. Beyond this there would be no significant effects on landscape character on any other landscape character types.
2. The nearest visual receptors significantly affected would be those walkers on the Kintyre Way, as this route passes through the Site. There would be significant visual effects for those people located to the east, including those on the water within Loch Fyne area including recreational sailors, kayakers and Tarbert - Portavadie ferry route. There would also be significant effects for people on the western side of South Cowal/Ardlamont peninsula including Portavadie. To the south, there would be significant visual effects for users of the Lochranza- Kintyre ferry route and those on the northern part of Arran including at the Lochranza / Catacol group, Arran Coastal Way and at Newton Point.
3. The residential visual amenity assessment considered the effects for private residents at 3 properties within 2 km of the proposed Development. The assessment found that with existing landscape baseline there would be no significant effects. One other individual property at Coalfin (within the Kintyre Way receptor group) was identified outside of Skipness which would experience a significant effect. But none of these properties would approach the Residential Visual Amenity Threshold.
4. Significant construction/decommissioning landscape effects would be limited to the host area Upland Forest Moor Mosaic. Significant construction/decommissioning visual effects would be limited to users of the Kintyre Way.
5. A significant effect was not identified on any designated landscapes including the National Scenic Areas or Areas of Panoramic Quality (local designation).
6. The proposed development would not be located within wildland and the impact on North Arran Wild Land Area is considered to be Not Significant.
7. The turbines of the proposed Development would be noticeably larger than Freasdail, the nearest operational site, but the scale difference would not be so apparent, except from Arran where this would be perceived as part of the wind energy development within the Kintyre peninsula. With regard to the strategic pattern of development with the operational (and under construction) baseline, the proposed Development would be visible as a new separate cluster at the head of the Kintyre peninsula, but the cumulative pattern would remain intact.
8. The cumulative assessment assesses the effect resulting from the addition of Earraghail RED to the different cumulative scenarios. This includes Scenario 2 (fully consented baseline), Scenario 3 (fully consented baseline with other proposed Developments with submitted planning applications) and Scenario 4 (full consented baseline with selected projects at Scoping stage). It is important to differentiate between the assessment of cumulative effects arising from the proposed Development with projects that are operational/under construction (Scenario 1 baseline) or which are consented which can be considered as part of a scenario with some certainty; and those that are still proposed and about which there can be little certainty.
9. The steepness of landform which forms the Kintyre peninsula leads to a lack of intervisibility with most of the coastal settlements and roads on the Kintyre peninsula and reduces the potential for likely significant cumulative interactions with many landscape and visual receptors. The proposed Development would be perceived as a new renewable energy development at the head of the Kintyre peninsula and would be seen distinctly, well separated from other developments further south along the Kintyre

peninsula or further north within South Knapdale. The addition of the proposed Development would increase the number of discrete clusters present within views and the upland of the Kintyre peninsula.

10. In Scenario 2, the landscape impact on the host Upland Forest Moor Mosaic LCT (6) would be Moderate and Significant, which is the same as Scenario 1. The strategic pattern of wind energy along the Kintyre peninsula would be maintained as a '*Landscape with wind farms*'. The visual effects would be Moderate/Major and Significant (same as Scenario 1) for those receptors at the northern end of Arran and the ferry from Lochranza and those travelling on the Kintyre Way. The visual effect for those using the Kintyre 66 or the Caledonia Way would be Moderate/Minor and Not Significant (same as Scenario 1). In Scenario 2, Earraghail RED would not result in significant effect on the North Arran NSA/SLA.
11. In Scenario 3 with the other proposed developments of Sheirdrim (6 km away) and Narachan (17 km away), these developments would also be located within the Upland Forest Moor Mosaic LCT (6) of the Kintyre peninsula but would be associated with other operational and consented sites further south. Assuming either of these were present in the landscape, the addition of Earraghail RED would result in a Moderate (Significant) effect on landscape character (same as Scenario 2). In Scenario 3 the separation distances and differing visual influence would limit cumulative visual impacts to those primarily on Arran or those which are sequential in nature. Those at the northern end of Arran, the ferry from Lochranza and those walking the Kintyre Way would result in a Moderate/Major and Significant effect (same as Scenario 2). The visual effect for those using the Kintyre 66 would be Moderate/minor and Not Significant (same as Scenario 1). In Scenario 3, Earraghail RED would not result in a significant effect on the North Arran NSA/SLA.
12. In Scenario 4 with Rowan (9 km away) currently at Scoping, these developments would be seen within clearly separate landscapes and would have different areas of influence on landscape character. The addition of Earraghail RED would not affect the pattern of development in the South Knapdale area. There would be no change to the landscape impact in this Scenario. Combined views of Earraghail RED and Rowan would be limited to elevated locations where they would be perceived separately with no changes to the levels of impact reported, compared to Scenario 2. However, there would be an increase in the number of wind clusters present in the surrounding upland within the lower Loch Fyne area which would be perceptible sequentially, but the addition of Earraghail Scenario 4 would not represent an elevated level of impact compared to Scenario 2.
13. The proposed Development will require visible aviation lighting on the nacelles and towers and a range of mitigation options have been considered in relation to night-time impacts. With just the embedded mitigation included in the proposed Development, the assessment concludes that there would be Significant night-time impacts on residents and some recreational receptors on the western Ardlamont peninsula and at Lochranza on the northern tip of Arran. However, with the additional mitigation of an aviation detection lighting system, all these effects would reduce to Not Significant, due to the short duration the lights would be lit.
14. The changes arising from a project may engender positive or negative responses depending on individual perceptions regarding the merits of renewable energy. However, the assessment has taken a precautionary approach in considering that effects on the landscape and on views, which would result from the construction and operation of the proposed Development, would be adverse; however, many people would not consider the effects to be adverse.

7.2 Introduction

7.2.1 Background

15. Stephenson Halliday was commissioned, as part of the RSK EIA team, in January 2020 following feasibility and early design work in 2019. Stephenson Halliday prepared the landscape and visual impact assessment (LVIA) of Earraghail Renewable Energy Development (the proposed Development) on behalf of ScottishPower Renewables (UK) Ltd (SPR).
16. To inform the assessment, site visits were made to various locations within the Study Area including, but not restricted to, representative viewpoints by Stephenson Halliday's assessment team from September 2019 – November 2021.
17. This assessment defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the proposed Development; describes the nature of the anticipated changes and assesses the effects arising during construction and once completed.

7.2.2 Site and Proposals

18. The proposed Development lies within an area largely comprising commercial forestry and surrounded by more open moorland at the northern end of the Kintyre peninsula. The landform is defined by a series of low hills ranging between approximately 270-350 m AOD forming a bowl with numerous minor watercourses draining into the Skipness River that flows through and out of the southern part of the Site. Existing access to the Site occurs via forestry tracks from the A83 and the Kintyre Way long distance recreational route passes broadly north-south, running alongside the Skipness River and linking the two closest settlements of Tarbert (1.1 km north) and Skipness (1.2 km south).
19. The proposed Development would comprise 13 three-bladed horizontal axis wind turbines up to 180 m tip height, with a rated output of around 78 megawatts (MW) and ground mounted solar arrays of around 5 MW, producing a combined output of around 83 MW. A battery energy storage system (BESS) of around 25 MW would also be installed as well as associated infrastructure including access tracks, meteorological masts, control building and temporary elements to support construction including laydown areas and borrow pits. It is proposed to decommission after 40 year operational life.

7.2.3 Competence

20. This Chapter along with the design and mitigation of the proposed Development has been prepared by Chartered Landscape Architects at Stephenson Halliday. The Practice has over 25 years of experience working on wind energy proposals for over 200 wind energy proposals throughout the UK. Key individuals assessing the proposed Development have over 18 years of experience as chartered landscape architects.
21. Stephenson Halliday is a Landscape Institute (LI) and IEMA registered practice and all work is prepared and reviewed internally by senior highly experienced landscape planners with Public Inquiry experience. The Practice is also ISO 9001 accredited.

7.2.4 Stakeholder Consultation

22. Information regarding Scoping and consultation is included in **Chapter 6**. A formal Scoping Report was submitted in April 2020 and a Scoping Opinion issued by ECU in September 2020. Following this, further consultation was undertaken with NatureScot (NS), Argyll and Bute Council (A&BC) and North Ayrshire Council (NAC) between June 2021 to September 2021 in order to refine the scope of assessment and to agree the representative viewpoint locations, scope of the cumulative, wild land, residential amenity assessment and the landscape and visual receptors to be included in the LVIA. Key consultation responses are detailed in **Table 7.1**.

Table 7.1 Summary of Stakeholder Consultation

Consultee	Issue	How this is addressed
A&BC (Scoping)	Designated Landscapes: A&BC agrees LVIA to include assessment on Bute, South Cowal and, Knapdale APQs. Confirmed assessments for remaining APQs not required. Confirmed RVAA Study Area.	APQs have been assessed in Section 7.7.7 . RVAA included as Technical Appendix 7.9 .
A&BC (Scoping)	Viewpoints: requests for further information for Dun Skeig SAM and Stonefield Manor GDL, Shoreline of West Loch Tarbert APQ, A83 near Clachan and Whitehouse settlements. Viewpoints for watercraft to be included and ferry route analysis. Solar arrays to be included in the visuals. RVAA Study Area: 2 km radius from turbines confirmed acceptable	Dun Skeig SAM and Stonefield Manor GDL included as receptors in Chapter 11 . There would be little theoretical visibility on the shorelines of West Loch Tarbert APQ. There would be limited visibility at both the A83 near Clachan and Whitehouse, wirelines from these locations are included in Viewpoint 12 and Illustrative Wirelines in Volume 3c . Viewpoints 5 and 9 represent views from watercraft and Technical Appendix 7.6 provides visuals for ferry routes. Solar arrays and other infrastructure are included within photomontages Volume 3b .

Consultee	Issue	How this is addressed
A&BC (Gatecheck / Scope Refinement / Meeting)	<p>Viewpoints: Confirmed photomontages at highpoint on B8024 and A83 south of Clachan. Confirmed wirelines from A83 at Whitehouse and on northern shoreline of West Loch Tarbert. Confirmed content with provision of Ferry Route Assessment. Night-time viewpoint requested from Ardlamont peninsula across Loch Fyne. Confirmed scope for APQs and RVAA acceptable, as per Scoping.</p> <p>Coastal Landscape Character: Requested use of Integrated Coastal Zone Management Plan for Loch Fyne as additional baseline material for coastal landscape character assessment.</p> <p>Cumulative Assessment: Confirmed approach and scope proposed acceptable.</p>	<p>Viewpoint 17 has been included at the high point on B8024. Viewpoint 12 is located at A83 south of Clachan. Illustrative wirelines included for locations requested in Volume 3c. Appendix 7.6 includes for Ferry Route Visualisations. Night-time photomontage included at Viewpoint 7 Ostel/Kilbride Bay, Ardlamont.</p> <p>Coastal Landscape Character included in Section 7.7.4.</p> <p>Cumulative Assessment included in Section 7.8.</p>
NAC (Scoping)	<p>Viewpoints: Requests consideration of an additional elevated viewpoint closer to the proposal, such as Doire Bhuidhe, Cir Mhor or Caisteal Abhail. Requests a viewpoint from the ferry departing Lochranza.</p>	<p>Viewpoint 18 is located at Mullach Buidhe near Beinn Bhreac as it was closer to the proposed Development than Caisteal abhail and open views are possible.</p> <p>Viewpoint 9 is located at Lochranza near the ferry terminal.</p>
NAC (Gatecheck / Scope Refinement/ Meeting)	<p>Viewpoints: Requests consideration of a viewpoint for water users around Arran (ferry route from Lochranza) and viewpoint on north Arran coast path well outside of settled area.</p> <p>Cumulative Assessment: Confirmed approach and scope proposed acceptable.</p>	<p>Visuals included within the Ferry Route Visualisations Appendix 7.6 and Viewpoint 8 located on coast path on northern point of Arran, well away from settlement.</p> <p>Cumulative Assessment included in Section 7.8.</p>
NatureScot (Scoping)	<p>Study Area: 45 km radius agreed.</p>	<p>ZTVs in Figures 7.7 – 7.12 have been produced to the 45km Study Area.</p>
NatureScot (Scoping)	<p>Designated Landscapes: Confirmed inclusion of North Arran NSA. Also recommended to include assessment on Kyles of Bute NSA.</p>	<p>Assessment of both North Arran and Kyles of Bute NSAs including in Section 7.7.7.</p>
NatureScot (Scoping, Gatecheck / Scope Refinement)	<p>Viewpoints: Wirelines requested to agree final list of viewpoints. Viewpoint suggested for water-based receptors and visuals to include wirelines and baseline photography as a minimum. Other viewpoint suggestions include Cowal Way, Arran Coastal Route, areas popular for recreation on Cowal, A8003 within the NSA, A83 and West Loch Tarbert (Dunmore/golf course). Further request for viewpoint at Mullach Buidhe near Beinn Bhreac, Arran and section of Arran coast path east of Lochranza. Also requested consideration of single frame photomontages if possible from water based receptors.</p>	<p>Water based receptors illustrated with Viewpoints 5, 9 and Technical Appendix 7.6 provides visuals for ferry routes with wirelines and photography to illustrate sequential views and single frame montages from two ferries. Viewpoints 5 and 16 on Cowal Way. Viewpoints 8 and 9 on Arran Coastal Route including the Cock of Arran east of Lochranza. Viewpoint 7 at Ostel Bay Cowal. Viewpoint 16 is located on A8003 within the NSA and Viewpoint 15 on the summit of Cnoc Mhic Dhugaill on the edge of the NSA. Viewpoints 10 and 12 are located on the A83. Viewpoint 18 included at Mullach Buidhe. There would be little or no theoretical visibility from Dunmore, Tarbert Golf Course or within much of West Loch Tarbert but additional wirelines included. Viewpoint 20 on the northern point of Gigha included to represent views offshore from this area.</p>

Consultee	Issue	How this is addressed
NatureScot (Scoping, Gatecheck / Scope Refinement)	Wild Land: Wild Land Assessment is requested for North Arran, following their draft guidance, which was updated in September 2020. Photomontage requested from a mid level location to represent the WLA only, as well as additional assessment points. Cumulative ZTV mapping requested. Night-time impacts should also be included.	Wild Land Assessment included in Technical Appendix 7.8 . Photomontage and additional assessment points included. WLA boundary included on cumulative ZTVs on Figures 7.16 – 7.20 .
NatureScot (Scoping, Gatecheck / Scope Refinement)	Night-Time: Potential impacts on the NSA should be considered. Recommends night-time visualisations from NSA/WLA both at low elevation at the coast and at high elevation from one of the western / northern hills. Request cumulative effects of lights are also considered.	Night Viewpoints included upland location at Mullach Buidhe Viewpoint 18 , a lower level viewpoint on Arran at Cock of Arran Viewpoint 8 . Viewpoint Cumulative effects at night included within visualiations and included within assessment.
NatureScot (Gatecheck / Scope Refinement)	Cumulative Assessment: Confirmed approach and scope proposed acceptable and recommended that Rowan/Kilberry was included in assessment as the submission dates were similar.	Rowan/Kilberry has been included in the cumulative assessment in Section 7.8 .
Scotways (Scoping)	No rights of way recorded on the site itself. It is noted that the Kintyre Way extends through the site and is promoted by NatureScot as one of 'Scotland's Great Trails'.	The Kintyre Way is assessed in Section 7.7.6 .
Tarbert and Skipness CC (Scoping)	Receptors: Popular 5 Ferries route using B8001 and A83. Corranbuie to Tarbert along the Kintyre Way forestry road is a popular walking area, ensure safety during and after construction. Skylines are important, particularly sunrise and sunset. Sea routes from the main Clyde marinas have a strong visual relationship with the landscape. Consider including impacts on both East and West Kintyre APQs.	These route receptors are included in the assessment in Section 7.7.6 . It was agreed with A&BC that impacts on both the East and West Kintyre APQs were unlikely to be significant due to the limited extent of intervisibility with these two areas. Impacts on other APQs in the area are included in Section 7.7.7
Tarbert and Skipness CC (Scoping)	Viewpoints: Suggestions include B8001 across Skipness Bay, Skipness village, Skipness Castle, View to Cnoc na Meine from minor road, Kintyre Way looking south to Arran, Culindrach Farm.	Viewpoint location within Skipness village included as Viewpoint 2 . Skipness Castle included as recreational receptor in Section 7.7.5 . Viewpoint 1 on the Kintyre Way as suggested is included. View from Culindrach Farm is included in the Technical Appendix 7.9 . Other viewpoint locations considered but not included a formal viewpoints.

7.2.5 Study Area

23. It is accepted practice within landscape and visual assessment work that the extent of the Study Area for a development proposal is broadly defined by the visual envelope of the proposed Development. In this case a Study Area of 45 km has been used based on recommendations contained within NatureScot's publication Visual Representation of Wind Farms (Version 2.2) (NatureScot, 2017).
24. More detailed Study Areas have been agreed for the detailed cumulative assessment and residential visual amenity, as noted later in this Chapter.

7.2.6 Report Structure Terminology

25. This Chapter is structured as set out in the table of contents and is supported by the **Figures** and **Visualisations in Volumes 3a and 3b**.
26. Supporting Technical Appendices have been prepared to supplement the sections regarding methodology, landscape baseline, landscape sensitivity, viewpoint analysis, ferry route wireframes and residential visual amenity. The Technical Appendices are important to the assessment and should be read alongside this chapter.
27. Key terms used within the assessment are described in **Technical Appendix 7.1** within the methodology.

7.3 Methodology

7.3.1 Introduction

28. The detail of the methodology is described in **Technical Appendix 7.1**. A summary of the primary judgements is provided in the following sections.

7.3.2 Sensitivity

29. Sensitivity is judged taking into account the component judgments about the value and susceptibility of the receptor. A slightly greater weight is given to susceptibility in judging sensitivity of visual receptors as indicated by **Table 7.2** and **Table 7.3**. Where sensitivity is judged to lie between levels, an intermediate assessment will be adopted.

Table 7.2: Landscape Sensitivity

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	Medium	Medium/Low
	Community	Medium	Medium/Low	Low

Table 7.3: Visual Sensitivity

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

7.3.3 Magnitude

30. Scale of effect is the first factor in determining magnitude, which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale. **Table 7.4** illustrates how this judgement is considered as a two-step process. Firstly, scale and extent are considered, for which the outcomes are illustrated by the first part of the table; the second part of the table illustrates the influence of duration on this initial judgement. Where magnitude is judged to lie between levels, an intermediate assessment will be adopted.

Table 7.4: Magnitude

Scale / extent	Large	Medium	Small	Negligible
Wide	Substantial			
Intermediate		Moderate		
Localised			Slight	
Limited				Negligible

Stage 1 Result / Duration	Substantial	Moderate	Slight	Negligible
Permanent	Substantial			
Long-term		Moderate		
Medium-term			Slight	
Short-term				Negligible

7.3.4 Significance of Effects

31. The significance of any identified landscape or visual effect is assessed as **Major, Moderate, Minor** or **Negligible**. These categories are based on the consideration of sensitivity with the predicted magnitude of change as illustrated by **Table 7.5**. This is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances a particular parameter may be considered as having a determining effect on the analysis.

Table 7.5: Significance

		Magnitude of Change			
		Substantial	Moderate	Slight	Negligible
Receptor Sensitivity	High	Major	Major/Moderate	Moderate	Minor
	Medium	Major/Moderate	Moderate	Moderate/Minor	Minor/Negligible
	Low	Moderate	Moderate/Minor	Minor	Negligible

32. Where the effect has been classified as Major or Major/Moderate this is considered to be equivalent to likely significant effects referred to in the EIA Regulations. Where Moderate effects are predicted, professional judgement has been applied to ensure that the potential for significant effects arising has been thoroughly considered. The conclusion that some effects are 'significant' should not be taken to imply that they should warrant refusal in any decision-making process.

7.3.5 Beneficial/Adverse

33. Landscape and visual effects can be beneficial or adverse and, in some instances, may be considered neutral. Taking a precautionary stance changes to rural landscapes involving construction of man-made objects of a large scale are generally considered to be adverse.

34. With regard to the visual effects of windfarms, it is important to recognise the differing views revealed by extensive available research and to take into account that for the same development, some may view the impact as adverse, some as beneficial and yet others as neutral. This depends to some extent on the viewer's predisposition towards landscape change but also their opinion regarding the principle of renewable energy developments, including windfarms, in the landscape. Taking a precautionary approach in making an assessment of the 'worst case scenario', this assessment considers that all effects on views which would result from the construction and operation of the proposed Development to be adverse, unless specified otherwise in the text. It should be noted however that many people would not consider the effects to be adverse.

7.3.6 Cumulative Assessment

35. Cumulative assessment relates to the assessment of the effects of more than one development. The Cumulative Landscape and Visual Impact Assessment (CLVIA) is presented in full in **Section 7.8**. The CLVIA describes the likely combined cumulative effects of the proposed Development in association with operational, consented and other proposed developments.

36. It is important to differentiate between the assessment of cumulative effects arising from the proposed Development with other developments that are:

- **Scenario 1** (current baseline): Operational or under construction, which have been included as part of the baseline assessed in the LVIA chapter;
- **Scenario 2** (future baseline): Consented, which can be considered as part of a scenario with some certainty; and
- **Scenario 3**: Proposed, of which there can be little certainty.

37. The approach to the CLVIA follows NatureScot guidance (2012). As such, it focuses upon those wind turbine developments that have the potential to give rise to significant cumulative effects and those likely to influence decision making, rather than an assessment of every potential cumulative effect. Scoping and pre-planning windfarms which have little or no fixed proposals, are not considered within the detailed assessment, in line with NatureScot's cumulative guidance¹. However, their locations are noted on **Figure 7.4**. As requested by NatureScot one proposal at scoping stage, as noted below, with the same submission date as the proposed Development has been included in the cumulative assessment.

38. Following a review of the cumulative search area, it was agreed with NatureScot and A&BC during the scope refinement in September 2021 that the potential for significant cumulative effects would be contained within a 20 km radius. The list of wind energy sites in **Table 7.6** to be considered within the cumulative assessment was agreed at that time and NatureScot requested that Rowan Windfarm was included in the assessment. The cumulative data cut-off date mid-September 2021 was also agreed.

Table 7.6: Windfarms Considered Within the Detailed Cumulative Assessment in LVIA –15 September 2021

Windfarm	Status	Number of turbines	Tip height (m)	Approximate distance away
Scenario 1: Operational and Under Construction				
Freasdail	Operational	11	100	5.3 km southwest
Gartnagrenach Farm	Operational	1	34.2	7.9 km southwest
Cour	Operational	10	111.25	15 km southwest
Deucheran Hill	Operational	9	79; 93	20 km southwest
Srondoire Community	Operational	3	110	14.5 km north

¹ 'Assessing The Cumulative Impacts of Onshore Wind Energy Developments' by Scottish Natural Heritage (now NatureScot), March 2021

Windfarm	Status	Number of turbines	Tip height (m)	Approximate distance away
Allt Dearg	Operational	12	81	14.5 km north
Scenario 2: Consented				
Eascairt	Consented	13	100	7.1 km southwest
Kilchamaig Farm	Consented	1	23.8	7.7 km west
Airigh	Consented	14	131; 138.5; 149.9	11.3 km west
High Constellation	Consented	10	149.5	14.0 km southwest
Scenario 3: Proposals (with submitted/validated Planning Applications or at Appeal)				
Sheirdrim RED	Proposed	16 + 3	149.9; 135	6.4 km southwest
Narachan	Proposed (revised)	11	180	17 km southwest
Scenario 4: Proposals at Scoping				
Rowan (formerly known as Kilberry)	Scoping*	13*	200*	8.8 km northwest

* Developer has provided SPR with the layout intended for submission which has been used in the assessment but at the time of the assessment its status was still Scoping.

7.3.1 Night-time Assessment

39. The proposed Development includes aviation lighting for which an assessment of potential night-time impacts is included in **Section 7.9**. There is a distinction between light pollution or nuisance and the effect of lighting on the character and amenity of the landscape at night. This is not a technical lighting assessment but focusses on the night-time effects as a result of the introduction of new artificial lighting within the landscape, with consequent effects on the night character and visual amenity of the area.
40. In this context, effects on landscape character are almost exclusively concerned with perceptions of darkness and remoteness as most of the key characteristic constituent elements of landscapes are generally obscured after dark. The existing light environment and landscape character is illustrated in **Figure 7.3**. The impact on the landscape designations including the North Arran NSA will be included **Section 7.7.7**. Impacts on the North Arran Wild Land Area is provided within the assessment in **Technical Appendix 7.8**.
41. For visual receptors, the value attached to night-time views is considered to be low unless there is a particular feature that can be best appreciated in the hours of darkness. The susceptibility of visual receptors also differs at night reflecting the different activities people undertake in the hours of darkness, such as stargazing. As a result, the receptors for night-time impacts may be different from those which experience day-time impacts.
42. Cumulative night-time impacts will also be included for receptors identified.

7.3.2 Residential Visual Amenity

43. As set out within LI Technical Guidance Note 02/19 'Residential Visual Amenity Assessment (RVAA)':

"Changes in views and visual amenity are considered in the planning process. In respect of private views and visual amenity, it is widely known that, no one has 'a right to a view.' ...

It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence as a result of introducing a new development into the landscape. In itself this does not necessarily cause particular planning concern. However, there are situations where the effect on the outlook / visual amenity of a residential property is so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before."

44. The methodology and assessment of effects on residential visual amenity for the most affected properties within 2 km is included in **Technical Appendix 7.9**.

7.3.3 Distances

45. Where distances are given in the assessment, these are approximate distances from the nearest wind turbine to the nearest part of the receptor in question, unless explicitly stated otherwise.

7.3.4 Visual Aids

46. Photographs of the existing views and photomontages showing the proposed Development are shown in **Volume 3b**. The method of visualisation selected has been informed by Landscape Institute Technical Guidance Note 06/19 'Visual Representation of Development Proposals', NatureScot's 'Visual Representation of Wind Farms – Guidance' (Version 2.2) and specific requests from consultees, as set out in **Table 7.1**.

47. The methodology for production for the photomontage visualisations and figures is including in **Technical Appendix 7.2**.

7.4 Planning Policy

7.4.1 National Planning Policy

48. Relevant national planning policy is set out in **Chapter 4** of this EIA Report.

7.4.2 Local Planning Policy

49. Argyll and Bute Council (A&BC) adopted their current LDP in March 2015, and this is accompanied by Supplementary Guidance (SG) adopted in March 2016, which is part of the Development Plan. These documents provide further detail and guidance on the policies within the LDP, and where necessary supplements these with additional policy requirements. Relevant landscape specific policies include;

- **Policy LDP 3** – Supporting the Protection, Conservation and Enhancement of our Environment – with the aim of protecting conserving and where possible enhancing the built, human and natural environment.

7.4.2.1 Argyll and Bute LDP Supplementary Guidance Adopted March 2016

50. These policies provide additional detail to policy LDP 3 Supporting the Protection, Conservation and Enhancement of our Environment.

- **SG LDP ENV 9: Development Impact on Areas of Wild Land** – aims to assert the Council's objective to "*resist development proposals where it is determined that the proposal would significantly diminish the wild character of a Wild Land Area, as identified on the 2014 SNH map of wild land areas, unless it is clearly demonstrated that these adverse effects can be substantially overcome by siting, design or other mitigation.*"
- **SG LDP ENV 12: Development Impact on National Scenic Areas** - aims to "*provide landscapes of national importance located within Argyll and Bute with adequate protection against damaging development that would diminish their outstanding scenic value.*" Thus, the council seeks to only accept proposals which do not have adverse effects on or undermine the special qualities of National Scenic Areas unless effects are outweighed by social, environmental, or economic benefits of national importance.
- **SG LDP ENV 13: Development Impact on Areas of Panoramic Quality (APQs)** – aims to provide locally important landscapes in Argyll and Bute, with adequate protection against damaging development that would diminish their scenic value. These APQs are important not only for their physical landforms and scenic value, but also for the environmental assets that they represent. These qualities could easily be destroyed or damaged by even a relatively small, insensitive development. They therefore must be protected.
- **SG LDP ENV 14: Landscape** – aims to provide the varied landscapes in Argyll and Bute with adequate protection against development that would undermine distinctive landscape character.

7.4.3 Local Guidance

51. In addition to the policy documents identified above, there are relevant local guidance and baseline documents as described below.

7.4.3.1 Argyll and Bute Landscape Wind Energy Capacity Study (2017);

52. The Argyll and Bute Landscape Wind Energy Capacity Study 2017 (ABLWECS) considers relative landscape sensitivity, potential cumulative effects, constraints and opportunities and results are provided for most landscape character types (LCT). Whilst the relative sensitivity and strategic recommendations provide a useful guide and starting point, this does not replace the need for a site-specific assessment. As stated in the ABLWECS, *"the purposes of assessing sensitivity in the wider areas of landscape planning is different to that undertaken as landscape and visual impact assessment which is specific to a particular project or development and its location."*
53. Draft guidance has recently been published by NatureScot regarding the use of these 'capacity' studies, which are actually relative sensitivity studies. As stated in paragraph 7 of this draft guidance², *"These studies can inform strategic site selection for development, helping to steer it towards better locations and informing LVIA, but they should not be used to determine planning applications. Instead, they should be seen as a complementary source of information which can help inform the decision making process and environmental assessment."*
54. Further stated in this draft guidance in paragraph 10, *"Publication of this document provides planning authorities and other agencies with guidance to prepare or update their existing landscape assessments in line with current guidance and practices. Existing assessments provide useful evidence and understanding to inform spatial planning. However, updating may be required, particularly for wind farm studies, as development patterns and technology change, and/or to remove elements of capacity assessment where these exist. The assessment criteria are likely to remain relevant ..."*.
55. The Site is within LCT6: Upland Forest Moor Mosaic. The design response to the considerations set out in the guidance identified is reviewed in **Table 7.7** of this Chapter.

7.5 Baseline

7.5.1 Introduction

56. An overview of the baseline study results is provided in this section with the full baseline description of the individual landscape and visual receptors in **Section 7.7** for ease of reference.
57. This section identifies those landscape and visual receptors which merit detailed consideration in the assessment of effects, and those which are not taken forward for further assessment as effects *"have been judged unlikely to occur or so insignificant that it is not essential to consider them further"* (GLVIA3, para. 3.19).
58. Both this baseline section and the effects section describe landscape character and visual receptors before considering designated areas as it is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation.

7.5.2 ZTV Study

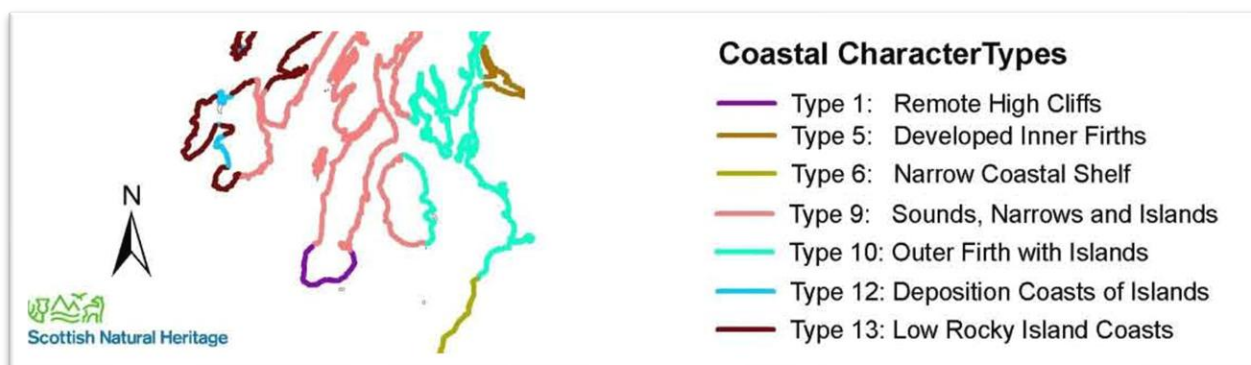
59. A Zone of Theoretical Visibility (ZTV) study was generated based on the wind turbines of the proposed Development. The analysis was carried out using a topographic model, shown on **Figures 7.7** and **7.9**, and incorporating the screening effects of forestry, woodland and buildings, shown on **Figures 7.8** and **7.10**, to show potential visibility of the proposed turbines. Other elements of the proposed Development such as roads and compounds are not included within the ZTV study. The model does not take into account any localised features such as small copses, hedgerows or individual trees which may result in additional screening. The vegetation (woodlands and forestry) which has been included in the ZTV with screening is identified on the ZTV.
60. The ZTV study was used to aid the identification of those landscape and visual receptors that are likely to be most affected by the proposed Development and those that do not require detailed consideration. It should be noted that in many areas woodlands included within the ZTV may comprise active forestry, resulting in the felling and replanting of some areas modelled in the ZTV study, including those found across the Site. Whilst the felling cycle will alter the heights of different areas of forestry over time, altering localised visual effects, the wider pattern will remain relatively constant.

² Draft Landscape Sensitivity Assessment Guidance, NatureScot, November 2020

61. The ZTVs for the proposed wind turbines shows that the main area of visibility extends to:
- areas within the northern part of the Kintyre peninsula;
 - northwest facing slopes of northern Arran;
 - west / southwest facing slopes of South Cowal/Ardlamont peninsula including Portavadie; and
 - west facing slopes in the southern part of the Isle of Bute.
62. There would also be some visibility from the following:
- limited visibility from southeast facing slopes of the South Knapdale;
 - distant visibility (20-25 km away) from east facing slopes of Gigha;
 - distant visibility (over 25 km away) from the south eastern side of Islay, east facing slopes of Jura, parts of the north Ayrshire coast between Ayr and Wemyss Bay, and west facing slopes on Great and Little Cumbrae Islands.
63. There is a notable lack of visibility from the majority of the coastline and coastal settlements on the south and west of the Kintyre peninsula.
64. The hub height ZTVs illustrate a similar pattern but reduced extent of visibility, particularly on South Knapdale.
65. Effects on landscape or visual receptors outside the areas of visibility shown on the ZTV study would not be affected and are not assessed.

7.5.3 Landscape Character

66. Local landscape character is described in the NatureScot Landscape Character Assessment in Scotland digital map-based character assessment (2019) and the Argyll and Bute Landscape Wind Energy Capacity Study (2017) (ABLWECS). The proposed Development is located wholly within Upland Forest Moor Mosaic (A&BC 2017) landscape character type (LCT) or LCT 39 Plateau Moor and Forest – Argyll (NatureScot 2019). The baseline landscape character descriptions and key characteristics will be used from both the ABLWECS (2017) and this latest online publication (NatureScot 2019) and relevant extracts of the latter are included in **Technical Appendix 7.3**.
67. The Upland Forest Moor Mosaic (A&BC 2017)/LCT 39 Plateau Moor and Forest – Argyll (NatureScot 2019) LCT is extensive, covering the majority of the northern Kintyre peninsula. It is broadly described as an upland plateau with an extensive, large scale mosaic of open moorland and forestry occasionally cut through by narrow glens. There are few buildings, limited access and there is little in the way of enclosure or field boundaries except for some small pastures associated with farms and houses on lower hill slopes at the transition with adjacent character types or within the narrow glens.
68. Effects on the following LCTs are considered in **Section 7.7.6**, with the NatureScot baseline descriptions provided in **Technical Appendix 7.3**:
- Host: ABC 6 Upland Forest Moor Mosaic (A&BC 2017) / LCT 39 Plateau Moor and Forest – Argyll (NatureScot 2019);
 - LCT 20 Rocky Mosaic (A&BC 2017) / 53 Rocky Coastland – Argyll (NatureScot 2019);
 - LCT 5a Bute Open Ridgeland (A&BC 2017) / 38 Open Ridges (NatureScot 2019);
 - LCT 6a Loch Fyne Upland Forest Moor Mosaic (A&BC 2017) / 39 Plateau Moor and Forest – Argyll – Argyll (NatureScot 2019);
 - LCT 6b Knapdale Upland Forest Moor Mosaic (A&BC 2017) / 39 Plateau Moor and Forest – Argyll (NatureScot 2019);
 - LCT 59 Raised Beach Coast and Cliffs (NatureScot 2019);
 - LCT 62 Coastal Headlands (NatureScot 2019); and
 - LCT 83 Rugged Upland – Ayrshire (NatureScot 2019).
69. As stated in the NatureScot Guidance Note: Coastal Character Assessment (version 1a, July 2018), the focus of seascape assessment in Scotland 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 landscape assessment will use the NatureScot Coastal Character Map (2010) as the baseline for coastal/seascape character. The northern part of the Kintyre peninsula sits amongst the National Coastal Character (NCC) Type 9: Sounds, Narrows and Islands, identified in 2005. The description for national coastal character type 9: Sounds, Narrows and Islands is included in **Technical Appendix 7.3**.



Box 7.1 National Coastal Character Types (NatureScot, 2005)

70. A more detailed description of baseline character for the coastal character within Loch Fyne has been set out in the Integrated Coastal Zone Management Plan for Loch Fyne (Argyll and Bute Council, 2009). Given the overlap of the coastal character with the landscape types already defined these impacts will be incorporated within the landscape character assessments.
71. Other LCTs within the Study Area are excluded from detailed assessment due to limited intervisibility, extensive forestry cover or intervening distance limiting the potential for Significant impacts, with reference to **Figure 7.14**.
72. Representative viewpoints have been selected to aid the assessment of effects on landscape and coastal character receptors.

7.5.3.1 Visual Receptors

73. Visual receptors are “*the different groups of people who may experience views of the development*” (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected, the ZTV study, baseline desk study and site visits have been used.
74. The different types of groups assessed within the above report encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using Rights of Way (RoW); or people visiting key viewpoints. In dealing with areas of settlement, RoW and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common.
75. Representative viewpoints have been selected to aid the assessment of effects on visual receptors.

7.5.3.2 Baseline Visual Environment

76. As shown on **Figure 7.1**, the Site is located on the northern end of the Kintyre peninsula and around 5 km north east of the operational Freasdail Windfarm. It is located south of Tarbert, east of the A83 (between Tarbert and Whitehouse), north east of the B8001 and northwest of the village of Skipness. The Site itself is within commercial forestry on the undulating upland plateau which includes: Cruach an t-Sorchain (343 m AOD), Cnoc an Fhreachadain (237 m) Cruach Bhreac (351 m), Cruach Doire Leithe (377 m), Cruach na Machrach (346 m), Guallan Mhor (303 m) and Meall Donn (276 m).
77. There is limited visual connection with the settled coastal margin on the western side of the Kintyre peninsula and visibility is limited due to the steepness of the slopes and intervening forestry. The majority of settlement is located on the coasts as there is little or no access to the central part of the peninsula although there is some dispersed settlement along the B8001 which follows a glen dissecting the plateau to the southwest of the Site. The location at the northern end of the peninsula gives the Site a visual relationship with surrounding waterways and south Cowal.
78. There are other windfarms located along the core of the Kintyre and Knapdale peninsulas, including operational, consented and proposed in planning. These are illustrated in **Figures 7.4** and **7.5**.

7.5.3.3 Visual Receptor Groups

79. The following visual receptor groups are located within the Study Area and are likely to have visibility of the proposed Development, as shown on the ZTV studies on **Figures 7.7 - 7.15** and are considered further in **Section 7.7.5**.

- Skipness – includes the settlement, local roads and recreational users on core paths and at the castle;
- Gartavaich – includes dispersed settlement, local roads and core paths along the B8001 corridor;
- Western South Cowal and Portavadie – includes the resort, recreational users of beaches and dispersed residents in the vicinity;
- Eastern South Cowal and Ardlamont peninsula – includes local residents and recreational users of beaches, local roads and paths;
- Water based users in Loch Fyne - recreational sailors and Argyll sea kayak trail;
- Isle of Bute – Includes dispersed settlements, local roads, core paths and West Island Way;
- South Knapdale – includes dispersed settlement, local roads and core paths on the southern side of the peninsula;
- Lochranza / Catacol, Arran – includes areas of settlement, local roads and core paths on the north Arran coast; and
- Pirnmill, Arran – includes areas of settlement, local roads and core paths on the northwest Arran coast;

80. Based on the range of ZTVs presented, the potential for Significant effects would not occur from the following receptor groups and, therefore, have not been included in the assessment:

- Tarbert – there would be no theoretical visibility from Tarbert or recreational receptors in the area;
- Carradale – whilst there would be some theoretical visibility, from the town and surrounding areas, the separation distance of over 23 km would limit the potential for Significant effects;
- Western and southern extents of the Kintyre peninsula including Campbeltown – bare earth ZTV illustrates limited visibility;
- Western and northern extents of Knapdale – no visibility from western coastal areas north of Kilberry Head or central inland areas of Knapdale around and beyond the town of Achahoish;
- Gigha – theoretical visibility confined to eastern slopes, often blade tips only, over 22 km away which would limit the potential for significant effects;
- Isles of Jura and Isla – only small areas of visibility over 30 km away, often confined to blade tips only;
- South and west Arran – no visibility from coastal areas and settlements or inland areas beyond Imacher point and the town of Sanox;
- North and west Inverclyde – bare earth ZTV shows no theoretical visibility in settled areas around Gourrock and Greenock and very limited distant visibility on high ground inland;
- The Firth of Clyde and the Clyde Sea Lochs – no theoretical visibility from the Firth of Clyde, Gare Loch, Loch Long, Holy Loch and surrounding settled areas including Helensburgh, Dunoon to Dunans and the Rosneath Peninsula;
- Eastern extents of the Kyles of Bute and Loch Striven – bare earth ZTV shows no visibility from coastal areas beyond Burnt Islands or coastal areas north of Port Lamont; and
- Loch Fyne – including Inverneil, Ardrishaig and Lochgilphead with only limited visibility from this section of the coastal areas located between 18 km and 26 km away which would limit the potential for Significant effects.

7.5.3.4 Key Routes

81. The following key routes through the Study Area likely to have notable visibility of the proposed Development, as shown on **Figure 7.1**, the ZTVs and **Figure 7.15**, are considered further in **Section 7.7.5**.

- A83 north of Tarbert (southern section within Kintyre 66);
- A8003 – Kames;
- Kintyre 66 – locally designated tourist driving route using the A83, B842 and B8001;
- Ferry route Tarbert, Kintyre to Portavadie, South Cowal (year-round service);
- Ferry route Lochranza, Arran to Kintyre - Claonaig (Easter to end Oct) and Tarbert (once a day End Oct to Easter);
- Caledonia Way – 376 km cycle route between Campbeltown and Inverness, using B842, B8001, A83 and B8024 through the Study Area;
- Kintyre Way – long-distance recreational route passes through the Site on forest tracks as it runs between Tarbert and Campbeltown via Skipness;
- Cowal Way – long distance recreational route from Tarbet (Loch Lomond) to Portavadie with sections of visibility at the southern end approaching Portavadie; and
- Arran Coastal Way – long distance recreational route circumnavigating Arran with visibility to the proposed Development on the north coast of Arran.

82. Based on the range of ZTVs presented, the potential for Significant effects would not occur from the following routes and, therefore, have not been included in the assessment:

- A886 – a single small patch of very limited visibility on bare earth ZTV;
- A815 – no visibility on bare earth ZTV;
- A814 & A817 – no visibility on bare earth ZTV;
- B833 & B728 – no visibility on bare earth ZTV;
- A8 & A770 – no visibility on bare earth ZTV;
- National Cycle Route 73 – occurs mainly on Arran with only limited extent of visibility;
- Ferry route Ardrossan to Brodick – visibility 29 km away;
- Ferry route Wemyss Bay to Rothesay – visibility 20 km away partially screened by Isle of Bute;
- Ferry route Tayinloan to Ardminish (Gigha) – only limited visibility at Ardminish over 24 km away; and
- Ferry route Kennacraig to Port Askaig/Port Ellen – only very limited visibility within West Loch Tarbert or visibility over 17 km away.

83. The '5 Ferries' cycle route promoted by Caledonian MacBrae Ferries Ltd uses the ferry routes from Ardrossan to Brodick, Lochranza to Claonaig, Tarbert to Portavadie, Colintrave to Bute, and Rothesay to Wemyss Bay and the individual routes affected are identified above and therefore not included separately.

7.5.3.5 Specific Viewpoints

84. The following 'specific' viewpoints (usually promoted vantage points for recreational amenity and often marked on OS mapping), some of which were identified by Consultees, are included within the assessment:

- Newton Point, Arran (illustrated with **Viewpoint 9** at Lochranza and **Viewpoint 8** at Cock of Arran);
- Tarmore Hill Viewpoint, Bute (**Viewpoint 14**); and
- Summit of Goatfell, Arran (**Viewpoint 19**).

7.5.4 Landscape Designations and Value

85. The Site itself is not covered by any landscape designations. Landscape designations within the Study Area are illustrated on **Figure 7.1**.

86. The Loch Lomond and the Trossachs National Park shows some small areas of limited visibility on high ground at the southern end of the designation as seen on the bare earth ZTV. However, at over 30 km from the proposed Development effects on the designation would be **Not Significant** and it will not be included in the assessment.

87. There are several National Scenic Areas (NSA) within the wider 45 km Study Area. There would be no theoretical intervisibility within the Knapdale NSA and the Jura NSA is over 30 km away. As a result, the impact on these assets would not be Significant and are not assessed further. The North Arran NSA and Kyles of Bute NSA are located within 15 km and it was agreed with consultees that the impact on these NSAs be included in the assessment, in **Section 7.7.7**.

88. 'The special qualities of the National Scenic Areas, NatureScot Commissioned Report No. 374 (2010)' sets out the 'special qualities' of the NSAs across Scotland and this forms the basis of the assessment of the North Arran NSA and Kyles of Bute NSA. NatureScot also provided a copy of their Working Draft of Guidance for Assessing the Effects on Special Landscape Qualities, dated November 2018, for information.

89. There are numerous regionally designated landscapes of value within the wider Study Area. Given the separation distance and screening as illustrated in the ZTVs, it has been agreed with Consultees that the following areas would be included within the assessment and are considered further in **Section 7.7.7**.

- South Cowal Area of Panoramic Quality (APQ) (A&BC)
- Bute Area of Panoramic Quality (APQ) (A&BC);
- Knapdale / Melfort APQ (A&BC); and
- North Arran Special Landscape Area (SLA) (NAC) although this is covered under the North Arran NSA.

90. A&BC agreed at Scoping that impacts on the East Loch Fyne coast APQ (A&BC) and West Kintyre APQ (A&BC) would not be significant due to the limited extent of intervisibility and therefore a detailed assessment is not included.

91. The nearest Wild Land Area is North Arran and a Wild Land Assessment was requested by NatureScot which is included in **Technical Appendix 7.8**.

7.6 The Proposed Development

7.6.1 The Proposed Development

92. The proposed Development is described in detail in **Chapter 3** in detail and illustrated on **Figure 3.1** and comprises around 78 MW of wind energy, around 5 MW of ground mounted solar arrays, around 25 MW of energy storage (in the form of a battery energy storage system (BESS)) and associated infrastructure including access tracks, control buildings, borrow pits and construction components. The proposed Development would re-use and share existing infrastructure from the existing onsite forestry operations and access tracks where possible. The proposed Development would have an estimated energy output of around 83 MW.
93. The components of the proposed Development with the potential for landscape and visual effects include:
- 13 wind turbines, up to 180 m to blade tip, including foundations and aviation lighting. The candidate turbine used for landscape and visual assessment purposes has a rotor diameter of 155 m and a hub height of 102 m. However, the final turbine selection would be made following planning consent and the geometry below the blade tip height would be variable;
 - ground mounted solar arrays of around 5 MW;
 - battery energy storage system (BESS) (likely to be containerised battery units similar to shipping containers typically measuring around 12.2 m (length) x 2.43 m (width) x 2.59 m (height)) in the substation / control building compound with a storage capacity of around 25 MW;
 - foundations and crane hard standings for wind turbine installation;
 - transformer / switchgear housings located adjacent to turbines and solar arrays;
 - one main site access route from the A83 at the Tarbert Holiday Park to the north west of the Site;
 - 10.4 km of new and 12.9 km of upgraded access tracks including watercourse crossings where necessary, passing places and turning heads;
 - underground electrical cabling;
 - compound 75 m x 100 m containing substation, control building and BESS;
 - site construction and a security compound near site entrance;
 - one permanent lattice construction meteorological mast, up to 105 m high; and
 - search areas for up to three new borrow pits, at least one of which would remain open during the operational life of the proposed Development.
94. Additional development components to improve the overall ecological, environmental and social benefits accruing from the proposed Development, as follows:
- Ecological and environmental: peatland restoration; habitat improvement; native woodland planting as indicated in **Technical Appendix 8.5**;
 - Social: proposed new walking bothy on the Kintyre Way; circular walking route and viewpoint near Tarbert.
95. Forest restructuring works to enable construction and operation of the proposed Development would also be required, this is set out within **Chapter 15** or **Technical Appendix 15.1**.
96. The construction phase is expected to last approximately 24 months, refer to **Chapter 3**. The activities and temporary features with the potential to cause an effect on landscape and visual amenity include HGV & abnormal load deliveries to the Site, the movement of vehicles therein and construction of all elements of the proposed Development including the use of cranes for erection of wind turbines.
97. The operational phase would follow and there is no proposal to limit the lifetime of the proposed Development.
- ### 7.6.2 Operational Phase - Design Process
98. The description of the site selection rationale and the iterative design process is described within **Chapter 2**. The design of the proposed Development has been a staged process with the aim of arriving at an optimal design configuration in respect of landscape and visual effects, and a range of other factors including; other environmental, energy yield and technical. Mitigation measures (including embedded mitigation) as proposed by SPR to reduce the level of potential impacts and to inform the assessment of residual effects which would occur with mitigation in place are described in the following sections.

7.6.3 Design Principles

99. Siting and Designing Windfarms in the Landscape Version 3 (NatureScot, 2017) provides a framework for the consideration of key design issues including wind turbine size, layout composition, relating windfarm design to landscape character, forestry and designing for multiple windfarms. Further information regarding good forestry design published by Forestry Commission has also been considered. The fundamental design issues to be addressed from a landscape and visual perspective may be summarised as follows:

- the proposed layout of wind turbines should present a clearly structured, balanced arrangement which relates to: the underlying landscape characteristics of a similar scale and/or prominence; landform composition; and, the key characteristics of the landscape of the Site and surrounding area;
- the layout design should respond to the key landscape features, forestry and grain of local topography;
- the design of a windfarm composition from key viewpoints and sequential routes should be an overriding factor in the windfarm's composition in order to achieve a simple balanced composition in terms of the overlapping relationship between turbines, skyline effects and back-grounding;
- careful consideration is needed in the siting and design of windfarms, and between windfarms, to avoid confusing the sense of visual perspective;
- when designing with multiple windfarms with an established pattern, compatibility of design is very important within an area to limit visual confusion and reinforce each development seeking to improve the overall pattern and character of development;
- where windfarms are proposed within or near woodland, the effect on the forest is an important consideration in the design of the windfarm and the redesign of the forest management plan itself;
- attention should be given to other design issues, including: turbine colour, size and siting; the design and form of the substation/control building; and the alignment of access tracks to ensure these proposed features relate to the key characteristics of the landscape; and
- with regard to aviation lighting, effects are likely to be more significant in areas with less artificial lighting. Lit turbines may lessen the contrast between developed and undeveloped areas.

7.6.4 Design Approach and Mitigation

100. The design approach is described in full within **Chapter 2**. The following design identifies the landscape and visual specific aspects of the Mitigation and Design.

- accord with development guidance within the Argyll and Bute Landscape Wind Energy Capacity Study (ABLWECS) and the current A&BC LDP as far as possible;
- minimise prominence of the proposed Development in views from the North Arran NSA (and SLA), Kyles of Bute NSA and Argyll & Bute Council APQs;
- reduce the prominence of the proposed Development in views from the north including the settlement of Tarbert and Castle, East Loch Tarbert, channelled views down Loch Fyne and from South Knapdale / West Loch Tarbert;
- reduce the prominence of the proposed Development in views from the east and south including South Cowal (Portavadie), Isle of Bute; outer Loch Fyne, North Arran and Kilbrannan Sound;
- reduce visibility from surrounding roads and routes, including the A83, B8001, B824, Kintyre Way and nearby ferry routes;
- reduce the prominence of the proposed Development from the Kintyre peninsula, including Skipness and the Castle;
- minimise potentially adverse cumulative effects of the Development in combination with other local windfarms in operation, construction, that have been approved, or that are awaiting determination; and
- avoid significant impacts upon most valued landscape features on Site and seek enhancements where possible; .

7.6.5 Mitigation During Operation

101. The operational period of the proposed Development would not be time limited and would include site and forestry management to ensure the adequate maintenance of site facilities and landscape features such as access tracks, field boundaries, gates, and signage. Measures to reduce landscape and visual impacts have been embedded into the design of the proposed Development and include;

- keeping turbines in a single group within the Site and minimise the lateral extent of turbines;
- keep turbines and most new infrastructure, including the proposed solar area, to the southwest of the break of slope on the northern end of the Kintyre peninsula;

- adjustments and reduction in turbines numbers to improve visual composition and minimise inconsistent turbine spacing, such as, relatively large gaps, outliers or excessive overlapping turbines and ensure a balanced/compact array especially from key views and sequential receptors;
- use of the existing forestry tracks where possible (even if some require upgrading) to minimise the requirement for new tracks within the Site;
- substation compound located in visually discreet part of the Site;
- solar area located within areas of former forestry to minimise impacts on landscape fabric;
- visible aviation lighting embedded mitigation includes automatic dimming of the lights; timer activated lighting and possible aviation detection lighting system, as noted in the **IALLVIMP Technical Appendix 15.4**; and
- location of new borrow pits where rock resource is likely but views more contained within the site itself and/or making use of existing ones.

7.6.6 Mitigation During Construction

102. Construction of the proposed Development would follow an agreed construction method statement that would include arrangements for implementation of various aspects of the works to mitigate local adverse impacts during construction. These would be designed in agreement with A&BC and other statutory agencies. Specific mitigation measures during construction would include:

- protection of valued landscape features that are to be retained within the Site;
- Placing of turbines on gentler gradients, where possible, to minimise the groundworks necessary to accommodate the turbine bases, crane pads and access requirements;
- location of temporary construction compound and laydown areas where they already exist or in visually discreet parts of the Site and in areas of forestry to minimise effects on landscape fabric;
- location of borrow pits either where these features already exist or would be visually discreet;
- restoration of all but one borrow pit post-construction, with an overall aim of creating a naturalistic and sympathetically designed landscape profile. Reinstatement would be carried out as soon as possible after sections of work are complete;
- maintaining the Site and temporary construction compound in a tidy and contained condition;
- removing all temporary construction materials from the Site once work is completed; and
- controlling construction lighting so that it does not impinge into sensitive views (e.g. from residential dwellings).

7.6.7 Design Considerations

103. This section of the appraisal considers the fit with guidance provided in respect of strategic guidance contained within the ABLWECS. The proposed Development site is within LCT6: Upland Forest Moor Mosaic.

Table 7.7: Review of Design Against ABLWECS

Guidance for development in ABLWECS 2017	How this is addressed
3.10.7 'A 'Landscape with wind farms' (where wind farms comprise an incidental feature) is a more appropriate strategy for Kintyre rather than allowing a 'Wind Farm Landscape' to evolve (where development forms the main defining feature. This is because of the presence of key landscape and visual constraints including effects on Gigha, Arran and sensitive coastal fringes.'	The location of the proposed Development and strategic pattern of renewable energy development on the Kintyre peninsula was a key design consideration. This is considered within Section 7.7.5 and in the cumulative assessment in Section 7.8 which concludes that whilst there would be a new separate cluster at the head of the Kintyre peninsula, the strategic pattern would remain intact.
'An approach which limited development in the northern part of the Kintyre peninsula would also be likely to minimise effects on the coastal fringes of Kintyre and cumulative effects experienced from the A83, B8001 and B842 which are commonly traversed in a circular route by drivers and cyclists'	The circular route of the A83, B8001 and B842 is assessed as the Kintyre 66 in Section 7.7 and concludes the impact would be Not Significant .
'Avoiding development at the more sensitive northern end of the peninsula near the Skipness/Tarbert coast... would also limit cumulative effects'	The cumulative assessment in Section 7.8 concludes that additional cumulative effects resulting from the proposed Development with the different cumulative assessment scenarios would not elevate the levels of effect reported for with the existing baseline.

Guidance for development in ABLWECS 2017	How this is addressed
4.10.6 'Very large turbines in many locations would be likely to significantly intrude on the views from both Gigha and Arran, considerable extending effects and potentially affecting the 'space and cluster' spatial pattern of existing wind farm development evident in the north part of the peninsula in views from Arran'.	As illustrated in Viewpoints 8 and 9 from Arran, the proposed Development would be clearly seen. However, it would appear well separated from the nearest developments of Freasdail (operational), Eascairt (consented) and Sheirdrim (planning), maintaining the 'space and cluster' spatial pattern of windfarm development. As illustrated in Viewpoint 20 from Gigha, the impacts on this area would be more limited and Not Significant .
'Turbines over 150m may be able to be accommodated provided they are set well into the centre of the peninsula and occupy more contained sites which would minimise the effect of turbines of this size on the coastal fringes of Kintyre and on views from Arran and Gigha. Many such sites are already occupied and scope for this size of turbine is likely to be restricted to repowering of operational wind farms.'	The proposed Development is located at the northern end of the peninsula but set back from the break of slope at the northern edge. Impacts on views from Arran and Gigha as noted above.
'Any additional development of Very Large typologies should avoid more complex irregular small hills found on the outer edge of the Kintyre peninsula' 'Turbines should not be sited on, or close-by, the more pronounced and higher hill summits found in the southern and northern part of this character type....'	The proposed Development is located on the smoother mor rounded hills surrounding Strath nan Coileach / Skipness River and avoids areas of complex landform and highest ground. The proposed Development is located southeast of Cnoc a Bhaile Shios (422m) which screens the proposal from most areas west.
'Turbines should also be sited to avoid any intrusion on views to and from the rugged and remote coast between Skipness and Tarbert as this would affect the sense of wildness associated within this seascape.'	The proposed Development lies is within an area of commercial forestry located above this coast. Views from this section of coast to the proposed Development would be limited due to the steepness of topography and woodland cover in this area. Views to this area would occur from outer Loch Fyne, Ardlamont peninsula and Bute where the turbines would be perceived well above the coastline itself but would reduce the sense of wildness.
'Development should additionally be sited to avoid significant intrusion and cumulative effects on views from the B8001.'	As illustrated in Viewpoint 3 and Figure 7.8 , the proposed Development would only be visible for a single short duration view which is predominantly screened, thereby minimising impacts on the B8001. The proposed Development would not hamper any views to Arran or Jura from this route.
Effects on adjacent landscapes: 'significant intrusion on the setting and views from the adjacent settled and small scale Rocky Mosaic (20) and the Hidden Glens (3) and on Arran and Gigha should be avoided by siting larger turbines well back into the interior of these uplands'	There would be no impacts on the Hidden Glens and impact on Gigha would be minimal. There would be moderate impacts on the Rocky Mosaic within the Ardlamont peninsula and the Coastal Headlands on Arran but would be Not Significant .

7.7 Landscape and Visual Effects

7.7.1 Introduction

104. This section sets out the effects that the proposed Development would have on landscape and visual receptors.

105. Effects during construction and for the operation of the proposed Development are considered for each landscape and visual receptor. The effect of decommissioning on landscape character and visual receptors would be equal to, or lesser than the effects during construction. Therefore, they have been considered together.

7.7.2 Effects on Site Fabric

106. Changes to landscape fabric occur where there would be physical changes to the landscape. In this instance, changes to landscape fabric would predominantly occur within the Site.
107. There would be a long term loss of landscape elements, mainly commercial forestry, as a result of the introduction of the widened existing access track, new sections of track, turbine foundations / crane pads and substation compound. Landscape beneath the solar area would also be affected.
108. The Draft Habitat Management Plan in **Technical Appendix 8.5**, indicates extensive restoration of peatland (c. 213 ha in unit 1), improved moorland habitat (c. 43 ha in unit 2) and a new area of broadleaf woodland (c. 25 ha in unit 3). Areas not restored to peatland beneath the turbines would be felled to a wind farm edge and 'key holes' beneath turbines would be retained as open ground. Remaining areas felled as a result of construction would be replanted according to the **Forestry Assessment, Technical Appendix 15.1**, leaving suitable offsets from ground level infrastructure (tracks/underground cabling, substation and solar). All borrow pits would be restored except one which would be kept open for use.

7.7.3 Construction and Decommissioning Effects

7.7.3.1 Landscape Stage Effects

109. The construction and decommissioning stages of the proposed Development would result in some short-term effects within the host Upland Forest Moor Mosaic. The site entrance and one construction compound are located within the Rocky Mosaic. The effects would result primarily from upgrades to, or new sections of the access track/bridges required, erection of the wind turbines or the ground level construction activities such as, borrow pits, construction compounds, construction of the solar arrays and control building/substation compound, as well as the activity and movement of large construction vehicles/cranes within the upland Site and the A83. These activities would disturb the quieter and more static qualities of landscape character. However, given that most of these activities would occur within areas of extensive commercial forest activity, some aspects of this activity may be difficult to distinguish from the baseline.
110. The landscape character of the Upland Forest Moor Mosaic is considered to be of Medium landscape sensitivity to short-term construction activity. The surrounding forestry and topography would limit the influence of construction operations, particularly ground-level operations from most vantage points outside of the Site within the Upland Forest Moor Mosaic and Rocky Mosaic. The effects of construction activity are considered to be Large in scale but only over a Localised extent of the Upland Forest Moor Mosaic in the Short term. Accordingly, the magnitude of change is considered to be Moderate, which gives rise to Moderate effects which would be **Significant** for the Upland Forest Moor Mosaic LCT.
111. The landscape character of the Rocky Mosaic is considered to be of High/Medium landscape sensitivity to short-term construction activity, predominantly near the site access off the A83. There would be limited influence on this LCT beyond this due to screening by landform and forestry. The effects of construction activity are considered to be Medium/Small in scale over a Localised extent of this landscape type in the Short term. Accordingly, the magnitude of change is considered to be Slight/Negligible, which gives rise to Minor and **Not Significant** effects on Rocky Mosaic LCT.
112. The erection of the proposed wind turbines involving the use of large cranes would be another component of the construction stage. Compared to the ground level construction activities noted above, the influence of this activity on landscape character would be available to a wider range of receptors, more similar to the operational phase. These construction effects would occur for the landscape receptors as reported in the operational phase below, and therefore have not been repeated here.

7.7.3.2 Visual Stage Effects

113. Users of the Kintyre Way would be very noticeably affected by the construction and decommissioning activities within the main part of the Site as the route extends through it, see **Viewpoint 1**. Most noticeable would be the access track improvements, borrow pit extraction and ground level turbine base construction/decommissioning near the route and the erection/removal of turbines. The increase in construction activity across the site would also be clearly visible from sections of the route as it extends through the Site. This would be notably increased compared the normal forestry extraction which is characteristic across the Site from time to time. However, some of the construction work including some of the borrow pit extraction, turbine foundations, electrical infrastructure, control buildings/substation/BESS and solar array construction would be at ground level away from the route and would be screened by landform and any retained forestry.

114. Users of Tarbert Holiday Park and the A83 will also be affected by vehicle movements at the site entrance and construction activity at the compound near the entrance during construction, but not by the construction activities within the main part of the Site.
115. These effects would be different in nature to those experienced once the proposed Development was complete. Careful management of the construction process in relation to these receptors will be included within **Technical Appendix 3.1**.
116. For users of the Kintyre Way, the effects of construction activity are considered to be Large in scale but only over a Localised extent of this path in the short-term. The magnitude of change is considered to be Moderate, which for a receptor of High sensitivity would give rise to Major/Moderate and Significant effect. For users of the Tarbert Holiday Park and the A83, the effects of construction activity are considered to be Medium in scale but only over a Limited extent of the route or the park itself, in the short-term. The magnitude of change is considered to be Slight, which for a receptor of High/Medium sensitivity would give rise to Moderate/Minor and **Not Significant** effect.
117. The erection/removal of the proposed wind turbines involving the use of large cranes would be another component of the construction/decommissioning stages. Compared to the ground level construction activities noted above, the visual influence of this activity would be available to a wider range of receptors, more similar to the operational phase. These construction/decommissioning effects would occur for the same visual receptors as reported in **Section 7.7.6** for the operational phase, and therefore have not been repeated here.

7.7.4 Viewpoint Analysis

118. Viewpoint analysis has been undertaken from a total of 22 viewpoints. The final list of viewpoints was prepared following consultation with A&BC, NAC, NS and responses from local community councils.
119. The viewpoint locations are illustrated on **Figures 7.1 – 7.5** and **7.7 - 7.15**. The visualisations (comprising photographs of the existing view, wireframes and photomontages) are presented in **Volume 3b**.
120. The full viewpoint analysis is contained within **Technical Appendix 7.5**. The findings are summarised below in **Table 7.8**. In each case, distances are listed in relation to the nearest turbine.
121. Please note that **Technical Appendix 7.5** considers the nature and the scale of changes to character and views at each viewpoint location only. The sensitivity of receptors and wider extent of the effect (beyond the individual viewpoint location) and its duration are considered in the main body of the assessment text below as part of the consideration of the magnitude and significance of effects.

Table 7.8: Viewpoint Analysis Summary

Viewpoint No	Viewpoint	Distance / Direction from nearest turbine	Scale of Visual Change	Scale of Landscape Change
1	Kintyre Way between Tarbert and Skipness	0.45 km (within the application boundary)	Large	Large
2	B8001 Kintyre Way at Skipness Village	2.7 km south	Small	Small
3	B8001 southwest of Site	3.3 km south west	Negligible	Negligible
4	B842, Claonaig Bay	5.0 km south	Negligible	Negligible
5	Portavadie	6.9 km north	Small	Small
6	Kintyre Way at Cruach nam Fiadh	7.6 km south west	Medium	Small
7	Ostel Bay/Kilbride Bay Ardlamont	7.8 km north east	Medium	Small
8	Cock of Arran	9.3 km south	Medium	Small
9	Lochranza, Arran	9.8 km south	Medium	Small
10	A83 at Meall Mhor	11.4 km north	Small	Small/Negligible
11	B842, Crossaig	12.3 km south west	Medium/Small	Small
12	A83 south of Clachan	14.0 km south west	Negligible	Negligible

Viewpoint No	Viewpoint	Distance / Direction from nearest turbine	Scale of Visual Change	Scale of Landscape Change
13	Ettrick Bay, Bute	14.2 km east	Medium/Small	Small
14	Tarmore Hill, Bute	14.4 km east	Medium/Small	Small
15	Cnoc Mhic Dhugaill, Achrossan Forest Cowal	14.5 km north east	Medium/Small	Small
16	Cowal Way, north of Tighnabraich at Rubha Ban	14.8 km north east	Small	Small/Negligible
17	B8024, high point south of Kilberry	15.2 km west	Negligible	Negligible
18	Mullach Buidhe near Beinn Bhreac	17.7 km south east	Small/Negligible	Negligible
19	Goatfell, Arran	21.1 km south east	Small/Negligible	Negligible
20	Northern point of Gigha	22.5 km south west	Negligible	Negligible
21	Carradale Harbour	23.1 km south	Small/Negligible	Negligible
22	Lochgilphead	25.0 km north	Small/Negligible	Negligible

122. Each of the viewpoints is a 'sample' of the potential effects, representing a wide range of receptors – including not only those actually at the viewpoint, but also those nearby, at a similar distance and/or direction. In consideration of the ZTVs and these viewpoints it can be seen that the distribution of effects would be as follows:

- large scale of effects only likely to occur within the Site itself and would drop away quickly due to the screening effects of the landform and further by forestry;
- effects within the nearest coastal areas at the northern end of Kintyre peninsula would be limited;
- there would be notable effects across Loch Fyne to Ardlamont and Bute and across the Kilbrannan South to Arran;
- scale of change for visual receptors reduces to Medium/small beyond approximately 10 km;
- views within the upland areas of the Kintyre peninsula would be scattered and focused on those north facing slopes on the eastern side; and
- effects to the west would be very limited to the west including within West Loch Tarbert, Knapdale, Gigha or the western side of the Kintyre peninsula.

7.7.5 Effects on Landscape Character

123. Descriptions for each of the assessed character areas/types are briefly summarised below, along with further observations from site-based work.

7.7.5.1 ABC6 Upland Forest Moor Mosaic (A&BC 2017) / 39 Plateau Moor and Forest – Argyll (NS 2019)

124. As shown on **Figures 7.2 and 7.14**, this LCT includes the Site and upland of the Kintyre peninsula. The northern coast of the Kintyre peninsula is also part of the Coastal Policy Zone³ A, Skipness to Mealdarroch Point and impacts on this part of the coast are considered within this LCT. Intervisibility of the proposed turbines with this LCT would occur within the Site and immediate surroundings at the northern end of the peninsula extending 2-4 km away. Further south, there would also be intervisibility with scattered north facing slopes within central or eastern part of the upland area, extending to about 20 km to the south. The improved access track between the A83 and turbine array would influence character locally as it passes through part of this LCT.

125. The ABLWECS considered the Upland Forest Moor Mosaic to be of high/medium relative sensitivity to very large turbines (130 m+) topologies. **Technical Appendix 7.4** sets out a site and project specific assessment of landscape sensitivity which draws on the ABLWECS and NS baseline LCA. This assessment judged the susceptibility of the host landscape type to be Medium. The scale and simplicity of landscape/landcover is large in scale and settlement is sparse but the Site is located within a part of this LCT which forms the backdrop to a number of surrounding landscapes and seascapes which has increased its susceptibility compared to other parts of this LCT and therefore is at the upper end of Medium susceptibility. The value of the Site within this character type is judged to be Regional. There are no national or regional landscape designations on the Site but the baseline assessments have identified some wildness qualities in this part of the LCT and

³ Loch Fyne Integrated Coastal Zone Management Plan, Marine and Coastal Development Unit, Argyll and Bute Council, December 2009

there are some valued aspects such as a blanket bog, local historic/cultural associations and the Kintyre Way. Considering susceptibility and value together the sensitivity of the Site is judged to be Medium.

126. As illustrated on **Figure 7.14**, the operational Freasdail Windfarm is located over 5 km south west of the Site, south of the B8001. There are operational windfarms located within this LCT, including Cour, over 15 km south and Deucheran Hill 20 km south west within the Kintyre peninsula. At the southern end of the Kintyre peninsula, over 25 km from the Site lies the Beinn an Tuirc group and Tangy.
127. **Table 7.9** outlines the local characterising effect the proposed Development would have on the key characteristics of the Upland Forest Moor Mosaic, as stated in the NatureScot LCA 2019 for LCT 39 Plateau Moor and Forest – Argyll (recorded in Technical Appendix 7.3). **Table 7.10** considers the local characterising effect the proposed Development would have on the landscape and seascape characteristics identified within the Loch Fyne Integrated Coastal Zone Management Plan (December 2009).

Table 7.9: Effects on Key Characteristics of LCT ABC6 Upland Forest Moor Mosaic (A&BC 2017) / LCT 39 Plateau Moor and Forest – Argyll (NS 2019)

Key Characteristic	Effect of the proposed Development
Upland plateau with rounded ridges, craggy outcrops and an irregular slope profile.	The Site is located within the upland plateau but this key characteristic would remain intact. The proposed Development has avoided areas of notable craggy outcrops.
Upland lochs.	There are several small upland lochs on or near the Site but stand-offs from the proposed Development have been implemented to minimise effect on these.
Winding narrow glens and wider glens with rivers.	The Site is mainly within the upland plateau at the upper end of Strath nan Colleach. There would be some influence on this strath, but it contains extensive tree cover along the Skipness River which limits influence. Other glens within this LCT would be unaffected.
Extensive, large-scale mosaic of open moorland and forestry.	A mosaic of forestry and open moorland would remain intact but proposals to restore areas of peat from forestry to moorland would improve the valued elements in this LCT.
No field boundaries.	No effect on this key characteristic.
Very few buildings; occasional isolated dwellings on edges of moor.	The proposal includes a new control building and substation compound, which has been sited to limit visibility. Part of the proposal would be to create a new bothy along the Kintyre Way. This would result in an increase in buildings within this LCT but these would remain isolated and near the edges of the moor where possible.
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.	No effect on this key characteristic.
Little access; roads follow shorelines	The track into the site uses the existing forestry access route from the A83 to the north. Whilst this access would be improved it would not increase the number of accesses into this area. The new access tracks on site for the turbines and solar would exist within the commercial forestry areas where numerous tracks and rides already exist. There would be some change to this key characteristic as a result of improved access but this would occur within an area which is already accessible.

Table 7.10: Effects on Landscape and Seascape Characteristics within Loch Fyne Integrated Coastal Zone Management Plan

Coastal Zone	Characteristic	Effect of the proposed Development
<p>Policy Zone A: Skipness Point to Mealdarroch Point</p>	<p>LANDSCAPE CHARACTERISTICS: The landscape generally comprises steep wooded, rugged hill slopes with rounded ridges, craggy and smooth rocky outcrops, and an irregular slope profile. Steep narrow gullies intermittently cut into the hillside, and there are extensive areas of large-scale open moorland and forestry plantations. There is evidence of historical land use with some dry stone walls and ruins of croft buildings. Modern buildings are restricted to the extreme north and south of the policy zone, either on the land directly adjacent or on the hillside above. There is more intensive livestock farming to the south where there are farm buildings and defined field boundaries. Generally, the hillside moorland area is rather wild and isolated. Going from the shore inland, there is a transition from bedrock cliffs to low-lying scrub vegetation and steep oak woodland, reaching coniferous forestry plantations and an open moorland plateau on the upper slopes, and top of the hills.</p>	<p>The proposed Development would be set back from this coastal zone, located within the coniferous forestry plantations at the top of the hills and would not affect these landscape characteristics. Due to the steep landform there would be little intervisibility with this coastal zone, as illustrated in the bare earth and screening ZTVs. However, the proposed Development would be clearly visible above this coastal zone but clearly separated from the coastal landscape characteristics identified.</p>
	<p>SEASCAPE CHARACTERISTICS: Looking south along the coastline of this policy zone there appears to be a series of hills sloping down to the loch which would indicate a degree of coastline indentation. However, for the most part, this coastline is not particularly convoluted. The shoreline is quite open with steep, but not particularly high bedrock cliffs and outcrops sloping directly into the loch. The bedrock areas are separated along parts of the coastline by rock and shingle beaches of various sizes. There are a few small rocky promontories and a small island, Eilean a' Chomhraig.</p>	<p>As noted above, there would be little impact on perception within this coastal zone, but the proposed Development would be seen within the landscape above the seascape, when looking towards this coastal zone.</p>

128. The proposed Development would increase the presence and influence of renewable energy generation within the Upland Forest Moor Mosaic LCT but the effect on the key characteristics would be relatively limited. The access track would influence character locally, which is mainly within forestry areas. The proposed turbines and solar array would be located within areas of commercial forestry between Tarbert and Skipness with the solar area being located in an area of already felled trees. One of the borrow pits would remain open during the operational phase. The Draft Habitat Management Plan includes for a notable amount of peatland restoration, moorland habitat improvement and new broadleaf woodland planting, all of which would increase the amount of valued landscape elements within this LCT. These changes, along with the relatively small amount of area retained open beneath the turbines, would reduce the amount of commercial forestry on site. However, the forestry is not such a highly valued landscape element on the Site compared to peatland, moorland and deciduous woodland.

129. The turbines of the proposed Development would be noticeably larger than Freasdail but the difference would not be so apparent, except from Arran where views of much of the Kintyre peninsula are available. Here, whilst this difference in height

would be visible, this is likely to be perceived as part of the wind energy development within the Kintyre peninsula and would not cause a notable increase in adverse landscape impacts.

130. The Upland Forest Moor Mosaic LCT is characterised by forestry, rounded ridges, craggy outcrops and irregular slope profiles, all of which create a screening effect within this LCT which limits the influence of these turbine groupings within this LCT. **Figure 7.7** illustrates the extent of theoretical visibility of the proposed Development and **Figure 7.14** includes the screening effect of forestry which would reduce this extent even further.
131. **Viewpoints 1, 3 and 6** are located within this LCT and the nature of the change at these viewpoints is described in detail within **Technical Appendix 7.5**. Views within the Site or on the application boundary are represented by **Viewpoint 1** from the Kintyre Way. Views from lower inland areas are represented by **Viewpoint 3** on B8001. Views from within the centre of the Kintyre peninsula are represented by **Viewpoint 6** from the Kintyre Way.
132. Where visible from surrounding open hilltops, rising ground and open areas immediately surrounding the Site, the proposed turbines and solar arrays would represent additional large-scale features in this large-scale landscape such as the landform and landcover. The turbines would be 180 m high to tip and would be located on landform which extends from 254 m at Cnoc na Meine to 346 m at Cruach na Machrach. The wind turbines would accord with the exposed nature of the landscape and the other wind turbine development on the peninsula. However, the vertical aspect and movement of the turbines would contrast with the more horizontal and static elements on the Site, which the solar array would be more in keeping with.
133. Views towards this landscape and its coastal zone are represented by **Viewpoints 5, 7, 13 and 14** and from Portavadie Ferry in **Technical Appendix 7.6**. From locations within the outer Loch Fyne and Bute, the proposed Development would appear within the uplands at the northern end of the Kintyre peninsula, above the coast between Skipness and Tarbert. Whilst the landscape and seascape characteristics identified for this coastal zone would not be notably altered as a result of the proposed Development, it would reduce the sense that this was an undeveloped part of the coast, when perceived from the east.
134. In terms of the strategic pattern of wind energy within the Kintyre peninsula, the ABLWECS identifies that this LCT is already a '*Landscape with wind farms*'. The addition of the proposed Development to the existing baseline would not change that pattern. There would be a gap of over 5 km between the proposed Development and Freasdail, the next cluster further south along the peninsula. As a result of the proposed Development, there would be a new separate cluster visible at the head of the Kintyre peninsula but the strategic pattern of a '*Landscape with wind farms*' would remain intact.
135. As illustrated in ZTVs, there would be a distinct area of influence within 2-4 km of the proposed turbines, but this would drop away quickly due to landform. Here there would be a Large scale of change over a Localised extent of the LCT due to the introduction of the proposed Development. Further south west along the peninsula the extent of forestry and influence of operational windfarms would reduce the scale of change in these areas to Small over an Intermediate extent. These changes are considered to be Long Term which would lead to a Moderate magnitude of change for the Upland Forest Moor Mosaic LCT. For this landscape of Medium sensitivity, this would lead to a Moderate effect which would be **Significant**.

7.7.5.2 ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019)

136. As shown on **Figure 7.2** this LCT includes the east and west coasts of the Kintyre peninsula, the South Knapdale coast; much of the South Cowal/Ardlamont peninsula outside of the upland areas, Inchmarnock and coastal areas within upper Loch Fyne. As illustrated in **Figure 7.14**, much of this area is covered with woodland, mostly deciduous but also forestry, particularly in South Cowal/Ardlamont. The impacts on these areas of Rocky Mosaic are illustrated with **Viewpoints 5 and 7** within South Cowal/Ardlamont peninsula; **Viewpoints 2, 4 and 11** with the east Kintyre peninsula; **Illustrative Wireline** at Inchmarnock; **Viewpoint 12** within the west Kintyre peninsula; **Viewpoint 17** and **Illustrative Wireline** on the shore of West Loch Tarbert within South Knapdale; **Viewpoint 22** within the upper Loch Fyne and the nature of the change at these viewpoints is described in detail within **Appendix 7.4**.
137. As illustrated in **Figure 7.14** and the visualisations, the areas of Rocky Mosaic most influenced by the proposed Development would be those areas within South Cowal/Ardlamont peninsula (Coastal Policy Zones⁴ P and Q Glenan Bay to Ardlamont Point) and Inchmarnock. Whereas the areas of Rocky Mosaic within the east and west Kintyre peninsula coasts, South

⁴ Loch Fyne Integrated Coastal Zone Management Plan, Marine and Coastal Development Unit, Argyll and Bute Council, December 2009

Knapdale and within mid Loch Fyne are predominantly screened by landform and further by woodland with only a few patches of notable intervisibility at distances 10-25 km away.

138. The susceptibility of this LCT is judged to be high/medium. This is as a result of the relatively smaller scale and increased complexity of these landscapes along the coast and extent of settlement. The value of the landscapes within this LCT is judged to be Regional. Whilst there are no national landscape designations, some parts of these landscapes are designated as APQ regionally by A&BC which reflects the visual quality of coastal views and extent of amenity and recreation, conservation and cultural associations. Considering susceptibility and value together the sensitivity is judged to be High/Medium.
139. The operational windfarms along the Kintyre peninsula are visible from some areas of Rocky Mosaic and Allt Dearg/Srondoire is visible within Loch Fyne. But there are no large-scale windfarms within this landscape type in the Study Area.
140. **Table 7.11** outlines the local characterising effect the proposed Development would have on the key characteristics of the Rocky Mosaic, as stated in the NatureScot LCA 2019 for LCT 53 Rocky Coastland – Argyll (recorded in **Technical Appendix 7.3**). **Table 7.12** considers the local characterising effect the proposed Development would have on the landscape and seascape characteristics identified within the Loch Fyne Integrated Coastal Zone Management Plan (December 2009).

Table 7.11: Effects on Key Characteristics of ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019)

Key Characteristic	Effect of the proposed Development
Uneven, hummocky landform with rocky outcrops and narrow glens.	No effect
Raised beaches, cliffs and distinctive rounded knolls.	No effect
Rocky, indented coastline with offshore islands and small sandy bays.	No effect
Relatively small-scale landscape with a diverse mix of colours and textures.	The large scale of this development could contrast with some of the medium/small scale elements of this characteristic
Steep wooded cliffs and hummocky, gorse-covered slopes.	No effect
Stone walls provide partial enclosure.	No effect
Relatively well-settled, with scattered isolated farm buildings and small villages in sheltered sites.	No effect
A wide variety of archaeological sites.	No effect
Complex transitional landscape.	No effect

Table 7.12: Effects on Landscape and Seascape Characteristics within Loch Fyne Integrated Coastal Zone Management Plan

Coastal Zone	Characteristic	Effect of the proposed Development
Policy Zone Q: Rubha Stillaig to Ardlamont Point	LANDSCAPE CHARACTERISTICS: The landscape is generally wooded on steep slopes and headlands. Where gradients are gentler, south facing slopes of fields and grazing on alluvial flats extend to the shore.	No effect

Coastal Zone	Characteristic	Effect of the proposed Development
	<p>SEASCAPE CHARACTERISTICS: Overlooking the vast expanse of the adjacent sounds, this seascape is perceived as extremely open and large-scale. Sandy beaches and shallow waters in the bays emphasise the dynamism of tides across a wide tidal reach. The irregular, south facing coastline is characterised by wide, sandy beaches and deposit based shorelines alternating with rocky promontories and steep sided headlands. The scale of this diverse coastline varies from occasional small indentations to wider, more sweeping bays and exposed headlands, where gradients are gentler. Coastal development is sparse, and associated with the bays.</p>	<p>Large scale and dynamism of the tides would accord with the large scale and movement of the proposed turbines. However, the proposed Development would contrast with the low levels of development found within and in views from this area.</p>
Policy Zone P: Glenan Bay to Rubha Stillaig	<p>LANDSCAPE CHARACTERISTICS: Generally the landscape is a mix of grazed hilly moorland and flat coastal alluvial platforms. The upper slopes of the land are partially wooded and partially developed, but are more open along the steep slopes above Port Ghabhar and Rubha Stillaig.</p>	<p>No effect</p>
	<p>SEASCAPE CHARACTERISTICS: Set against a backdrop of an expansive part of the loch, this coastline is characterised by the semi industrial character of the modified coastline around Portavadie, and the simple regularity of the coast to the south of the town. The expansive sea and distant horizon emphasise the sense of space and openness. The coast is characterised by stone and shingle beaches changing to rocky foreshores to the south where steep headlands extend down to the coast. The area has two fish farms at present, one associated with the harbour and the other larger finfish farm along the coast at Port Ghabhar. The coastline is accessible, either from the town, or along well marked access routes. The coast is highly visible, both from low level viewpoints such as parts of the town and from the ferry to Tarbert, but also from elevated viewpoints towards Rubha Stillaig.</p>	<p>The large scale of the seascape would accord with the large-scale elements of the proposed turbines.</p> <p>Whilst the proposed Development would be visible on part of the coastline on the opposite side of the outer Loch Fyne, it would not impinge on the sense of space and openness that views provide.</p>

141. The proposed Development would introduce notable presence and influence of renewable energy generation within the Rocky Mosaic (coastal management zones P and Q) of the Ardlamont peninsula/outer Loch Fyne, noting that Allt Dearg/Srondoire is already present within some views within the lower Loch Fyne. However, the impact on the characteristics of this LCT and coastal zone would be limited to contrasts in scale and increased development visible from sections of undeveloped coast, as noted in **Tables 7.11** and **7.12**.
142. Where intervisibility would most notably occur with the proposed Development, it would appear as a new large-scale feature within the upland at the northern end of the Kintyre peninsula within the seascape and coastal landscapes of the outer Loch Fyne. The large scale and movement associated with the seascape would accord with the large scale and movement of the proposed turbines. However, the smaller scale characteristics would contrast with the scale of the proposed Development. The proposed Development would also contrast with the low levels of development found within, and in views from, the southern part of the Ardlamont peninsula. However, the separation distance of 5-8 km does mitigate this to some extent.
143. Whilst the northern end of the Kintyre peninsula often forms part of the background or horizon of views within the seascape of the outer Loch Fyne, it rarely forms the focus of views due to the more dramatic landforms in other landscapes, such as Arran.
144. The solar arrays, located near the base of T6 and other ground level infrastructure would generally be located on the western side of the break of slope and therefore is unlikely to be widely visible from the Rocky Mosaic or coastal zones to the east. The new broadleaf woodland and moorland habitat improvement would be visible from the Rocky Mosaic on the Ardlamont peninsula but unlikely to influence this LCT.

145. The influence of the proposed Development on other areas of the Rocky Mosaic, such as east and west Kintyre peninsula coasts, South Knapdale and within mid Loch Fyne would be limited to only a few patches of notable intervisibility at distances over 10-25 km away.

146. As a result, the Rocky Mosaic LCT (including coastal management zones) would experience a Small scale of change over a Localised extent of this LCT. These changes are Long Term and would lead to a Slight magnitude of change within the Rocky Mosaic LCT. The sensitivity of the LCT is High/Medium, leading to a Moderate effect which is considered to be **Not Significant** on the Rocky Mosaic LCT.

7.7.5.3 ABC 5a Bute Open Ridgeland (A&BC 2017) / LCT 38 Open Ridges (NatureScot 2019)

147. As shown on **Figures 7.2** and **7.14**, this LCT is located 12-17 km east of the proposed Development within the Isle of Bute. Given the open nature of the landscape, there would be intervisibility from most of the west facing slopes. **Viewpoint 14** is located within this LCT and the nature of the change at these viewpoints is described in detail within **Technical Appendix 7.4**.

148. The susceptibility of this LCT is judged to be Medium. The scale and simplicity of landscape/landcover is medium to large in scale and settlement is largely confined to loch edges, and this landscape forms the backdrop to a number of surrounding landscapes. The value of this LCT is judged to be Regional, as the entire LCT is located within an Areas of Panoramic Quality designated by A&BC. Considering susceptibility and value together the sensitivity is judged to be Medium.

149. Where there would be intervisibility with the proposed Development, the turbines would be present within the upland landscape at the northern end of the Kintyre peninsula, within a landscape which is clearly separated from Bute. It would be present generally amongst the views to the seascapes across the outer Loch Fyne area. It would not be present within the most valued parts of the views from this LCT, including those across the Sound of Bute to Arran, nor would it be present within views up or down the Kyles of Bute (but turbines might be present in background views across the kyles). However, the influence on local landscape character, when views are present, would be limited and the key characteristics would not be affected.

150. The scale of change would be Small across an Intermediate extent of this LCT. This Long Term change would result in a Slight magnitude of change as a result of the proposed Development. The sensitivity of the landscape is Medium, leading to a Moderate/Minor effect which is **Not Significant**.

7.7.5.4 ABC 6a Loch Fyne and 6b Knapdale Upland Forest Moor Mosaic (A&BC 2017) / LCT 39 Plateau Moor and Forest – Argyll (NS 2019)

151. As shown on **Figures 7.2** and **7.14**, the LCTs with notable intervisibility with the proposed Development would occur within the afforested parts on South Cowal and South Knapdale, over 7 km away. **Viewpoints 10 and 15** are located on the edges of this LCT within pockets which are not afforested and the nature of the change at these viewpoints is described in detail within **Technical Appendix 7.4**. The operational Allt Dearg/Srondiore windfarm is located within the Knapdale unit of this LCT.

152. The susceptibility of this LCT is judged to be Medium. The scale and simplicity of landscape/landcover is large in scale and settlement is sparse but this area is visible from a number of surrounding landscapes. The value of the LCT within this character type is judged to be Regional. There are no national designations, but parts of this landscape type are identified as Areas of Panoramic Quality by A&BC. Considering susceptibility and value together the sensitivity is judged to be Medium.

153. Given the extent of screening by landform and further by forestry within this LCT, the influence of the proposed Development would be limited to only a few locations which are unafforested, as illustrated in **Figure 7.14**. From those few locations where intervisibility would occur, the proposed Development would represent additional large-scale features in an adjacent large-scale landscape. Whilst the proposed Development would be visible, it is not located within an area which forms the focus of views within this landscape. There would be no effect on the key characteristics of this LCT.

154. There would be a small to negligible scale of change but due to screening by landform and tree cover, this would occur within a limited extent of this LCT. This Long Term change would result in a **Slight/Negligible** magnitude of change as a result of the proposed Development. The sensitivity of the landscape is Medium, leading to a **Minor** effect which is **Not Significant**.

7.7.5.5 LCT 59 Raised Beach Coast and Cliffs (NS 2019)

155. As shown on **Figures 7.2 and 7.14**, there are three units of this LCT within the Study Area although only the closest, on the northwest coast of Arran, is of sufficient proximity and with sufficient potential visibility to experience any notable effects. This unit is situated approximately 9.7 km from the proposed Development and extends along the Arran coast between Lochranza and Machrie. **Viewpoint 9** is located within this LCT, at its closest point to the proposed Development, and the nature of the change at this viewpoint is described in detail within **Technical Appendix 7.4**.

156. This unit of the LCT is a relatively small scale and diverse coastal landscape featuring rocky shorelines and a narrow coastal shelf with ground rising sharply just inland to meet adjacent uplands. The susceptibility of this LCT is judged to be Medium. This is as a result of the highly complex coastal landscape of this island of variable scales but the relationship with the northern end of the Kintyre peninsula is not so strong as other parts of the Kintyre peninsula. The value of the landscapes within this LCT is judged to be National. This is as a result of this landscape forming part of the North Arran NSA and SLA (North Ayrshire Council) and extent of amenity, recreational and cultural associations. Considering susceptibility and value together the sensitivity is judged to be High/Medium.

157. The A841 and coastal woodland are key features here along with views out across the Kilbrannan Sound to the Kintyre peninsula where a number of existing windfarms, including Freasdail, Cour and Deucheran Hill, are seen to varying degrees spread out along the peninsula. Whilst there are connections with parts of the Kintyre peninsula, this is also a sense of separation afforded by the intervening water. The proposed Development would be seen as a notable new feature in seaward views, particularly from the northern end of the LCT unit in the vicinity of Lochranza and Catacol, but consistent with the existing pattern of wind development seen extending along the Kintyre peninsula. The prominence of the turbines would decrease within increasing distance towards the south of the LCT and, as illustrated by **Figures 7.7 and 7.8**, there would be no visibility from this LCT unit to the south of Imachar Point. Landscape effects would be greatest at the northern end of the LCT unit where effects would be no greater than Small scale, as illustrated at **Viewpoint 9**. These would reduce with increasing distance to the south and effects would occur over an Intermediate extent of the LCT unit. The magnitude of change arising in this unit of the LCT as a result of the proposed Development would be Slight and would result in a **Moderate/Minor** effect which is **Not Significant**.

7.7.5.6 LCT 62 Coastal Headlands (NS 2019)

158. As shown on **Figures 7.2 and 7.14**, there is one unit of this LCT within the Study Area, on the northeast coast of Arran. It is located approximately 8.9 km from the proposed Development, encompassing coastal hills between Lochranza and North Sannox. **Viewpoint 8** is located within this LCT, at one of the closest points to the proposed Development, and the nature of the change at this viewpoint is described in detail within **Technical Appendix 7.4**.

159. The susceptibility of this LCT is judged to be high/medium. This is as a result of the complex landform and landcover of variable scales with strong intervisibility and focal points. The value of the landscapes within this LCT is judged to be National. This is as a result of this landscape forming part of the North Arran NSA and SLA (North Ayrshire Council) and extent of amenity, recreational and cultural associations. Considering susceptibility and value together the sensitivity is judged to be High.

160. This LCT is generally exposed and open landscape of craggy hills with panoramic, seaward views from hilltops and outward facing slopes to the northern and north eastern sides and a strong degree of enclosure with no outward views in the southwestern side of the LCT, within Glen Chalmadale and North Glen Sannox. There are distant views of existing turbines along the Kintyre peninsula and mainland Ayrshire from hilltops within the LCT although these are reduced in lower lying areas dropping towards the coast. From areas with outward views, there is also a sense of separation afforded by expansiveness of seaward views across the Kilbrannan Sound and Firth of Clyde.

161. The proposed Development would be a notable new feature set on the head of the Kintyre peninsula, above Skipness point, in seaward views from hilltops and outward facing slopes. It would be relatively prominent, particularly from lower lying areas at the northern end of the LCT illustrated by **Viewpoint 8**, but would be a secondary feature in the expansive, panoramic coastal views. The scale of landscape change would be Small, as illustrated at **Viewpoint 8**, and would occur over an Intermediate extent of the LCT. The magnitude of change arising as a result of the proposed Development would be Slight and would result in a **Moderate** effect which would be **Not Significant**.

7.7.5.7 LCT 83 Rugged Upland – Ayrshire (NatureScot 2019)

162. As shown on **Figures 7.2 and 7.14**, there is one unit of this LCT within the Study Area, located approximately 9.8 km from the proposed Development and encompassing the mountainous inland area in the northern half of Arran. **Viewpoints 18 and 19** are located within this LCT and the nature of the change at these viewpoints is described in detail within **Technical Appendix 7.4**.

163. This is a large scale and remote mountainous landscape with limited human influences and a wild character with the distinctive landform providing a distinctive skyline from the surrounding seas and land. The susceptibility of this LCT is judged to be High/Medium. This is as a result of the complex and rugged landform with strong intervisibility and focal points. The value of the landscapes within this LCT is judged to be National. This is as a result of this landscape forming part of the North Arran NSA and SLA (North Ayrshire Council) and extent of amenity, recreational and cultural associations. Considering susceptibility and value together the sensitivity is judged to be High.

164. Hill summits provide expansive panoramic views in all directions while valleys tend to be enclosed with a strong degree of visual containment. Existing windfarm development is clearly visible along the Kintyre peninsula in distant views from hilltops, as illustrated by **Viewpoint 18**, as is development on the Ayrshire mainland in views to the east, as illustrated by **Viewpoint 19**. There is a sense of separation afforded by the intervening water for views outwith Arran and wide visibility of operational windfarms on the Kintyre peninsula and elsewhere.

165. The ZTVs, as illustrated by **Figures 7.7 and 7.8**, indicate that potential visibility of the proposed Development would be largely contained to hilltops and outward facing slopes to the north and western parts of the LCT although some more distant summits in the vicinity of Goatfell would also have some visibility. The proposed Development would generally be seen from this LCT as a relatively distant feature seen in the context of existing wind energy developments spread out along the Kintyre peninsula and would have no discernible impact on the character of the LCT. In the closest parts of the LCT, on the hill slopes immediately south of Lochranza, the scale of change to character would be Small. However, more widely across the LCT, the scale of landscape change would be Negligible, as illustrated at **Viewpoints 18 and 19**, and would occur over a Localised extent. The magnitude of change arising as a result of the proposed Development would be Slight/Negligible and would result in a **Moderate/Minor** effect which is **Not Significant**.

7.7.5.8 Landscape Summary and Conclusions

166. The proposed Development adheres to some of the design guidance within the ABLWECS for very large wind energy development within LCT 6 Upland Forest Moor Mosaic.

167. The extent of operational effects upon the landscape character would be limited by the topographic containment of the Kintyre peninsula. Significant effects would be contained within the LCT 6 Upland Forest Moor Mosaic, with most notable influence within 2-4 km of the proposed turbines. Beyond this there would be no significant effects on landscape character on any other landscape character types.

168. Significant construction effects would occur for the host area Upland Forest Moor Mosaic LCT. There would also be Minor construction effects on the Rocky Mosaic LCT as a result of the site entrance/temporary construction compound, but these would be **Not Significant**.

169. The turbines of the proposed Development would be noticeably larger than Freasdail, the nearest operational site, but the scale difference would not be so apparent, except from Arran where this would be perceived as part of the wind energy development within the Kintyre peninsula. With regard to the strategic pattern of development with the operational (and under construction) baseline, the proposed Development would be visible as a new separate cluster at the head of the Kintyre peninsula, but the cumulative pattern would remain intact.

Table 7.13: Summary of Landscape and Coastal Character Effects

Landscape Character Type	Sensitivity	Level of Effect
Host: ABC6 Upland Forest Moor Mosaic (A&BC 2017) / LCT 39 Plateau Moor and Forest – Argyll (NS 2019);	Medium	Moderate, Significant
ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019);	High/Medium	Moderate, Not Significant

Landscape Character Type	Sensitivity	Level of Effect
ABC 5a Bute Open Ridgeland (A&BC 2017) / LCT 38 Open Ridges (NS 2019)	Medium	Moderate/Minor, Not Significant
ABC 6a Loch Fyne and 6b Knapdale Upland Forest Moor Mosaic (A&BC 2017) / LCT 39 Plateau Moor and Forest – – Argyll (NS 2019)	Medium	Minor, Not Significant
LCT 59 Raised Beach Coast and Cliffs (NS 2019);	High/medium	Moderate/Minor, Not Significant
LCT 62 Coastal Headlands (NS 2019); and	High	Moderate, Not Significant
LCT 83 Rugged Upland – Ayrshire (NS 2019).	High	Moderate/Minor, Not Significant

7.7.6 Visual Effects

7.7.6.1 Visual Receptor Groups

170. This assessment focuses on effects on groups of visual receptors. The assessment of effects focuses on the visual amenity of public spaces and communities, although views from groups of dwellings will also be noted in the descriptions. Receptors are generally assessed as being of High susceptibility and Community value resulting in a High/Medium sensitivity to the proposed Development unless stated otherwise. Effects on private residential visual amenity are a separate matter, and are assessed within **Technical Appendix 7.7**.
171. **Skipness** (2.5 km, south) – this receptor group is comprised of residents, road users on B8001, and recreational visitors to the castle and coast to Skipness point. The settlement faces south across the Kilbrannan Sound to Arran, with dispersed settlement located along the coast and up the hillslope towards the site including either side of the Skipness River. There would be no visibility of the proposed Development on the B8001 from Claonaig until the village near **Viewpoint 2**, which is located on the B8001 on the edge of the village. As indicated on the bare earth ZTVs, only tips of some of the proposed turbines would be visible from within and around the settlement of Skipness. The ZTVs with screening illustrate how this would reduce this even further due to the extent of local screening from mainly deciduous tree cover. **Viewpoint 2** illustrates visibility of mainly 1 turbine tip of the proposed Development, noticeable when approaching the settlement from the south on the B8001 between roadside vegetation, with other blade tips screened by tree cover. For dwellings on the B8001 the tips of the proposed Development would appear in views to the rear of most properties but would not interfere with key views south across the Kilbrannan Sound towards Arran. Potential views east of the River Skipness for residents and area around the base of Skipness Castle would be heavily screened by mainly deciduous tree cover, preventing most views north. There would be views to three blade tips from the top of Skipness Castle, as presented in **Illustrative Wireline in Volume 3c**. There would be views to four blade tips on the core path to Skipness point as illustrated in the **Cultural Heritage Figures 11.3 and 11.4**. The scale of change would be Small across an Intermediate extent of the group. These Long Term effects on the receptor group would have a Slight magnitude, resulting in a **Moderate/minor** effect which would be **Not Significant**.
172. **Gartavaich** (3.3 km, southwest of the proposed turbines) – this group includes residents and recreational visitors along the B8001 corridor including those travelling to/from the ferry terminal at Claonaig; these would be of High/Medium sensitivity to the proposed Development. The bare earth ZTVs indicate a single, small patch of blade tip only visibility in this area with landform providing substantial screening along the B8001 corridor. Further screening would be provided by intervening forestry. As illustrated at **Viewpoint 3**, only a single blade tip would be visible above the forestry from the B8001 to the west of Gartavaich. The scale of change would be Negligible across a Limited extent of the group. These Long Term effects on the receptor group would have a Negligible magnitude, resulting in a **Negligible** effect which would be **Not Significant**.
173. **Western Ardlamont peninsula** (5.4 km, northeast of the proposed turbines) – receptors in this group comprise local residents and recreational users of beaches, local roads and paths on the Ardlamont peninsula in South Cowal and Portavadie.
174. Visibility would mainly occur for those scattered dwellings, routes or paths on western facing slopes, where views tend to focus either across the lower end of Loch Fyne towards the Kintyre peninsula or south to Arran. As demonstrated by the ZTVs with screening (**Figures 7.8 and 7.10**), much of this area is covered in either commercial forestry or deciduous woodland/scrub nearer the coast, so the extent of actual visibility would be greatly reduced, as demonstrated in **Viewpoint 5**. Outside of the tree cover, there would be locations on the western coast where open views of the proposed Development would occur, such as at Ostel/Kilbride Bay, illustrated in **Viewpoint 7**, which is a popular beach. Similarly open views would be possible from many other locations along coastal paths and routes, particularly core path C219 to the south of Portavadie, and also from the private leisure resort and marina at Portavadie and group of houses east of this.

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175. The change to views for this receptor group would be up to Medium scale across a Localised extent. This Long Term change would result in a Moderate magnitude and a **Major/Moderate** effect that would be **Significant**.
176. **Eastern Ardlamont peninsula** (8.0+ km, east and northeast of the proposed turbines) – receptors in this group comprise local residents and recreational users of beaches, local roads and paths on this peninsula in South Cowal. Some of the receptors would be of High sensitivity (High susceptibility and National value) due to some of these recreational receptors being located within the Kyles of Bute NSA. Whilst other receptors outside this would be of High/medium sensitivity.
177. As illustrated in the bare earth ZTVs, there would be no visibility from Millhouse, Kames or Auchenlochan and only part of Tighnabruich would obtain views. There would be some views from more elevated locations within the central part of the peninsula including views from the B8001 between Millhouse and Kames and from open summits within the area, as represented by **Viewpoint 15** within the Archarossan Forest. Here visibility would tend to focus on the wider coastal landscapes available to view, including north up Loch Fyne, south to Arran and into the Kyles of Bute.
178. Visibility of the proposed Development from Tighnabruaich would be more variable with the main southern part of the village fully screened by landform. Further north as the settlement extends along the kyle, visibility to some turbines of the proposed Development would become possible appearing above the Ardlamont peninsula as illustrated in **Viewpoint 16**. It should be noted that viewpoint is located on the path just outside the settlement to gain the most open view and main views for residents across or down the Kyles of Bute would not be affected.
179. The change to views would result in a Small scale of change across a Localised extent of the receptor group. This Long Term change would result in a Slight magnitude and a **Moderate** effect that would be **Not Significant**.
180. **Water based users in Loch Fyne** – receptors in this group comprise recreational sailors and Argyll sea kayak trail. The Argyll sea kayak trail is a 150 km long water based recreational route between Ganavan and Helensburgh which extends through Loch Fyne at Ardrishaig into Tarbert Harbour and into the Kyles of Bute and is illustrated on **Figure 7.15**. Tarbert harbour houses a sailing club with sailing events/regattas in these waters. As illustrated on the ZTVs, there would be no visibility within Tarbert harbour itself / East Loch Tarbert, but there would be views of the proposed Development within lower and outer Loch Fyne.
181. There would be views south within lower Loch Fyne from Lochgilphead, as illustrated in **Viewpoint 22**. From Ardrishaig the sea kayak trail follows the west coast of Loch Fyne and around the outside of Barmore Island where visibility of the proposed Development would be limited by landform and further by tree cover, with views similar to **Viewpoint 10** on the A83.
182. Views from outer Loch Fyne between Ardlamont Point and the Kintyre peninsula would be similar to the Portavadie-Tarbert ferry and Lochranza – Tarbert route illustrated in **Technical Appendix 7.6**, as well as **Viewpoint 7** Ostel/Kilbride Bay Ardlamont.
183. Overall, there would be a Medium scale of change across an Wide extent of this area. This Long Term change would lead to a Substantial/Moderate magnitude and a **Major/Moderate** effect which would be **Significant**.
184. **Isle of Bute** (12 km, northeast of the proposed turbines) - receptors in this group comprise local residents and recreational users of beaches, local roads, National Scenic Route, paths and West Island Way on Bute. Some of the receptors would be of High sensitivity (High susceptibility and National value) due to some of these routes going through or having key views of the Kyles of Bute NSA. Whilst other receptors would be of High/medium sensitivity. Most views on the island are focused within the Kyles of Bute or south to the dramatic landform of Arran. However, people on the western side of Bute would obtain views to across the Sound of Bute and outer Loch Fyne to the northern end of the Kintyre peninsula, as illustrated in **Viewpoints 13 and 14**. Here views of the proposed Development would be clearly visible within the upland at the head of the Kintyre peninsula, north of Skipness Point. Whilst other windfarms are also visible further south along the Kintyre peninsula, this one would be a clearly noticeable feature in the coastal character of the outer Loch Fyne. There would be only limited sections along the West Island Way where there would be visibility of the proposed Development. This change to views would result in a Medium/small scale over an Intermediate extent of the group and this Long Term change would result in a Moderate/Slight magnitude resulting in **Moderate** effect that would be **Not Significant**.
185. **South Knapdale** (5 km-15 km, west of the proposed turbines) - receptors in this group comprise local residents and recreational users in the area. These receptors would be of High/Medium sensitivity to the proposed Development. As
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illustrated in the bare earth ZTVs there would be visibility of a limited number of turbines within this area. Given the extent of commercial forestry and deciduous woodland/scrub the extent of effects would be very localised. **Viewpoint 17** illustrates the potential visibility from one of the more elevated and open views from this area. The **Illustrative Wireline** along the shore of West Loch Tarbert illustrates the extent of screening provided by landform, where one turbine and mainly tips would be present in views. This change to views would result in a Negligible scale over a Localised extent of the group and this Long Term change would result in a Negligible magnitude resulting in **Minor/Negligible** effect that would be **Not Significant**.

186. **Lochranza / Catacol, Arran** (9.8 km, south of the proposed turbines) – receptors in this group comprise local residents and recreational users of local roads, paths (Arran Coastal Path is assessed separately), visitors to Lochranza Castle and water craft moored in Lochranza. Some of the receptors would be of High sensitivity (High susceptibility and National value) due to the recreational receptors located within the North Arran NSA. The main area of settlement at Lochranza runs alongside the A841 and is oriented to the north or northeast with open views towards the proposed Development from areas surrounding the A814 to the north of Newton Road with minimal screening from roadside vegetation. Effects on Newton Point specific viewpoint are considered separately below.
187. As illustrated in **Viewpoint 9**, the proposed Development would be sited at the northern end of the Kintyre peninsula, which forms a prominent land mass and is central to seaward views the coast from Lochranza. The settlement at Catacol looks west, directly across Kilbrannan Sound towards to Eascairt Point on the Kintyre peninsula, with views to the site available when looking north along the A814. Open views of the proposed Development would be available from the settlement and road along the coast. Some ground level infrastructure and forestry changes of the proposed Development would be theoretically visible from this location but the substation and solar area would not. This group would experience a Medium scale change over a Wide extent of the group which would be Long Term. These changes would be Substantial/Moderate in magnitude and result in a **Major/Moderate** effect which would be **Significant**.
188. **Pirnmill, Arran** (16.1 km, south of the proposed turbines) – receptors in this group comprise local residents and recreational users of roads and paths (Arran Coastal Path is assessed separately). Some of the receptors would be of High sensitivity (High susceptibility and National value) due to the recreational receptors located within the North Arran NSA. Views from this area tend to be focussed directly across the Kilbrannan Sound to Kintyre where Cour and Deucheran Hill windfarms are clearly visible above the low hills. The proposed Development would be seen in views looking away from these to the north, along the coast of Arran itself and in forward view for northbound users of the A841. The turbines would be notably less prominent than the existing windfarms seen directly across the water, they would be a relatively minor feature and in keeping with the existing pattern of wind turbine development seen along the Kintyre peninsula. As illustrated by the ZTVs on **Figures 7.8 and 7.10**, dense vegetation in this area would notably restrict potential visibility within this group in areas inland from the A841. The proposed Development would result in a Small scale change to views across an Intermediate extent of the receptor group. This Long Term change would result in a Slight magnitude and a **Moderate** effect that would be **Not Significant**.

7.7.6.2 Key Routes

189. **A8003** (12.4 km, north east of the proposed turbines) this is the main route into the Kyles of Bute NSA, Tighnabruaich/Kames with several scenic vantages located on it. As this route only accesses this local area, most road users will be either tourists or residents and an appreciation of the landscape is a component of this route and as a result they will be considered of Medium susceptibility. This route is not designated as a national tourist route, but is the primary access to the NSA and as a result it is judged to be of Regional value and as a result users of this route is considered to be High/Medium.
190. From the main scenic vantage point over the NSA at Creagan Dubh there would be no visibility of the proposed Development, the other vantage point on the OS mapping at Bealach a' Chaiseteil is no longer present on the route. There would only be a very short section of visibility from this route above Tighnabruaich with any theoretical visibility and an **Illustrative Wireline** is located along this route which shows the screening effect of the local landform. There would also be further screening by roadside vegetation, as illustrated on the ZTV with screening. As indicated there would be views towards the proposed Development approximately 14 km away as indicated on the wireline when travelling south to Kames above Tighnabruaich through gaps in vegetation. This would result in a Small scale over a Limited extent of the route and this Long Term change would result in a Slight/Negligible magnitude resulting in **Minor** effect that would be **Not Significant**.
191. **Kintyre 66** – (3.3 km, southwest of the proposed turbines) this is a locally designated tourist driving route using the A83, B842 and B8001. The value of this route is considered to be Regional as a designated tourist route for the views directed outwards towards Islay and Jura from the A83 and to Arran from the B842. Given that that an appreciation of the landscape

- is a component on this road, users would be of Medium susceptibility. Overall, users of the road are considered to be of High/Medium sensitivity to the proposed Development.
192. Most of the route is subject to screening from landform, as illustrated in the bare earth ZTVs and even further by vegetation, as illustrated in the ZTVs with screening. Views toward to the proposed Development would be experienced predominantly from the B842 when travelling north, with intermittent visibility north of Carradale (approaching Grogport) to B8001 as the road meanders around rolling coastal landforms. Views along this stretch of road are mainly focused to the east across the Kilbrannan Sound to Arran, though open views to the site do come into frame in the direction of travel heading north, as illustrated in **Viewpoint 11** and **Viewpoint 4**.
193. Visibility from the route using the B8001 would be limited to a single location as illustrated in **Viewpoint 3** and would have little impact on the visual amenity of this section of the route. There would also be a single patch of visibility on the A83 south of Clachan when driving northwest from Campbeltown, as illustrated in **Viewpoint 12**. Here the proposed turbines would be seen low in the landscape behind the horizon and would appear to adjoin existing turbines at Freasdail, with little impact on the visual amenity of this section of the route. Overall, users of this route would experience a Small scale change over a Localised extent of the route which would be Long Term. These changes would be Slight in magnitude and result in a **Moderate/Minor** effect which would be **Not Significant**.
194. **A83** (outside Kintyre 66) (6.1 km, north of the proposed turbines) – this is the main road route onto the Kintyre peninsula to through Lochgilphead and Tarbert from Inveraray. The value of this route is considered to be Regional as part of the route north of Lochgilphead being part of a national tourist route with views directly along Loch Fyne. Whilst an appreciation of the landscape is a component on most of this road, it is also a key transport route in and out of the region and therefore users would be considered of Medium/low susceptibility. Overall, users of the road are considered to be of Medium sensitivity to the proposed Development.
195. Views would be available mainly travelling south from Inveraray. The bare earth ZTVs indicate the potential for visibility between Minard and Lochgilphead. However, the extent of forestry and tree cover along this section of the route would screen most views, as illustrated in the ZTVs with screening leading to a few distant glimpses until Lochgilphead. At Lochgilphead there would be a more sustained view down Loch Fyne, as illustrated in **Viewpoint 22** and there would be open views intermittently available down Loch Fyne until Inverneill. From Inverneill, views along the coast itself become much more intermittent and heavily screened by landform and further by tree cover along the road, there would be a few locations between Inverneill and the Stonefield Castle where there would be views down the coast, as represented by **Viewpoint 10**. There would be no further views southbound. The only view northbound would be as described for the Kintyre 66. This route would experience a Small scale change over a Localised extent of the route which would be Long Term. These changes would be Slight magnitude and result in a **Moderate/Minor** effect which would be **Not Significant**.
196. **Ferry route Tarbert, Kintyre to Portavadie, South Cowal** (6.3 km, north of the proposed turbines) – this route extends between Tarbert, at the head of the Kintyre peninsula, crossing the lower end of Loch Fyne to Portavadie on the South Cowal peninsula. It serves a variety of local users as well as a large proportion of tourists and recreational visitors. Receptors using this route of Regional value would have High susceptibility to the proposed Development and would be High/Medium sensitivity.
197. As illustrated by the ZTVs on **Figures 7.7** and **7.9**, there would be no views of the proposed Development from the Tarbert ferry terminal or the part of the journey within East Loch Tarbert. Moving eastward, views of turbines to the south would begin to occur as the route moves into the wider expanse of Loch Fyne with the extent and number of visible turbines increasing as the route crosses towards Portavadie. This increasing degree of visibility is illustrated by visualisations that are provided in **Technical Appendix 7.6**. In the immediate vicinity of the ferry terminal at Portavadie, views would be somewhat more restricted by landform and vegetation here as illustrated by **Viewpoint 5**. There would be clear views of the proposed turbines for much of the route, these would be a focal point in views south from the western extent of the route although further east the distinct skyline of Arran is more clearly visible and turbines would be seen as more of a secondary feature in the view, off to one side. The Long Term change to views for ferry users would be Medium scale over a Wide extent of the route. These would be Substantial/Moderate magnitude and effects would be **Major/Moderate** which would be **Significant**.
198. **Ferry route Lochranza, Arran to Kintyre** (5.2 km south and 2.2 km east of the proposed turbines) – this route extends between the northern end of Arran and the Kintyre peninsula. In the summer the ferry lands in Claonaig with regular sailings throughout the day. In the winter there is one ferry in the middle of the day which lands in Tarbert. The ferry serves a variety

of users including a large proportion of tourists and recreational visitors in the summer. Receptors using this route of Regional value would have High susceptibility to the proposed Development and would be High/Medium sensitivity. As shown on the ZTVs, there would be views of turbines on the majority of the route to Claonaig, with the only section fully screened being at the Claonaig slipway. The route to Tarbert would have similar visibility past Skipness point but then alongside the head of the peninsula the visibility would be more limited due to screening by the steep landform of the peninsula. Views from both routes were open from the observation decks. However, views from inside the passenger lounge were more limited but this could change with different ferries. **Viewpoint 9** is located at the Lochranza terminal and further visualisations are provided in **Technical Appendix 7.6**. Whilst there would be clear views of the proposed Development from much of the ferry route, this would occur only in views back towards the Kintyre where other renewable energy developments are present along the length of the Kintyre peninsula. The most valued views to Arran and within the remaining outer Loch Fyne would remain unaffected. Long Term changes to views would occur over a Wide extent of the route and would be Large/Medium in scale at the Claonaig end/nearing Skipness point decreasing to Medium closer to Arran or Tarbert. These would be Substantial/Moderate in magnitude and the effects would be **Major/Moderate** which would be **Significant**.

199. **Caledonia Way** (3.4 km south of the proposed turbines) – this route is a long-distance cycle route from Oban to Campbeltown via Lochgilphead, shown on **Figure 7.1**. Most of this route was recently delisted as a national cycle route by Sustrans but is a regionally promoted cycle route. The value of this route is considered to be Regional within the Study Area due to views directed mainly offshore including Arran, Islay and Jura and Loch Fyne. Users of the route would be of a Medium susceptibility given the nature of cycling activity and the scenic quality of views along this part of the route. Cyclists on the route are considered to be of a High/Medium sensitivity to the proposed Development on this southern part of the route.
200. As indicated on the bare earth ZTVs, intervisibility with the proposed Development occurs in three main areas; the A83 between Inverneill and Lochgilphead; the B8024 on South Knapdale; and the B842 on the west coast of the Kintyre peninsula. Views to the proposed Development would occur travelling southbound on the A83 between Lochgilphead and Inverneill, as described in **paragraph 192** for the A83. No visibility would occur as the route travels inland through Knapdale until the high point at **Viewpoint 17** in South Knapdale. Due to the extensive tree cover along this section of the route, as illustrated on the screening ZTVs, this viewpoint is illustrative of the nature of views experienced on short sections of the B8024. **Viewpoint 3** represents the only fleeting glimpse from the B8001.
201. Travelling northbound from Campbeltown on the B842, there would be intermittent visibility of the proposed Development, as illustrated in **Viewpoint 21, 11 and 4**, noting that Viewpoint 21 is not actually on the route and located where visibility would be greatest in the area. Whilst the bare earth ZTVs indicate the potential for extensive visibility, the ZTVs with screening indicate that much of this would be screened by forestry and treecover along the route, as described for this section of the Kintyre 66 in **paragraph 189**. Overall, this route would experience a Small-scale change over a Limited extent of the route which would be Long Term. These changes would be Slight/Negligible in magnitude and result in a **Moderate/Minor** effect which would be **Not Significant**.
202. **Kintyre Way** (passes through the Site) – this 161 km long distance route between Tarbert and Campbeltown, follows footpaths, forestry tracks and roadside paths, weaving down the Kintyre peninsula between coastal settlements on the east and west coasts. The northern part is shown on **Figure 7.15**. The value of this route is considered to be National as one of Scotland's Great Trails and the views to offshore to nationally designated landscape including Arran, Islay and Jura. Appreciation of the landscape is the main reason for using this route and therefore these users would be of High susceptibility. Users on this path are considered to be of High sensitivity to the proposed Development.
203. As illustrated on the bare earth ZTVs, the main area of visibility would occur as the route extends through the Site between Tarbert and Skipness. **Viewpoint 1** illustrates the existing views to Arran and close-range visibility of the proposed Development from within the Site. It also illustrates the change to the land use as a result of the proposed Development. Users of the route would pass through the centre of the wind turbine array within the extent of current commercial forestry. Close range turbine visibility would also be experienced from a short stretch of adjoining core path (C521), which connects the Kintyre Way to the B8001 at Glenreasdell Mains.
204. If travelling north from Skipness to Tarbert, there would be intermittently open views of up to 10 turbines up along the Skipness River and Strath nan Coileach (7 turbines at the head of the valley and a further three on the hill to the east). This would also be the case for the single residential property at Coalfin, north of Skipness along the Kintyre Way. Noting that their

main views to Arran would remain unaffected. Vegetation along the Skipness River would screen views for short stretches but there would be notable views approaching the Site.

205. Within Skipness, visibility would be much reduced, as illustrated in **Viewpoint 2**.
206. Between Skipness and Clachan, most views would occur travelling northbound, rather than southbound. Between Skipness and Claonaig the route extends along the coast, taking in views of Arran, where a small patch of visibility to blade tips would be seen along the B842, as illustrated in **Viewpoint 4**. A larger area of visibility opens up around Cruach nam Fiadh, where clear views towards the proposed Development, along the Larachmor Burn, would be possible as illustrated in **Viewpoint 6**.
207. South of Clachan, there would only be occasional views of the proposed Development primarily when travelling north. The closest of which is found on the A83 to the south of Clachan, as illustrated in **Viewpoint 12**. Further isolated patches of visibility would be possible along the trail (noting increased separation distance from the proposed Development) and would occur either on the roadside of the B842 or from high points within the upland which is already subject to some influence from existing turbines, such as those at Deucheran Hill. Overall, this route would experience a Large scale of change over a Localised extent of the route which would be Long Term. This would result in a Substantial/Moderate magnitude of change and a **Major/Moderate** effect which would be **Significant**.
208. **Cowal Way** (5.4 km, northeast of the proposed turbines) – this long-distance path extends eastwards across South Cowal from Portavadie to Kames before turning northwards along the coast to Tighnabruaich and up Loch Ruel before heading inland along Glendaruel and out of the Study Area. In total the route extends for approximately 92 km between Portavadie and Inveruglas on the shore of Loch Lomond. The value of this route is considered to be National as one of Scotland's Great Trails and the views to the nationally designated landscapes including Kyles of Bute and Loch Lomond. Appreciation of the landscape is the main reason for using this route and therefore these users would be of High susceptibility. Users on this path are considered to be of High sensitivity to the proposed Development.
209. The ZTVs illustrated on **Figures 7.8** and **7.10** show that visibility of the proposed Development from this route would be limited to several short sections over higher, open ground in the central part of South Cowal and some more restricted views from a short section of coastline at Tighnabruaich. Views from central South Cowal would be intermittent due to the extent of forestry and woodland cover although some relatively open views would be possible with the proposed turbines seen above the landform of the Kintyre peninsula. The scale of visual change would be Medium scale at the closest point of the route at Portavadie, as illustrated by **Viewpoint 5**, and would decrease with distance moving to the east towards Kames. Views from the more distant part of the route at Tighnabruaich would be more restricted, as illustrated by **Viewpoint 16**, and visual changes here would be Small scale. Long Term effects would occur over a Limited extent of this long-distance recreational route and would be no greater than Slight magnitude and **Moderate** which would be **Not Significant**.
210. **Arran Coastal Way** (8.9 km south of the proposed turbines) – one of Scotland's Great Trails, the 105 km long distance route follows dedicated footpaths, forestry track and roadside paths to circumnavigate the Isle of Arran. The value of this route is considered to be National as one of Scotland's Great Trails with views to the nationally designated landscape of Arran. Appreciation of the landscape is the main reason for using this route and therefore these users would be of High susceptibility. Users on this path are considered to be of High sensitivity to the proposed Development.
211. As indicated on the ZTVs, visibility would be widespread and consistent from the section on the north coast between Millstone Point on the east and Pirnmill of the west with some partial screening as walkers pass through settlement and a section of woodland from Lochranza to Catacol before re-joining the coastline. The turbines would be most noticeable in seaward views from the north coast between the Cock of Arran and Catacol, through Lochranza as illustrated in **Viewpoints 8 and 9**. The proposed turbines would appear less noticeable from further south on either side of the Isle as visibility of the proposed Development becomes acute and views are focused to the central plateau of Kintyre to the west and to the mainland in the east. Some ground level infrastructure and forestry changes of the proposed Development would be theoretically visible from this location but the substation and solar area would not. Users on this route would experience a Medium scale change over an Intermediate extent of the group which would be Long Term. These changes would be Moderate in magnitude and result in a **Major/Moderate** effect which would be **Significant**.

7.7.6.3 Specific Viewpoint

212. **Newton Point, Arran** (9.3 km, south of the proposed turbines) – this location is marked on OS maps as a panoramic viewpoint with views out to the north and west, towards the Kintyre peninsula and the Site. It is accessed via the Arran

Coastal Way, which is marked with a toposcope/plaque. Visitors will be of High susceptibility as they will have visited to appreciate the view within the designated NSA, it is judged that the viewpoint is of National value. Visitors to this viewpoint are judged to have High sensitivity to the proposed Development.

213. The view towards the proposed Development from this location is very similar to that illustrated by **Viewpoints 8 and 9** with the addition of views to southwest over Loch Ranza into the village of Lochranza. The proposed turbines would be seen in the upland plateau at the northern end of the Kintyre peninsula when looking seaward to the north across the Kilbrannan Sound. The proposed Development would appear larger in scale than the existing turbines at Freasdail, which are visible from the viewpoint to the west. Some ground level infrastructure and forestry changes of the proposed Development would be theoretically visible from this location but the substation and solar area would not. The Long Term change to the view would be Medium in scale within a Localised extent of the wide panorama. The change would be of Moderate in magnitude and result in **Major/Moderate** effects that would be **Significant**.
214. **Tarmore Hill Viewpoint, Bute** (14.5 km, east of the proposed turbines) – this location is marked on OS maps as a panoramic viewpoint with 360° views out across Bute and, to the south and west, across the Sound of Bute towards Arran, the Kintyre peninsula and the Site as illustrated at **Viewpoint 14**. It is accessed from a small car park off the A844 around 400 m to the south and the location is marked by a toposcope indicating distances and directions to local points of interest. Visitors will be of High susceptibility as they will have visited for the most part to see the view and it is located within an Area of Panoramic Quality designated by A&BC and as such it is judged to be of Regional value. Visitors to this viewpoint are judged have High/Medium sensitivity to the proposed Development.
215. The visualisations presented in **Volume 3b**, illustrates that the existing turbines at Deucheran Hill and Cour are visible further down the Kintyre peninsula and Allt Dearg/Srondoire are also visible to the northwest further up Loch Fyne. The proposed Development would be seen as a distinct cluster within the upland landscape at the northern end of the Kintyre peninsula, just north of Skipness Point. At this distance it is mainly the turbines which would be visible, partially back clothed by landform and partly above the skyline. The proposed Development would appear on the Kintyre peninsula, behind Inchmarnock in the foreground of the seascape. Views to Arran and to other areas of Bute would remain unaffected. The proposed Development would occupy a small proportion of the 360 degree panorama seen from here where windfarm development is already apparent. The Long Term change to the view here would be Medium/Small scale over a Limited extent of the panorama, it would be of Moderate/Slight magnitude resulting in **Moderate** effect that would be **Not Significant**.
216. **Summit of Goatfell, Arran** (21 km, southeast of the proposed turbines) – this viewpoint is located at the summit of Goatfell, the highest peak on Arran and illustrated in **Viewpoint 19**. It is a popular peak for recreational visitors and accessed via good footpaths for most of the route and the summit is marked with a trig point and toposcope. As views form an important aspect for visitors to this location, fell walkers are judged to be of High susceptibility. Given the popularity of the peak and that it is located within the North Arran NSA this location is considered to be of National value. Visitors to this viewpoint are judged have High sensitivity to the proposed Development.
217. The dramatic landform and rocky outcrops of the hills surrounding Goatfell are a prominent feature in views north west and, these screen some views of the Kintyre peninsula. Long distance views tend to be focused east to the mainland and west and the Paps of Jura, which are visible behind Kintyre on a clear day. At the summit, existing wind turbines on the Kintyre peninsula can be seen in between summits on North Arran revealing views of both Cour and Freasdail Windfarms in places. The proposed Development would introduce further wind turbines into the 360° panoramic view adjacent to views of Loch Fyne. As illustrated in **Viewpoint 19**, the proposed Development would appear on the upland plateau of the Kintyre headland in the distance beside jagged peak of Cir Mhor in the foreground when looking north. Although the turbines would be a discernible feature within the view, they would be distant and only likely to be seen on clear days. The Long Term change to the view here would be Small/Negligible in scale over a Limited extent of the panorama; it would be of Slight/Negligible magnitude resulting in **Moderate/Minor** effects that would be **Not Significant**.

7.7.6.4 Visual Summary and Conclusions

218. In summary, there would be Significant visual effects for users of the Kintyre Way, as this route passes through the Site. There would be Significant visual effects for those people located to the east, including those on the water within Loch Fyne area including sailors, Argyll sea kayak trail and Tarbert - Portavadie ferry route and people on the western South Cowal/Ardlamont Peninsula including Portavadie. There would also be Significant visual effects for users of the Lochranza-Kintyre ferry route and those on the northern part of Arran including at the Lochranza / Catacol group, Arran Coastal Way and Newton Point.

219. The residential visual amenity assessment considered the effects for private residents at 3 properties within 2 km of the proposed Development. The assessment found that assuming the existing landscape baseline there would be No Significant effects. However, if there was felling of all the intervening forestry then one property would experience a Significant effect. One other individual property was identified outside of Skipness which would also experience a Significant effect. But none of these properties would approach the Residential Visual Amenity Threshold.
220. Overall, the Significant operational visual effects would be located either within, or near the Site (Kintyre Way or individual residents) or to the east and south the proposed Development within South Cowal/Ardlamont peninsula or on Arran.
221. The significant construction effects would be limited to users of the Kintyre Way.

Table 7.14: Summary of Visual Effects

Visual receptor	Sensitivity	Level of Effect
Skipness group	High/Medium	Moderate, Not Significant
Gartavaich group	High/Medium	Negligible, Not Significant
Western Ardlamont peninsula	High/Medium	Major/Moderate, Significant
Eastern Ardlamont peninsula	High/Medium	Moderate, Not Significant
Water based users in Loch Fyne	High/Medium	Major/Moderate, Significant
Isle of Bute	High or High/medium	Moderate, Not Significant
South Knapdale	High/Medium	Minor/negligible, Not Significant
Lochranza / Catacol group	High	Major/Moderate, Significant
Pirnmill group	High	Moderate, Not Significant
A8003 (Kames)	High/Medium	Minor, Not Significant
Kintyre 66	High/Medium	Moderate/minor, Not Significant
A83 (outside Kintyre 66)	Medium	Moderate/minor, Not Significant
Ferry route Tarbert, Kintyre to Portavadie, South Cowal	High/Medium	Major/Moderate, Significant
Ferry route Lochranza, Arran to Kintyre	High/Medium	Major/Moderate, Significant
Caledonia Way	High/Medium	Moderate/minor, Not Significant
Kintyre Way	High	Major/Moderate, Significant
Cowal Way	High	Moderate, Not Significant
Arran Coastal Way	High	Major/Moderate, Significant
Newton Point, Arran	High	Major/Moderate, Significant
Tarmore Hill, Bute	High/Medium	Moderate, Not Significant
Goatfell, Arran	High	Moderate/minor, Not Significant

7.7.7 Designated Areas

7.7.7.1 North Arran National Scenic Area (North Arran Special Landscape Area (NAC))

222. The North Arran NSA encompasses the northern half of Arran and extends to include offshore areas within up to approximately 2 km from the coast. The closest seaward point of the NSA is approximately 7.3 km south of the proposed Development while the closest point on land within the NSA is approximately 8.9 km away. The extent of the NSA is shown on **Figure 7.1** and the extent of theoretical visibility is shown on **Figures 7.7 - 7.13**. **Viewpoints 8** and **9** are located on the northern coast of Arran, illustrating views from the closest landward parts of the NSA, and **Viewpoints 18** and **19** are located on hilltops within the uplands of the central part of the designated area.
223. North Arran is a popular area for recreational visitors with numerous attractions set around the coastal margins extending between Brodick and Lochranza, along the A841 corridor, and a variety of paths and tracks offering access for walkers to the more rugged interior of the island. Coastal areas are also readily accessible for walkers, utilising the long-distance Arran Coast Path, and the area is also popular with maritime users. The NSA contains four LCTs: Rugged Uplands – Ayrshire;

Coastal Headlands; Raised Beach Coast and Cliffs; and, Coastal Lowland Moor. The central upland area of the NSA coincides with the North Arran Wild Land Area.

224. The proposed Development is not within the designation itself, so the physical integrity of the NSA would remain intact. The only potential for effects would occur as a result of visibility from the NSA of the proposed Development. This designated landscape is considered to be of High sensitivity overall as a National designation for landscape quality, although the susceptibility of each Special Quality may vary.
225. The Special Qualities of this NSA have been set out in The Special Qualities of the National Scenic Areas (NatureScot Report 374). The special qualities identified within that document and the potential effect as a result of the proposed Development are set out in the **Table 7.15**.
226. In reviewing the Special Qualities and underpinning landscape characteristics, we do not consider that any of these could be appreciated at night and therefore the impacts at night have not been assessed. It should be noted that the North Arran Wild Land Assessment in **Technical Appendix 7.8** has included an impact of the aviation lighting at night, as requested by NatureScot.

Table 7.15: Impact on Special Qualities of North Arran NSA

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
A mountain presence that dominates the Firth of Clyde	<i>“Soaring above the sea, the Arran mountains with their distinctive profile hold the eye and dominate the Firth of Clyde and its surrounds. Sometimes they are clear and distinct, reflected in a mirror-calm sea, at other times they are capped in cloud or wreathed in mist.”</i>	In Viewpoint 1 , the proposed Development would be seen juxtaposed with the distinctive profile of Arran. Outside of the site itself, there are no notable views where the proposed Development would be seen in front of the mountains of Arran and therefore extent of impact would be very limited. As illustrated by Viewpoints 4, 13 and 14 , the surrounding water provides clear separation between the island and the proposed Development and the scale of the turbines would be subordinate to the hulking mass of Arran. In the majority of cases where the proposed Development is seen from the same location as Arran, it would be a secondary feature to that of Arran and would not diminish it’s dominance within the Firth of Clyde. As a result, a significant effect on this SQ would not occur.
The contrast between the wild highland interior and the populated coastal strip	<i>“The contrast between the upland and lowland landscapes is striking. The interior is rocky, wild, unpopulated and mountainous, with a surrounding foil of moorland and coniferous forestry. The coastal strip is a narrow ribbon of fields, scrub, hedgerows, dykes and settlement, an intimate, human landscape, with wellkept, whitewashed cottages and gardens looking out over the sea. The interior appears harsh and barren whilst the inhabited coastal strip comes across as lush and welcoming.”</i>	There would be no effect on this special quality.

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
The historical landscape in miniature	<p><i>"It is the 'Scottish historical landscape in miniature.' Different periods of historic land use appear as different layers in the landscape (a palimpsest) and can often be seen in one view. Features range from evocative stone circles and chambered cairns, through ruined houses and field systems as in Glen Sannox, to the designed landscape of Brodick Castle."</i></p>	There would be no effect on this special quality.
A dramatic, compact mountain area	<p><i>"Pointed peaks, sharp ridges, high corries, boulder fields and grey granitic slabs comprise the high mountains which rise from sea level to the heights of Goatfell. Contained within a small, compact island, these mountains are dramatic and spectacular, bringing a Highland feel deep into southern Scotland. The steep glens, with their roaring burns, penetrate into the heart of the mountains and are classic, glacially-carved shaped valleys."</i></p>	There would be no effect on this special quality.
A distinctive coastline with a rich variety of forms	<p><i>"Geology, glacial and coastal processes have created a coastline of constant change in terms of shape, form, texture and colour – cliffs, rocky shores, shingle and sandy beaches. Ancient beaches raised above the surrounding sea abound, with relic cliffs, stacks and caves on their inland edge. In many places, the old cliffs have become colonised by scrub of ivy and birch. Roads often follow the raised beach above the modern shore, enabling both the detail of the coastline and distant views over the sea to be enjoyed."</i></p>	There would be no effect on this special quality.
One of the most important geological areas in Britain	<p><i>"North Arran exhibits an impressive variety of rocks from different geological periods, and the area has long been studied by geologists; from Hutton's discovery of the geological 'unconformity', to the groups of students ever-present on the island today. Its importance is further seen in the past economic geology of the area: barytes mining in Glen Sannox, lime kilns on the Northeast coast, red sandstone quarried near Corrie, and coal mining near the Cock of Arran."</i></p>	There would be no effect on this special quality.

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
<p>An exceptional area for outdoor recreation</p>	<p><i>"Reflecting its accessibility and its dramatic scenery, the island has long been popular with visitors. Over the years it has attracted painters, poets and writers as well as the day-tripper and walker.</i></p> <p><i>The ascent of Goatfell from Brodick is a classic hill walk, providing spectacular panoramic views of the Firth of Clyde, while a visit to Brodick Castle and its beautiful gardens provides a less strenuous alternative.</i></p> <p><i>North Arran provides an 'island adventure' for people throughout southern Scotland."</i></p>	<p>There would be no impact on the accessibility of this NSA for outdoor recreation and the ability of 'day-trippers' to visit Arran. The potential impact would be on the scenic views.</p> <p>The ZTVs indicate that across the NSA, potential visibility of the proposed Development would be quite localised. Generally it is confined to the coastal margins and hills at the northern end of the island while in the southern half of the NSA potential views are limited to the most elevated hilltops. There would be views of the proposed Development from Goatfell, as illustrated by Viewpoint 19, although there would be no potential visibility from the noted approach from Brodick. Hills to the north, where potential visibility would be more widespread, are much less accessible and see far fewer visitors. Viewpoint 18 is located on one of these more remote hilltops and, along with the Goatfell viewpoint, illustrate that impacts on views from the upland areas of the NSA are generally very limited and that these views already feature a range of existing wind energy development located on the mainland to the east and west of the island. No significant effects on recreational receptors in these more elevated locations have been identified.</p> <p>There would be frequent views of the proposed Development from lower lying areas at the northern end of the island, including Lochranza and the Arran Coast Path, as illustrated by Viewpoints 8 and 9. At the northern end of Arran, there would be localised significant impacts and these are discussed in detail as part of the effects on visual receptors and specific viewpoints in Section 7.7.6.</p> <p>The effect on the scenic views from these recreational receptors have been assessed as ranging from Major/Moderate and Significant at the north coast to Moderate/Minor and Not Significant at more elevated locations, occurring over a relatively small extent of the NSA. As a result, there would be a Moderate level of effect on this Special Quality but it is considered Not Significant.</p>

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
The experience of highland and island wildlife at close hand	<p><i>"The presence of wildlife normally associated with the Highlands or distant coasts adds greatly to the enjoyment of this landscape.</i></p> <p><i>Eagles can be seen soaring over the mountains, and hen harriers and herds of red deer on the moors. On the coast, the sound of gulls contrasts with the evocative call of the curlew, and seals can be seen basking on the rocks. Out at sea gannets can be seen plunging into the water and basking sharks can sometimes be glimpsed.</i></p> <p><i>Unique species of whitebeam can be found on certain crags in the upland glens."</i></p>	There would be no effect on this special quality.

227. Six of the eight identified Special Qualities would not be affected by the proposed Development, with two Special Qualities having the potential to be affected. Of the two Special Qualities where an effect would occur, the proposed Development would not have a significant impact on Arran being 'A mountain presence that dominates the Firth of Clyde' and would not diminish its dominance within the firth.

228. With regard to Arran being 'An exceptional area for outdoor recreation', the proposed Development would not impact upon the accessibility of Arran but it would have an impact on some of the scenic views experienced by visitors within the NSA. Whilst there would be localised significant visual impacts from the northern coast, these would be limited in extent. Views of the proposed Development would be relatively small in geographic extent within the North Arran NSA and although there would be a Moderate level of effect on this Special Quality, it is considered Not Significant.

229. In summary, no significant effects have been identified on any of the Special Qualities and they would all remain well expressed.

7.7.7.2 Kyles of Bute National Scenic Area

230. The Kyles of Bute NSA is located over 13 km northeast of the proposed Development. The designations are shown on **Figure 7.1** and the extent of theoretical visibility is shown on **Figures 7.7 - 7.13**. **Viewpoint 15** is located at the summit of Cnoc Mhic Dhugaill, Achrossan Forest Cowal, on one of the nearest edges which forms the boundary of this area, whilst **Viewpoint 16** is located along the Cowal Way alongside the kyle itself where there would be a view of the proposed Development and represents users on this route and for water based recreational receptors. This designated landscape is considered to be of High sensitivity overall as a National designation for landscape quality, although the susceptibility of each Special Quality may.

231. This NSA occurs at the convergence of the Isle of Bute to the mainland Cowal at the mouth of Loch Ruel and does not include any Wild Land Areas. This is a relatively small NSA and most people come to appreciate the dramatic views along the Kyles, in a variety of different ways including whilst driving (A8001/vantage point at Creagan Dubh or A886 including the small ferry to Bute); walking (Cowal Way or West Island Way on Bute) or on the Kyles themselves as water based recreation (steamer, sailing, canoe, sea kayak trail). Whilst it is possible to climb to the summits of the hills which form the boundary of the NSA, views from these areas are not as popular as other parts within the NSA.

232. The proposed Development is not within the designation itself, so the physical integrity of the NSA would remain intact. The only potential for effects would occur as a result of visibility from the NSA of the proposed Development at the head of the Kintyre peninsula within the Upland Forest Moor Mosaic LCT. There would be no views of the NSA and the proposed Development due to the enclosed nature of the NSA itself and the location of the proposed Development.

233. The Special Qualities of this NSA have been set out in The Special Qualities of the National Scenic Areas (NatureScot Report 374). The special qualities identified within that document and the potential effect as a result of the proposed Development are set out in the **Table 7.16**.

234. In reviewing the Special Qualities and underpinning landscape characteristics, we do not consider that any of these could be appreciated at night and therefore the impacts at night have not been assessed.

Table 7.16: Impact on Special Qualities of Kyles of Bute NSA

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
The drama of the Kyles	<i>'The narrow Kyles dominate this landscape of wooded slopes and rough hills. The sea is the focus, holding the eye with the varied drama of straits, islands, promontories, bluffs, coves, flats and bays.'</i> They vary in width from 300m to over 1km.	As illustrated in the ZTVs only a limited extent of this area would experience any visibility of the proposed Development. Both Viewpoints 15 and 16 demonstrate the nature of the visibility at either high ground where most of the Kyles are visible or from within the the Kyle itself. Whilst the proposed Development would be visible from within parts of the NSA, the Kyles would still dominate this landscape with the sea holding the focus of views. As a result a significant impact would not occur on this Special Quality.
Verdant woodland on the enclosing hills	<i>'The enclosing hillsides coming down to the sea are clothed in extensive areas of mature, mixed woodland. These possess a verdant and luxuriant canopy, often reaching the water's edge. Individual mature trees spread their boughs across small pastures, glades and clearings.'</i>	There would be no effect on this special quality.
Rocky outcrops punctuating the wooded slopes	<i>'Rocky hill tops, numerous rock outcrops and rocky shores punctuate the tree cover and hill slopes to give contrast in colour, texture and form.'</i>	There would be no effect on this special quality.
Small fields between the water and the woods	<i>'In many places small fields and pastures rise from the shore to the foot of the steep wooded slopes, adding an area of green fertility and intimacy to the shores of the Kyles.'</i>	There would be no effect on this special quality.
The juxtaposition of human settlement and a wider undeveloped landscape of sea and hills	<i>'Human habitation, where present, is confined to a narrow coastal strip, comprising in most part domestic-scale housing and well-maintained gardens. This area exists in contrast to the open water and the steep, enclosing rocky and wooded hill slopes. Settlements are well integrated into the landform and, although easily accessible by road and sea, the whole area has a relatively remote and undeveloped character.'</i>	Whilst the proposed Development would be present in views which include the northern Kintyre peninsula (outwith this NSA), these views would be very limited in extent within the NSA and even when visible the relatively remote and undeveloped character of this area would be maintained. As a result a significant effect on this Special Quality is not predicted.

Special Quality of the NSA	Underpinning landscape characteristics	Potential Impact
A peaceful landscape of constant movement	<p><i>'The surrounding landscape of woodland, hills and promontories provides a peaceful setting. But the waters are also a centre of movement: the passage of canoes, sailing boats, motor cruisers and the ferry plying from Bute to Colintraive; the swimming and flying of birds; waves, currents, shadows, and reflections on the water itself. In spite of this activity, the area remains a tranquil place which is evidently enjoyed by many.'</i></p>	<p>For those few areas where the proposed Development would be visible, the movement of the blades would accord with the movement in the landscape and would not disturb the tranquility of the local area. As a result a significant effect on this Special Quality is not predicted.</p>
Ever-changing vistas	<p><i>'The views over the Kyles continually change travelling through the NSA. Some roads follow the shore, providing close-up views of the sea, while others are well above the coastline, affording distant panoramas. Hence intimate views of small bays and local settlements vie with large scale, distant views south to Arran or east to the hilly moorland and coastal settlements of North Ayrshire. The road north from Tighnabruaich provides particularly spectacular panoramic views over the Kyles to the undeveloped moorland of northern Bute and beyond.'</i></p>	<p>As noted in the description, main views from this NSA are south to Arran, east to hilly moorland, or to the coastal settlement of North Ayrshire. The proposed Development would be located to the west, which is not in the direction of main views or key vistas within this NSA. Valued views to the Kintyre peninsula are not mentioned and do not form a strong relationship with this NSA. However, the proposed Development would be visible from a few locations and when visible it would form a notable feature over 13 km away, as illustrated in Viewpoints 15 and 16. No significant effects were identified for visual receptors in the Kyles of Bute (Eastern Ardlamont peninsula visual receptor group).</p> <p>There would be no views from the promoted vantage point at Creagan Dubh on the A8001 which <i>'overlooks the three arms of the water'</i>.</p> <p>The vantage point at Creag Rubha Bhain is no longer signposted, but the path and toposcope plaque are still in place. An illustrative wireline is included at this position, which illustrates that there would be some partially screened views to the proposed Development obliquely to the main direction of the view.</p> <p>Whilst the proposed Development would be present in some of these <i>'ever-changing vistas'</i>, a significant effect on this Special Quality is not predicted.</p>

235. Long Term

236. Three of the seven special qualities would not experience any impact. Whilst there would be visibility to the proposed Development from some very limited areas within this NSA, it would not appear in key views, within the valued parts of the views, or within an area which has a strong relationship/association with the NSA. As a result, a significant effect is not predicted on the other four Special Qualities.

237. In summary, there would be some limited adverse effects within this NSA as a result of views of the proposed Development. The scale of change on the Special Qualities would be Small at most over a Localised extent of the NSA. This Long Term

effect would result in a Slight magnitude of change, leading to a **Moderate** effect which would be **Not Significant** due the limited scale and extent of change. All the Special Qualities of the Kyles of Bute NSA would all remain well expressed.

7.7.7.2 South Cowal Area of Panoramic Quality (A&BC)

238. The South Cowal APQ is located over 5 km north east of the proposed Development, across lower Loch Fyne and wraps around the Kyles of Bute NSA to include Loch Striven. The designations are shown on **Figure 7.1** and the extent of theoretical visibility is shown on **Figures 7.7 - 7.13**. **Viewpoints 5, 7 and 15** are located on the edges of the APQ. This designated landscape is considered to be of High/medium sensitivity as a Regional designation for landscape quality with a High/Medium susceptibility to the proposed Development.
239. There is no document which sets out the 'special qualities' of the APQs, but these areas have been designated to protect the character of the landscape, physical landforms, scenic value and environmental assets they represent. The proposed Development is not within the designation itself, so the physical landform and environmental assets of the APQ would remain unaffected. The potential for effects could occur as a result of intervisibility from, or of the APQ with the proposed Development located on the head of the Kintyre peninsula on the scenic value or landscape character.
240. The landscape character type of this APQ includes the Rocky Mosaic LCT 20 and Loch Fyne Upland Forest Moor Mosaic LCT 6a. Whilst there are some adverse impacts predicted on the landscape character within this APQ, the impacts would be Not Significant.
241. As illustrated on the ZTVs, for the area of this APQ around Loch Striven east of the NSA, there would only be views from elevated areas over 18 km away, but not from the loch itself. There would be no views looking towards this part of the APQ with the proposed Development in close association.
242. From this APQ, there would be views from open parts of this area which face west/ southwest, as illustrated in **Viewpoints 5, 7 and 15**, where a Medium to Small scale of change would occur for people in this part of the APQ. As illustrated on **Figure 7.13**, significant amounts of this area are forested or covered by vegetation, which limits visibility compared with the bare earth ZTVs. However, there would be open views from much of the coastal edge. The following description on visual amenity of Policy Zone Q of the Coastal Management Plan⁵ states;
- 'The road offers the opportunity for elevated views over the immediate hinterland to the coast, the expanse of the sea and panoramic views to northern Arran, the sounds and surrounding coastlines. The bays, inlets, promontories and headlands offer a diverse coastline with several sheltered sandy beaches. The scenic quality is further enhanced by the dramatic backdrop of the vast expanse of the sounds and the rugged profile of the Arran hills. The sense of distance and visual amenity of these panoramic views contribute to the scenic quality.'*
243. Views from the coastal edges are widely available, but visibility from the single-track road is more limited due to roadside vegetation which has reduced the extent of scenic views. The scenic views are a key quality of the visual amenity of the coastal part of the APQ between Ardlamont Point and Rubha Stillaig but is more variable from more inland parts of this APQ within the Archarossan Forest or further north within the APQ on South Cowal. As noted from **paragraph 175**, the people within the Western Ardlamont peninsula receptor group would experience a Major/Moderate and Significant visual effect. Whereas those people within the Eastern Ardlamont peninsula receptor would experience Moderate effect which would be Not Significant.
244. In summary, there would be no impacts on the physical landform or environmental assets within the APQ. The impacts on landscape character within the APQ would be Not Significant. The main impact on this APQ would arise as a result of the impact on the scenic quality of views from this APQ. The scale of change on the APQ would be Medium. Due to the extent of screening by landform and further by the extensive forestry and woodland cover, the geographic extent effected would be Limited. This Long Term change would result in a Moderate/Slight magnitude of change. This would represent a Moderate effect which would not be Significant on the South Cowal APQ.

7.7.7.3 Bute Area of Panoramic Quality (A&BC)

245. The Bute APQ is located over 11 km east of the proposed Development, across outer Loch Fyne and includes Inchmarnock and most of the Isle of Bute. The Kyles of Bute NSA is located on the northern end of the APQ. The designations are shown

⁵ Page 213 of Loch Fyne Integrated Coastal Zone Management Plan, Marine and Coastal Development Unit, Argyll and Bute Council, December 2009

on **Figure 7.1** and the extent of theoretical visibility is shown on **Figures 7.7 - 7.13**. **Viewpoints 13 and 14** are located within the APQ. This designated landscape is considered to be of High/medium sensitivity as a Regional designation for landscape quality with a High/Medium susceptibility to the proposed Development.

246. There is no document which sets out the 'special qualities' of the APQs, but these areas have been designated to protect the character of the landscape, physical landforms, scenic value and environmental assets they represent. The proposed Development is not within the designation itself, so the physical landform and environmental assets of the APQ would remain unaffected. The potential for effects could occur as a result of intervisibility from, or of the APQ with the proposed Development located on the head of the Kintyre peninsula on the scenic value or landscape character.
247. The landscape character type of this APQ would be the Rocky Mosaic LCT20 on Inchmarnock and on Bute the most open and elevated LCT would be the Bute Open Ridgeland LCT5a. LCTs on Bute are also the Bute Rolling Farmland with Estates LCT13a, Bute Basalt Lowlands LCT17a, and Bute Coastal Plain LCT19a. Whilst there are some adverse impacts predicted on the landscape character within this APQ, the impacts would be Not Significant.
248. Due to the separation distance, there would be no notable views towards Bute with the proposed Development seen in close association.
249. Scenic views out from this APQ are a key quality and the openness of the island allows for extensive views in all directions. The main views with highest scenic quality are those views towards Arran within outer Loch Fyne, north to the Kyles of Bute or south east to Cumbrae. Views to the Kintyre peninsula are present but are secondary as this landform is not particularly dramatic or scenic, compared to surrounding landscapes or islands. However, it is noted that views of the Kintyre peninsula do fall within the background of views towards Inchmarnock.
250. There would be views which would include the proposed Development from much of the western side of the isles, as illustrated in **Viewpoints 13 and 14**, where a Medium/Small scale of visual change would occur for people in this part of the APQ. As noted for the visual receptors on Bute in **paragraph 182**, there would be Moderate but Not Significant effects. The proposed Development would appear as a feature at the head of the Kintyre peninsula. From the open elevated locations it would be seen within the context of large scale panoramic views.
251. In summary, there would be no impacts on the physical landform or environmental assets within the APQ. The impacts on landscape character within the APQ would be Not Significant. The impacts on the visual receptors within this APQ would be Not Significant. The scale of change on the APQ would be Medium/Small. Due to the openness of the landscape but also the extent of screening by landform, the geographic extent effected would be Intermediate. This Long Term change would result in a Moderate/Slight magnitude of change. This would represent a Moderate effect which would not be Significant on the Bute APQ.

7.7.7.4 Knapdale Area of Panoramic Quality (A&BC)

252. The Knapdale APQ is located over 9 km west of the proposed Development. The designations are shown on **Figure 7.1** and the extent of theoretical visibility is shown on **Figures 7.7 - 7.13**. **Viewpoint 17** is located at a high point on the B8024 where views would be greatest, and an illustrative wireline is included on the shoreline of West Loch Tarbert. This designated landscape is considered to be of High/medium sensitivity as a Regional designation for landscape quality with a High/Medium susceptibility to the proposed Development.
253. There is no document which sets out the 'special qualities' of the APQs, but they have been designated to protect the character of the landscape, physical landforms, scenic value and environmental assets they represent. The proposed Development is not within the designation itself, so the physical landform and environmental assets of the APQ would remain unaffected. The potential for effects could occur as a result of intervisibility from, or of the APQ with the proposed Development located on the head of the Kintyre peninsula on the scenic value or landscape character.
254. The landscape character type of this APQ on the South Knapdale peninsula includes the Rocky Mosaic LCT 20 and Knapdale Upland Forest Moor Mosaic LCT 6b. Whilst there are some minor adverse impacts predicted on the landscape character within this APQ, the impacts would be Not Significant.
255. Key views from this APQ are out to Gigha, Islay, the Paps of Jura and Knapdale, as well as locally along the rocky coastline within South Knapdale and along West Loch Tarbert. Views to the Kintyre peninsula are very much secondary. The ZTVs

illustrate that there would only be a limited number of locations within the APQ where visibility would occur to the proposed Development. The greatest extent is illustrated in **Viewpoint 17** where the scale of change would be Negligible, due to the amount of screening by landform and further by tree cover.

256. In terms of the views of this APQ with the proposed Development, this would be perceptible from the southern part of Kintyre peninsula, Gigha and offshore areas. This is illustrated with **Viewpoint 20** on the northern edge of Gigha, where the upper parts of the turbines of the proposed Development would be visible adjacent to Freasdail, but appearing similarly within the upland area of the Kintyre peninsula. It would be clearly separated from the landscapes of South Knapdale and have little influence on the perception of this APQ.

257. In summary, there would be no impacts on the physical landform or environmental assets within the APQ. The impacts on landscape character within the APQ would be Not Significant. The main impact on this APQ would arise as a result of the impact on views from this APQ, and these would be very limited. It is considered that there would be a **Minor and Not Significant** effect on the South Knapdale APQ.

7.7.7.5 Designation Areas Summary and Conclusions

258. There were several landscapes designated for their scenic quality which were assessed, two of these were NSAs and three were local designations (although one was co-incident with the NSA on Arran and therefore not assessed separately). Of these areas, no significant effects were identified.

Table 7.17: Summary of Effects on Designated Areas

Designated Area	Sensitivity	Level of Effect
North Arran NSA and North Arran SLA	High	Moderate, Not Significant
Kyles of Bute NSA	High	Moderate, Not Significant
South Cowal APQ	High/Medium	Moderate, Not Significant
Bute APQ	High/Medium	Moderate, Not Significant
Knapdale APQ	High/Medium	Minor, Not Significant

7.7.7.6 Wild Land Area

259. Wild Land Areas are not a statutory designation but are included in Scottish Planning Policy (SPP) as 'Group 2: Areas of significant protection' under the spatial framework advice (SPP 2014, page 39) relating to windfarm development. This requires that any development within a Wild Land Area must "*demonstrate that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.*"

260. Although the proposed Development is not within a Wild Land Area, NatureScot requested a Wild Land Assessment be included for North Arran and that this include both cumulative and night-time impacts. This assessment is included in **Technical Appendix 7.8**. Two of the four identified wildness attributes of the North Arran WLA would be affected by the proposed Development, primarily due to the introduction of new views of turbines from some small areas within Glen Catacol and Gleann Easan Biorach. The resulting magnitude of change on the WLA would be Slight/Negligible, leading to a **Moderate/Minor and Not Significant** on the North Arran WLA.

7.8 Cumulative Landscape and Visual Effects

7.8.1 Introduction

261. In line with GLVIA3 and NatureScot guidance on Assessing the Cumulative Impact of Onshore Wind Energy Developments, the assessment of cumulative effects should focus on whether there are any likely significant cumulative impacts which are reasonably foreseeable and which are likely to influence the decision making of the proposed Development, rather than an assessment of every potential cumulative effect. As recommended by the NatureScot cumulative guidance, this assessment focusses on the '*additional cumulative change which would be brought about by the proposed development*' (bottom of page 6 of NatureScot Guidance).

262. In this section, the proposed Development is referred to as Earraghail Renewable Energy Development (RED) in order to prevent confusion and differentiate it from other proposed developments that are being considered.

7.8.2 Assessment Scenarios

263. It is important to differentiate between the assessment of cumulative effects arising from Earraghail RED with projects that are operational/under construction (baseline) or which are consented which can be considered as part of a scenario with some certainty; and those that are proposed and about which there can be little certainty. Accordingly, the assessment distinguishes between these scenarios. The assessment has only included consideration of one proposal at Scoping stage, as there is no certainty that the rest of these proposals will progress to planning submissions and the nature of the developments are likely to be subject to change.

264. The cumulative assessment considers the additional effects arising from the proposed Development to the different cumulative scenarios, which are as follows:

- Scenario 2 (future baseline) –all operational and consented developments;
- Scenario 3 –all operational, consented and proposed developments with a submitted planning application; and
- Scenario 4 –all operational, consented and selected proposed developments which are still at Scoping stage but likely to be submitted around the same time as Earraghail RED.

265. As noted in **Section 7.3.5**, the potential for significant cumulative effects would be contained within a 20 km radius and the cumulative developments are listed in **Table 7.6**. The location of these potential developments is illustrated on **Figure 7.5**. The cumulative ZTVs presented in **Figures 7.16 – 7.20** replicate the various assessment scenarios to be assessed.

266. Scenario 2 contains four consented developments listed in **Table 7.6**, in addition to the operational baseline. Scenario 3 consists of a further two renewable energy proposals and Scenario 4 consists of one further development.

7.8.3 Cumulative Landscape and Visual Effects

267. Earraghail RED would be located within the Upland Forest Moor Mosaic LCT (6). The location of other windfarm projects in relation to LCTs and planning designations within an approximate 15-20 km radius is illustrated within **Figures 7.13 and 7.14**. The location of cumulative developments in relation to visual receptors is illustrated within **Figure 7.15**. The visualisations for all Viewpoints include the cumulative developments listed in **Table 7.6**.

268. Notable cumulative interactions with the consented sites (Scenario 2) would primarily arise with Eascairt, 7 km to the south of Earraghail RED but also potentially with Airigh within the South Knapdale peninsula 11 km away and High Constellation 14 km away adjacent to Cour windfarm within the Kintyre peninsula. Interactions with the consented single turbine at Kilchamaig Farm (23.8 m to tip) are likely to be very limited and localised and unlikely to result in significant cumulative effects.

269. Notable cumulative interactions with the other proposals (Scenarios 3 and 4) would include Sheirdrim, 6 km to the south within the Kintyre peninsula and Rowan within the South Knapdale peninsula 9 km away and potentially further south within the Kintyre peninsula with Narachan, 17 km away.

270. The following assessment focuses on the likely significant cumulative interactions on landscape character and key visual receptors including local residents, key tourist routes and local roads. The steepness of landform which forms the Kintyre peninsula leads to a lack of intervisibility with most of the coastal settlements and roads on the Kintyre peninsula and reduces the potential for likely significant cumulative interactions with many landscape and visual receptors.

7.8.4 Scenario 2: Fully Consented Future Baseline

7.8.4.1 Landscape Character

271. As set out in **Section 7.7.5** with the operational and under construction (Scenario 1), the extent of significant effects upon landscape character from the addition of Earraghail RED would be limited to the host, Upland Forest Moor Mosaic LCT (6). Eascairt would be located further south along the Kintyre peninsula in proximity to the operational Freasdail but no closer to Earraghail RED than Freasdail would be (5 km separation distance maintained). Further south along the Kintyre peninsula will be the High Constellation/Cour grouping. There are/will be further clusters and groups of turbines south within the upland of the Kintyre peninsula towards Campbeltown.
272. Airigh will be located within the Knapdale Upland Forest Moor Mosaic LCT (6b) on the South Knapdale peninsula, to the west of the Kintyre peninsula, over 11 km from Earraghail RED. These two developments would be seen within clearly separate landscapes and have different areas of influence.
273. With regard to the strategic pattern of wind energy development, Scenario 2 will establish a clustered pattern of development within the upland of the Kintyre peninsula, as illustrated in **Figures 7.4 and 7.5**. Some clusters would contain more than one development, such as at Cour/High Constellation which results in variable cluster sizes but for the most part they would remain visually distinct from one another. This future baseline will retain the Kintyre peninsula occurrence of the Upland Forest Moor Mosaic LCT as one 'with wind farm'. This in line with the ABLWECS⁶ which identifies that a 'Landscape with wind farms' is an appropriate landscape strategy for the Kintyre peninsula.
274. Assuming the prior presence of the fully consented baseline, the addition of Earraghail RED to this scenario would introduce another cluster at the northern end of the Kintyre peninsula within a LCT which is already influenced by wind energy development. The existing pattern of clustered development with '*clear and generous spaces between them*' would not be altered. The Upland Forest Moor Mosaic LCT (6) on the Kintyre peninsula would be maintained as a '*Landscape with wind turbines*', whereby renewable energy generation is a key characteristic of landscape character, but not of sufficient dominance where it '*forms the main defining feature*'. The addition of Earraghail RED to the fully consented baseline would result in a **Moderate** and **Significant** effect (same level as Scenario 1) on the Upland Forest Moor Mosaic LCT (6).

7.8.4.2 Visual Effects

275. Due to the differing visual influence of the consented developments compared to Earraghail RED, the main visual receptors likely to be affected in this scenario would be route receptors which would experience sequential effects or those on Arran where views over much of the Kintyre peninsula are available.
276. **Arran** including the **Lochranza / Catacol receptor group, Arran Coastal Way, Newton Point** and the **Ferry to Kintyre**. These receptors are illustrated with reference to **Viewpoints 8, 9**, the ZTVs of **Figures 7.7-7.10, Figure 7.15** and **Technical Appendix 7.6**. From this group, both High Constellation and Eascairt will be clearly visible on the opposite side of the Kilbrannan Sound within the upland of the Kintyre peninsula, both closely associated with operational developments (either Cour or Freasdail). The addition of Earraghail RED would lead to another clearly separate cluster at the head of the Kintyre peninsula, with a similar gap between groups. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters present in views to the Kintyre peninsula but would usually occur where turbines are already present in the views along the Kintyre. The level of effect for these receptors on the northern part of Arran and ferry route would be **Major/Moderate (Significant)** (same level as Scenario 1) as reported for the operational baseline within the LVIA.
277. **Kintyre Way**: This route extends along the length of the Kintyre peninsula and is already strongly influenced in places by the presence of operational windfarms and this would increase with the consented baseline, most notably by Eascairt which will be adjacent to the route. The addition of Earraghail RED would lead to close range views as the route extends through the proposed array between Tarbert and Skipness. This would result in another section of the route where walkers would obtain close proximity views of renewable energy. However, it should be noted that there would be nearly 8 km length of the route between Earraghail RED and Eascairt, where there would be more limited views to renewable energy. The addition of

⁶ Paragraph 3.10.7 Argyll and Bute Landscape Wind Energy Capacity Study. Carol Anderson Landscape Associates 2017

Earraghail RED to this fully consented baseline would increase the number of clusters which strongly influence walkers on the Kintyre Way and the level of effect would be **Major/Moderate (Significant)** (same level as Scenario 1).

278. **Kintyre 66:** This is a locally designated tourist driving loop using the A83, B842 and B8001 and is illustrated with **Viewpoints 3, 4, 11 and 12** and **Figure 7.15**. From this route, High Constellation and Eascairt would be visible from the B842 in views back to the Kintyre peninsula but not in outwards views. Eascairt would be clearly noticeable in views from the B8001 within the upland area. Airigh would be visible intermittently in outward views from the A83. The addition of Earraghail RED would be very intermittent along this route in views inland to the Kintyre peninsula, noting that main views from the route are offshore rather than inland. However, it would add another cluster of wind turbines present within the upland of the Kintyre peninsula. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters which are present in views inland and the level of effect would be **at Moderate/minor (Not Significant)** (same level as Scenario 1).

279. **Caledonia Way:** This is a long distance cycle route from Oban to Campbeltown and is illustrated with **Viewpoints 3, 4, 11, 17, 22** and **Figure 7.15**. From this route, Airigh will be visible intermittently whilst on the South Knapdale peninsula. Eascairt will be visible most notably whilst the route uses the B8001, but also intermittently on the B842. High Constellation will also be visible intermittently along the B842. The addition of Earraghail RED would be very intermittent along this route and would add another cluster of wind turbines present within the upland of the Kintyre peninsula. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters which are present in views inland and the level of effect would be **Moderate/minor (Not Significant)** (same level as Scenario 1).

7.8.4.3 Landscape Designations

280. There would be limited changes to the impacts noted for the Kyles of Bute NSA or Bute and South Cowal APQs as a result of the fully consented baseline compared to those reported with the operational baseline. Airigh is located within the Knapdale APQ and will have some impacts but given the limited influence of Earraghail RED the cumulative impacts would remain the same as reported for the operational baseline in Scenario 1.

281. **North Arran NSA / SLA:** In Scenario 2, Eascairt and High Constellation would be visible on the Kintyre peninsula and would be noticeable in views from parts of the NSA. The addition of Earraghail RED would lead to another clearly separate cluster at the head of the Kintyre peninsula, with a similar gap between it and the cumulative baseline groups of turbines. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters present in views to the Kintyre peninsula but would occur where turbines are already present in the views. The only special quality to be influenced is that relating to recreational interests within the NSA. The addition of Earraghail RED would result in a Moderate and Not Significant effect (same level as Scenario 1) and all the special qualities would all remain well expressed.

7.8.5 Scenario 3: Consented Baseline with Other Proposals

7.8.5.1 Sheirdrim

282. **Landscape Character:** The characterising influence of Sheirdrim would be closely associated with Freasdail and Eascairt within the Upland Forest Moor Mosaic LCT. In relation to Earraghail RED, the Sheirdrim array would be located further south, behind Freasdail and as a result there would be no reduction in the separation distance between Earraghail RED and the Freasdail/Eascairt/Sheirdrim cluster. The addition of Earraghail RED to this scenario would add another cluster at the northern end of the Kintyre peninsula within a LCT which is already influenced by wind energy development.

283. In terms of the strategic pattern of wind energy development, assuming the fully consented baseline and Sheirdrim, the addition of Earraghail RED would maintain the existing pattern of development along the Kintyre peninsula, but would increase the number of discrete clusters present within the upland.

284. Assuming the prior presence of the fully consented baseline and Sheirdrim, the addition of Earraghail RED would be **Moderate effect (Significant)** on the Upland Forest Moor Mosaic LCT (6) (same level as Scenario 2).

285. **Visual Effects:** Sheirdrim would be located adjacent to the existing and consented Freasdail and Eascairt, south of the B8001. There would be some receptors on Arran where combined views of Earraghail RED and Sheirdrim would be possible, as well as some route receptors or from some elevated locations. Sheirdrim would have limited effects on South Cowal where Earraghail RED has greater influence whilst Earraghail RED would have limited impacts on South Knapdale, where Sheirdrim would have greater influence.

286. **Arran** including the **Lochranza / Catacol receptor group, Arran Coastal Way, Newton Point** and the **Ferry to Kintyre**: These receptors are illustrated with reference to **Viewpoints 8, 9**, the ZTVs of **Figures 7.7-7.10, Figure 7.15, Figure 7.18** and **Technical Appendix 7.6**. From this group, Sheirdrim would be visible on the opposite side of the Kilbrannan Sound within the upland of the Kintyre peninsula, generally appearing in between Freasdail and Eascairt. The addition of the Earraghail RED would lead to another clearly separate cluster at the head of the Kintyre peninsula, with a similar gap between groups. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters present in views to the Kintyre peninsula but would usually occur where turbines are already present in the view along the Kintyre. Assuming the prior presence of the fully consented baseline and Sheirdrim, the level of effect for these receptors on the northern part of Arran and ferry route would be **Major/Moderate (Significant)** (same level as the Scenario 2).
287. **Kintyre Way**: This route extends along the length of the Kintyre peninsula and is already strongly influenced in places by the presence of operational windfarms and will be further influenced by the consented baseline. The addition of Sheirdrim would most notably occur in association with Eascairt, where the route would extend between the two sites. The addition of Earraghail RED would lead to close range views as the route extends through the proposed array between Tarbert and Skipness, representing a similar experience to that of Eascairt/Sheirdrim. This would result in another section of the route where walkers would obtain close range views of renewable energy. The addition of Earraghail RED to the fully consented baseline and Sheirdrim would increase the number of clusters which strongly influence walkers on the Kintyre Way and the level of effect would be **Major/Moderate (Significant)** (same level as Scenario 2).
288. **Kintyre 66**: This is a locally designated tourist driving loop using the A83, B842 and B8001 and is illustrated with **Viewpoints 3, 4, 11 and 12** and **Figure 7.15**. From this route Sheirdrim would be clearly visible from the B8001 and parts of the A83 around Clachan, in views back to the Kintyre peninsula. The addition of Earraghail RED would be very intermittent along this route in views inland to the Kintyre peninsula, noting that main views from the route are offshore rather than inland. However, it would add another cluster of wind turbines present within the upland of the Kintyre peninsula. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters which are present in views inland and the level of effect would be **Moderate/minor (Not Significant)** (same level as Scenario 2).
289. **North Arran NSA/SLA**: Sheirdrim would be seen in close association with Freasdail and Eascairt, appearing as an enlarged array, as illustrated in **Viewpoints 8, 9, 18 and 19**, but remaining distinct from High Constellation/Cour. The addition of Earraghail RED to this baseline would add another distinct cluster and increase the number of clusters present in views to the Kintyre peninsula. The only special quality to be influenced is that relating to recreational interests within the NSA and the overall level of effect for recreational receptors within the NSA. The addition of Earraghail RED would result in a Moderate and Not Significant effects (same level as Scenario 2) and all the special qualities would all remain well expressed.

7.8.5.2 Narachan

290. **Landscape Character**: Narachan would also be located within the Upland Forest Moor Mosaic LCT (6) and would be perceived between Cour/High Constellation and Deucheran Hill clusters. Earraghail would be c. 17 km from Narachan and would sit clearly separate from that grouping. The addition of Earraghail RED to this scenario would introduce another distinct cluster at the northern end of the Kintyre peninsula within a LCT which is already influenced by wind energy development. In terms of the strategic pattern of wind energy development, assuming the fully consented baseline and Narachan, the addition of the Earraghail RED would not alter the established pattern of development but would increase the number of clusters present within the upland.
291. Assuming the prior presence of the fully consented baseline and Narachan, the addition of the Earraghail RED would be **Moderate effect (Significant)** on the Upland Forest Moor Mosaic LCT (6) (same level as Scenario 2).
292. **Visual Effects**: Due to the very differing visual influence of Narachan compared to Earraghail RED, the main visual receptors likely to be affected in this scenario would be route receptors which would experience sequential effects or those on Arran where views over much of the Kintyre peninsula are available.
293. **Arran** including the **Lochranza / Catacol receptor group, Arran Coastal Way, Newton Point** and the **Ferry to Kintyre**. These receptors are illustrated with reference to **Viewpoint 9**, the ZTVs of **Figures 7.7-7.10, Figure 7.15, Figure 7.19** and **Technical Appendix 7.6**. From this group, Narachan would be visible on the opposite side of the Kilbrannan Sound within the upland of the Kintyre peninsula, generally associated with Cour/High Constellation. The addition of the Earraghail RED would lead to another clearly separate cluster at the head of the Kintyre peninsula, with a similar gap between groups. The addition of Earraghail RED to this fully consented baseline would increase the number of clusters present in views to the

Kintyre peninsula but would usually occur where turbines are already present in the view along the Kintyre. Assuming the prior presence of the fully consented baseline and Sheirdrim, the level of effect for these receptors on the northern part of Arran and ferry route would be **Major/Moderate (Significant)** (same level as Scenario 2).

294. **Kintyre 66:** This is a locally designated tourist driving loop using the A83, B842 and B8001 and is illustrated with **Viewpoints 3, 4, 11 and 12, and Figure 7.15**. As illustrated on **Figure 7.19**, views of Narachan from this route would be visible from only a short section of the A83 north of Clachan and from the B842 mainly near Carradale in views back to the Kintyre peninsula. The addition of Earraghail RED would lead to very intermittent views of this cluster along this route in views inland to the Kintyre peninsula, noting that main views from the route are offshore rather than inland. However, it would add another distinct cluster of wind turbines present within the upland of the Kintyre peninsula. The addition of Earraghail RED to this fully consented baseline and Narachan would increase the number of clusters which are present in views inland and the level of effect would be **Moderate/minor (Not Significant)** (same level as Scenario 2).

295. **North Arran NSA/SLA:** Narachan would be seen in close association with the Cour/High Constellation cluster and Deucheran Hill cluster, as illustrated in **Viewpoints 9, 18 and 19**. The addition of Earraghail RED to this baseline would lead to another clearly separate cluster at the head of the Kintyre peninsula and would increase the number of clusters present in views to the Kintyre peninsula. The only special quality to be influenced is that relating to recreational interests within the NSA. The addition of Earraghail RED would result in a Moderate and Not Significant effect (same level as Scenario 2) and all the special qualities would all remain well expressed.

7.8.6 Scenario 4: Consented Baseline with Proposal at Scoping

7.8.6.1 Rowan (formerly known as Kilberry)

296. **Landscape Character:** Rowan would be located within the Knapdale Upland Forest Moor Mosaic LCT (6b) on the South Knapdale peninsula, to the west of the Kintyre peninsula, nearly 9 km from Earraghail RED. It would occur about halfway between the operational Allt Dearg/Srondoire cluster and the consented Airigh cluster but appearing as a clearly distinct array within the upland afforested area. Rowan and Earraghail RED would be seen within clearly separate landscapes and would have different areas of influence on landscape character. The addition of Earraghail RED to this scenario would introduce another cluster at the northern end of the Kintyre peninsula within and adjacent to LCTs which would already be influenced by wind energy development.

297. In terms of the strategic pattern of wind energy development, assuming the fully consented baseline and Rowan, the addition of Earraghail RED would maintain the existing pattern of development along the Kintyre peninsula. It would not affect the pattern of development in the South Knapdale area.

298. Assuming the prior presence of the fully consented baseline and Rowan, the addition of Earraghail RED would be **Moderate effect (Significant)** on the Upland Forest Moor Mosaic LCT (6) (same level as Scenario 2).

299. **Visual Effects:** Rowan would result in additional turbine development, visible within the South Knapdale peninsula. There would be few receptors where combined views of Earraghail RED and Rowan would be possible, generally limited to elevated locations.

300. In views from the likes of Tarmore Hill Bute **Viewpoint 14**, Achrossan Forest Cowal **Viewpoint 15**, and summits on Arran **Viewpoints 18 and 19**, Rowan would be seen in a clearly separate location and not perceived within the Kintyre peninsula. Adding Earraghail RED to this scenario would create another cluster at the head of the Kintyre peninsula but would be clearly separate from Rowan. At all of these locations the assuming the prior presence of the fully consented baseline and Rowan, the addition of Earraghail RED would result in the same level of effect as Scenario 2.

301. In other locations, at lower level either Rowan would have limited influence or Earraghail RED would have limited influence. However, there would be an increase in the number of wind clusters present in the surrounding upland within the lower Loch Fyne area which would be perceptible sequentially, but would not represent an elevated level of impact.

302. **South Cowal APQ:** Rowan would be seen on the South Knapdale peninsula across lower Loch Fyne as illustrated in **Viewpoints 5** or from elevated locations such as **Viewpoint 15**. As indicated on the cumulative ZTV **Figure 7.20**, whilst Rowan and Earraghail RED share some of their theoretical visibility within the APQ, they each have notable patches of independent visibility which illustrates the changeable topography and variable direction of views from this area. Assuming the prior presence of the fully consented baseline and Rowan, the addition of Earraghail RED would result in an increase in

the number of wind clusters present in the surrounding upland within the lower Loch Fyne area. The addition of Earraghail RED to this baseline would result in a **Moderate** effect which would be **Significant** (same level as Scenario 2).

7.8.7 Potential Cumulative Combinations

303. **Landscape Character:** The operational and consented development has established a clustered pattern of development within the upland of both the Kintyre and South Knapdale peninsulas. In the event that the other proposals of Sheirdrim, Narachan and Rowan were consented and constructed the some of the clusters would be notably enlarged. The addition of Earraghail RED would create a new cluster at the head of the Kintyre peninsula but it would not encroach into any of the strategic gaps between the other groups of turbines. It would add another distinct cluster within, and adjacent to, LCTs which would already be influenced by wind energy development. Assuming the prior presence of operational, consented and these other proposed Developments, the addition of Earraghail RED would be **Moderate** effect (**Significant**) on the Upland Forest Moor Mosaic LCT (6).

304. **Visual Effects:** Assuming the prior presence of the fully consented baseline and the proposed Developments of Sheirdrim, Narachan and Rowan, the addition of Earraghail RED would be to increase the number of wind clusters present along the Kintyre peninsula and within the outer Loch Fyne area.

305. This would be most notable from Arran where much of the length of the Kintyre peninsula (Narachan and Sheirdrim with Rowan behind) is visible and Earraghail RED would appear at the head of the peninsula as a separate cluster.

306. From lower and outer Loch Fyne, Earraghail, Rowan and the Allt Dearg group would be perceived within the upland areas on the western side of loch. They would mainly be perceived together from mainly sequential receptors or very elevated positions such as hill summits, such as at **Viewpoints 14** and **15**.

307. Whilst there would be an increase in the sequential effects for some users, given the variable areas of influence of the different clusters, the level of effects would be similar to those described in the other scenarios.

7.8.8 Cumulative Summary and Conclusions

308. The cumulative assessment assesses the effect resulting from the addition of Earraghail RED to the different cumulative scenarios. This includes Scenario 2 (fully consented baseline), Scenario 3 (fully consented baseline with other proposed developments with submitted planning applications) and Scenario 4 (full consented baseline with selected developments at Scoping stage). It is important to differentiate between the assessment of cumulative effects arising from Earraghail RED with developments that are operational/under construction (Scenario 1 baseline) or which are consented which can be considered as part of a scenario with some certainty; and those that are still proposed and about which there can be little certainty.

309. The steepness of landform which forms the Kintyre peninsula leads to a lack of intervisibility with most of the coastal settlements and roads on the Kintyre peninsula and reduces the potential for likely significant cumulative interactions with many landscape and visual receptors. Earraghail RED would be perceived as a new renewable energy development at the head of the Kintyre peninsula and would be seen distinctly, well separated from other developments further south along the Kintyre peninsula or further north within South Knapdale. The addition of Earraghail RED would increase the number of discrete clusters present within views and the upland of the Kintyre peninsula.

310. In Scenario 2, the landscape impact on the host Upland Forest Moor Mosaic LCT (6) would be **Moderate** and **Significant**, which is the same as Scenario 1. The strategic pattern of wind energy along the Kintyre peninsula would be maintained as a '*Landscape with wind farms*'. The visual effects would be **Moderate/Major** and **Significant** (same as Scenario 1) for those receptors at the northern end of Arran and the ferry from Lochranza and those travelling on the Kintyre Way. The visual effect for those using the Kintyre 66 or the Caledonia Way would be **Moderate/Minor** and **Not Significant** (same as Scenario 1). In Scenario 2, Earraghail RED would not have a significant effect on the North Arran NSA/SLA.

311. In Scenario 3 with the other proposed developments of Sheirdrim (6 km away) and Narachan (17 km away), these developments would also be located within the Upland Forest Moor Mosaic LCT (6) of the Kintyre peninsula but would be associated with other operational and consented sites further south. Assuming either of these were present in the landscape, the addition of Earraghail RED would result in a **Moderate (Significant)** effect on landscape character (same as Scenario 2). In Scenario 3 the separation distances and differing visual influence would limit cumulative visual impacts to those primarily on Arran or those which are sequential in nature. Those at the northern end of Arran, the ferry from Lochranza and those walking the Kintyre Way would result in a **Moderate/Major** and **Significant** effect (same as Scenario 2). The visual effect for those

using the Kintyre 66 would be **Moderate/minor** and **Not Significant** (same as Scenario 1). In Scenario 3, Earraghail RED would not have a significant effect North Arran NSA/SLA.

312. In Scenario 4 with Rowan (9 km away) currently at Scoping, these developments would be seen within clearly separate landscapes and would have different areas of influence on landscape character. The addition of Earraghail RED would not affect the pattern of development in the South Knapdale area. There would be no change to the landscape impact in this Scenario. Combined views of Earraghail RED and Rowan would be limited to elevated locations where they would be perceived separately with no changes to the levels of impact reported, compared to Scenario 2. However, there would be an increase in the number of wind clusters present in the surrounding upland within the lower Loch Fyne area which would be perceptible sequentially, but the addition of Earraghail Scenario 4 would not represent an elevated level of impact compared to Scenario 2.

7.9 Night-time Landscape and Visual Effects

7.9.1 Summary of Visible Aviation Lighting Requirements and Mitigation

313. The proposed Development will require visible aviation lighting. As set out within the Indicative Aviation Lighting Landscape and Visual Impact Mitigation Plan (IALLVIMP) (**Technical Appendix 15.4:**) and the aviation section of **Chapter 15**, the current Civil Aviation Authority (CAA) policy statement (July 2017) requires that the lights will comprise a single 2000 candela steady red light mounted on the nacelle and a 32 candela steady red light mounted around the tower (three are required so as to be visible in all directions) at half the hub height.
314. Unlike many aviation lights which currently exist in Scotland, such as on large TV masts, bridges and some existing wind turbines, the lights proposed would include some mitigation. As noted in **Technical Appendix 15.4**, this includes automatic (controlled by sensors installed on the turbines) dimming of the lights to a nominal intensity of 200 candela during periods of meteorological visibility in excess of 5 km. Directional Intensity which has the potential to reduce the intensity of the lights for nearby receptors located at elevations below the turbine nacelles. The switching on and off of lights would be controlled by a timer 30 minutes after sunset until 30 minutes before sunrise, and not by photocells or similar that respond to particular light levels, thereby not incurring effects in the daytime. This embedded mitigation is included within this assessment.
315. As noted in **Technical Appendix 15.4**, an aviation detection-lighting system is proposed as additional mitigation following further discussions with the regulator and has been assessed separately within the assessment.

7.9.2 Approach and Scope of the Assessment

316. The methodology used in this assessment is consistent with Guidelines of Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) and that in **Technical Appendix 7.1**.
317. There is a distinction between light pollution or nuisance and the effect of lighting on the character and amenity of the landscape at night. This is not a technical lighting assessment but focusses on the night-time effects as a result of the introduction of new artificial lighting, with consequent effects.
318. This part of the assessment is still an emerging area regarding the scope and receptors which would be impacted as a result of the aviation lighting. It is clear that night-time impacts would occur on the visual amenity of the area, but there is some debate regarding the extent of impact on surrounding landscape character. One of the most recent and relevant determinations by Scottish Ministers⁷ stated that *'Reporters conclude that proposed aviation lighting would be a visual impact alone and consider that without being able to see and fully appreciate the features of the landscape and the composition of views, it is not possible to carry out a meaningful landscape character assessment. The Scottish Ministers concur with this conclusion.'*
319. However, in correspondence since this determination NatureScot have requested that *'Qualities of wildness/ remoteness are also a key aspect of the landscape experience in this area as highlighted in the LWECS as a key constraint: "The rugged and*

⁷ Page 12 of Crystal Rig Wind Farm Phase IV Scottish Ministerial Determination Letter dated 24 March 2021

remote coast between Skipness and Tarbert which has some qualities of wildness and is visible from outer Loch Fyne and the west coast of the Ardlamont peninsula.” The effects of the proposal on the experience of the landscape should be fully considered.⁸

320. As requested by NatureScot, some consideration will be given to the impact on these local landscapes as a result of the aviation lighting. In this context, effects on landscape character at night would be almost exclusively concerned with perceptions of darkness and remoteness, as the key characteristic constituent elements of landscapes are generally obscured after dark.
321. **Figure 7.3** illustrates the existing light environment. The aviation lighting ZTVs are presented in **Figures 7.11** and **7.12**, with and without screening. These ZTVs illustrate the potential for visibility of the nacelle lights (same as the hub height ZTVs) and tower lights combined. The North Arran WLA was identified by Consultees as an important night-time receptor and the boundary is shown on these ZTVs. All wirelines have included the potential visibility of lighting. Visualisations at dawn/dusk have been prepared for **Viewpoints 7, 8, and 18** and as requested by NatureScot have not included the mitigation proposed but have included the potential cumulative night-time impacts. These have been selected as representative of potential landscape and visual receptors which are most likely to be affected at night from a range of directions and elevations.

7.9.3 Potential Effects

322. The aviation lights would be visible as points of light, especially where there would be a high degree of contrast at the viewpoint (i.e. the lights were seen against a dark sky / dark landmass or where there would be little or no existing artificial light sources present).
323. During periods of greater ambient light, (e.g. sunset, twilight, dusk, dawn) there would be a reduced effect as the contrast of the aviation lighting against the background would be less. The hours of darkness vary considerably across Scotland. The lights would be switched on 30 minutes after sunset until 30 minutes before sunrise. Therefore, in Skipness on the longest day on 21st June, the lights would be on between 22:40 and 04:06 but there would be no full darkness. By contrast on the shortest day on 21st December, the lights would be on between 16:19 and 08:19 and full darkness is c.12 hours⁹. This variation means that in summer the lighting would not be switched on when people are predominantly active and contrast with the background would be reduced. However, in winter the lighting would be switched on during peak active times.
324. Due to the location of the lighting on the turbines relative to the rotating blades, this can result in a blinking effect caused by the screening effect of blades as they travel past the lights. These effects are dependent upon the rotation speed of the blades, direction of wind and the location of the receptor. Where a number of lit turbines are present in the view, such blinking is likely to be at the same frequency but uncoordinated.

7.9.4 Sensitivity of Receptors

325. For landscape character areas, susceptibility is judged based on the degree to which they are currently characterised by darkness. Value is judged based on similar factors as for the daytime assessment unless suggested otherwise. For example, identification of a Dark Sky Park which would increase value; or if value is based on scenic qualities which are not appreciable at night, the value may decrease.
326. For visual receptors, the value attached to night-time views are considered to be low unless there is a particular feature that can be best appreciated in the hours of darkness. This may include views of stars and the night sky that are only possible in particularly dark areas or views of well-known landmarks that are lit up at night. The susceptibility of visual receptors also differs at night reflecting the different activities people undertake in the hours of darkness. For example, drivers using roads at night tend to be more focused on the road and the area illuminated by their headlights than during the day and may have oncoming headlights, cats eyes or other reflective signage drawing their attention, resulting in lower susceptibility. This is particularly the case on unlit rural roads that may be narrow and winding. On the other hand, people taking part in activities requiring darkness, such as stargazing, would be of higher susceptibility.

⁸ Page 4 of Earraghail RED - Advice on the Scope of the LVIA dated 14 July 2021

⁹ Information obtained from <https://www.thetimeandplace.info/>

7.9.5 Existing Night-time Environment of the Study Area

327. The existing environment at night is predominantly very dark, particularly offshore and in the western half of the study area, with more lighting present closer to the more populated areas in Ayrshire. **Figure 7.4** which uses satellite data to map light pollution confirms this.

328. There are no Dark Sky Parks within the study area, which are more sensitive to visual changes at night. However, stargazing is a recreational activity which may occur in more rural areas such as the study area. The Argyll Hotel (Putechan) Bellochantuy on the A83 north of Campbeltown on the west coast of Kintyre runs some stargazing events but at over 35km away and well outside the ZTV, there would be no impact on that visual receptor. There are also some star and moon gazing events on Arran.

7.9.6 Potential Cumulative Night-time Impacts

329. Consultees have requested that worst case night-time cumulative impacts be considered. Of the cumulative developments within the detailed cumulative assessment those which have, or are over 150 m where obstacle lighting would be required include:

- Narachan – proposal of 17 turbines 180m to tip and will therefore require nacelle and tower lighting; and
- Rowan - proposal of 13 turbines 200m to tip and will therefore require nacelle and tower lighting.

7.9.7 Viewpoint Analysis

The night-time viewpoint analysis for all viewpoints is located within **Technical Appendix 7.7**. Receptors are different from the daytime analysis and the analysis includes cumulative.

7.9.8 Landscape Effects

330. As noted in **Section 7.9.2**, consideration will be given to the impact on local landscape character as a result of the visible aviation lighting.

7.9.8.1 ABC6 Upland Forest Moor Mosaic (A&BC 2017) / 39 Plateau Moor and Forest – Argyll (NS 2019)

331. The site is not within a Wild Land Area or local area particularly noted for dark skies. Whilst the *'coast between Skipness and Tarbert has strong wildland qualities because of its ruggedness, naturalness and remoteness'*¹⁰, the Site itself sits above the coastline within the upland area. This landscape is considered to be of Medium susceptibility as it is a dark landscape (but not exceptionally so) and of community/regional value leading to a Medium sensitivity at night.

332. The area at the head of the Kintyre peninsula is a mix of both open moorland and forestry and the baseline at night is dark. As illustrated on the ZTVs for Aviation Lighting **Figures 7.11-12**, many of the areas affected in the day would be affected at night with the extent of forestry and woodland reducing the extent of this considerably. **Viewpoint 1** is located within the Site and it is clear that at night the lights would be clearly visible from open areas but few other landscape characteristics would be present.

333. From the open areas, the reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting and thereby reduce the influence of the lighting on local landscape, but any visible lighting would still contrast with the dark baseline. The introduction of visible aviation lighting would influence the northern part of this LCT. However, the extent of commercial forestry would limit areas where lighting would be experienced and reducing the extent of this influence. The influence on the northern coast itself would be very limited due to screening by intervening landform and further by the woodland covering it. There would be a Medium scale of change over an Localised extent of this unit. These changes are considered to be Long Term which would lead to a Moderate/Slight magnitude of change. For this LCT of High/Medium sensitivity, this would lead to a **Moderate** effect which would be **Not Significant**.

334. **Additional Mitigation:** If the aviation detection lighting system were to be implemented, the duration the lights would be on would be so limited as to reduce the magnitude of change to Slight/Negligible resulting in a **Minor/Negligible** level of effect for the proposed Development which would be **Not Significant**.

¹⁰ Page 55, Argyll and Bute Landscape Wind Energy Capacity Study Volume Two, Carol Anderson Landscape Associates, 2017

335. **Cumulative effects:** Narachan would also be located within this LCT, over 17 km south along the Kintyre peninsula. There would be few locations where both sites would be visible and therefore their influence at night would be predominantly separate. There would be no change to the Moderate effect (Not Significant) effect reported at night.

7.9.8.2 ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019)

336. This landscape is considered to be of Medium susceptibility as it is a dark landscape (but not exceptionally so) and of regional value leading to a Medium sensitivity at night.

337. The area of Rocky Mosaic within South Cowal/Ardlamont peninsula has been identified by Consultees as a landscape which might be affected at night, as head of the Kintyre peninsula often forms part of the background or horizon of views within this LCT. Whilst many of the qualities of local character are not appreciable at night, the lights would be visible across Loch Fyne from open western parts of this LCT, as indicated on the Aviation ZTVs **Figures 7.11** and **7.12** and night-time photomontage for **Viewpoint 7**. Here the nacelle lights would be clearly visible above the horizon to the west with low intensity towers lights being much less noticeable. The reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting and thereby reduce the influence of the lighting on this landscape, but any visible lighting would still contrast with the dark baseline.

338. The introduction of visible aviation lighting would influence the western part of Rocky Mosaic on South Cowal/Ardlamont peninsula. However, the extent of commercial forestry would limit areas where lighting would be experienced and reducing the extent of this influence. There would be a Small scale of change over a Localised extent of this unit. These changes are considered to be Long Term which would lead to a Slight magnitude of change. For this LCT of Medium sensitivity, this would lead to a **Moderate/Minor** effect which would be **Not Significant**.

339. **Additional Mitigation:** If the aviation detection lighting system were to be implemented, the duration the lights would be on would be so limited as to reduce the magnitude of change to Negligible resulting in a **Minor/Negligible** level of effect for Earraghail RED which would be **Not Significant**.

340. **Cumulative effects:** Rowan would also be present in views from the South Cowal/Ardlamont peninsula occurrence of the Rocky Mosaic. However, due to the changeable topography and variable direction of views from this area, combined views of lights to both developments would be rather limited. There would be no change to the **Moderate/Minor** effect (**Not Significant**) effect reported at night.

7.9.9 Visual Effects

341. The impact on visual receptors at night is different from the impact in the daytime presented in the main LVIA. The receptors potentially affected are different and their sensitivity may also be different.

342. Residents would remain of similar sensitivity. Road users would have a low value to the view, as there is no amenity value from the roads at night in this area, which reduces their overall sensitivity. Ferries do not run at night. In terms of recreational users, long distance paths, core paths, users of tourist routes are unlikely to be used at night and/or would not have any amenity value and therefore are not considered. However, it is noted that there may be some recreational users on popular beaches after sunset, within the Portavadie Resort or on night walks to Goatfell on Arran.

7.9.9.1 Residents and Settlements

343. The effect on those nearest residents within 2 km has been included within the **Technical Appendix 7.9**. As Illustrated in the ZTVs, visualisations and the main LVIA the impacts on nearest settlements would be very limited.

344. **Skipness:** No tower or nacelle lights would be visible within the settlement.

345. **Western Ardlamont peninsula:** For residents and recreational users on the on the beaches or Portavadie Resort, there would be some views of the visible aviation lights across Loch Fyne, as illustrated in night-time photomontage for **Viewpoint 7**. Here the nacelle lights would be clearly visible above the horizon to the west with low intensity tower lights being much less noticeable. The reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting and thereby reduce the influence of the lighting for visual receptors, but any visible lighting would still contrast with the dark baseline. The scale of change would be Medium over a Localised extent of this group and the Long Term change would result in a Moderate magnitude of change. For this receptor of High/medium sensitivity, this would result in a **Major/Moderate** and **Significant** effect.

346. **Eastern Ardlamont peninsula:** For the residents and tourists within parts of Tighnabruich, up to seven nacelles lights might be visible around 14 km away, as illustrated in Viewpoint 16. The low intensity lights on the towers would be unlikely to be noticeable at this distance. The reduced intensity mitigation on the nacelle lights would reduce the brightness of these lights but they would still be present in views. The change to views at night would result in a Small scale of change across a Limited extent of the receptor group. This Long Term change would result in a Slight magnitude and a **Moderate** effect that would be **Not Significant**.
347. **Isle of Bute:** For dispersed residents and recreational receptors on popular beaches, there would be views of the visible aviation lights across outer Loch Fyne, as illustrated in wireline for **Viewpoint 13**. Here all of the nacelle lights would be visible above the horizon to the west over 12 km away with low intensity towers lights being much less noticeable. The reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting and thereby reduce the influence of the lighting for visual receptors, but any visible lighting would still contrast with the dark baseline. This change to views at night would result in a Medium/small scale over a Localised extent of the group and this Long Term change would result in a Moderate/Slight magnitude resulting in **Moderate** effect that would be **Not Significant**.
348. **Lochranza / Catacol, Arran:** For the residents and tourists on the northern end of Arran, there would be views of the visible aviation lights across the Kilbrannan Sound, as illustrated in wireline for **Viewpoint 9** and night-time montage from **Viewpoint 8**. Here all of the nacelle lights would be visible on or near the horizon to the north nearly 10 km away with low intensity towers lights being much less noticeable. The reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting and thereby reduce the influence of the lighting for visual receptors, but any visible lighting would still contrast with the dark baseline. This would form a new notable feature in the nightscape from these settlements and as a result this group would experience a Medium scale change over a Wide extent of the group which would be Long Term. These changes would be Moderate in magnitude and result in a **Major/Moderate** effect which would be **Significant**.
349. **Pirnmill, Arran:** For the residents, there would be views of the visible aviation lights up the Kilbrannan Sound where all of the nacelle lights would be visible on or near the horizon to the north over 15 km away with low intensity towers lights being much less noticeable. The reduction in intensity of the nacelle lighting in good visibility would reduce the brightness of the lighting but it would still contrast with the dark baseline. The change in view at night would result in a Small scale change to views across an Intermediate extent of the receptor group. This Long Term change would result in a Slight magnitude and a **Moderate** effect that would be **Not Significant**.
350. **Summit of Goatfell, Arran:** There are occasional guided night walks to this popular summit at night where there would only be views from the summit itself and not from the most popular route from Brodick. At the summit (**Viewpoint 19**), all the visible aviation lights would be present in the view to the north, over 20 km away. Views of these lights would be present in the context of very notable lighting present to the east, as illustrated in **Figure 7.3**. The Long Term change to the view here would be Small in scale over a Limited extent of the panorama; it would be of Slight/Negligible magnitude resulting in **Moderate/Minor** effects that would be **Not Significant**.
351. **Cumulative effects:** There would be views of both Narachan and Rowan in night-time views from some of these receptors. Assuming the prior presence of these sites at night, there would be no change to the level of effect reported for these visual receptors.
352. **Additional Mitigation:** When the aviation detection lighting system were implemented, the duration the lights would be on would be so limited as to reduce the magnitude of change for residents to Negligible resulting in a **Minor/Negligible** level of effect for Earraghail RED which would be **Not Significant**.

7.9.9.2 Night-time Summary and Conclusions

353. The proposed Development will require visible aviation lighting on the nacelles and towers. A range of proven mitigation options have been considered in relation to night-time impacts, as set out within ALLVIMP in **Technical Appendix 15.4**. Embedded mitigation within the proposed Development will include a reduced intensity light (from 2000 candela to 200 candela) in good visibility on the nacelle. Additional mitigation would include an aviation detection lighting system to further mitigate the potentially significant impacts identified.
354. With just the embedded mitigation included in the proposed Development, the assessment concludes that there would be significant night-time impacts on residents and some recreational receptors on the western Ardlamont peninsula and at Lochranza on the northern tip of Arran. However, with the additional mitigation of an aviation detection lighting system, all

these effects would reduce to **Minor or Minor/Negligible** and **Not Significant**, due to the short duration the lights would be lit.

Table 7.18: Summary of Effects at Night with embedded mitigation

Night-time receptor	Sensitivity	Level of Effect
ABC6 Upland Forest Moor Mosaic (A&BC 2017) / 39 Plateau Moor and Forest – Argyll (NS 2019)	Medium	Moderate, Not Significant
ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019)	Medium	Moderate/minor, Not Significant
Skipness visual group	High/Medium	none
Western Ardlamont peninsula visual group	High/Medium	Major/Moderate, Significant
Eastern Ardlamont peninsula visual group	High/Medium	Moderate, Not Significant
Isle of Bute visual group	High/Medium	Moderate, Not Significant
Lochranza / Catacol, Arran visual group	High	Major/Moderate, Significant
Pirnmill, Arran visual group	High/Medium	Moderate, Not Significant
Goatfell, Arran visual group	High	Moderate/Minor, Not Significant

7.10 Summary and Statement of Effects

7.10.1 Construction/Decommissioning Effects

355. Significant construction landscape effects would be limited to the host area Upland Forest Moor Mosaic. Significant construction/decommissioning visual effects would be limited to users of the Kintyre Way.

7.10.2 Operational Landscape Effects

356. The extent of operational effects upon the landscape character would be limited by the topographic containment of the Kintyre peninsula. Significant effects would be contained within the LCT 6 Upland Forest Moor Mosaic, with most notable influence within 2-4 km of the proposed turbines. Beyond this there would be No Significant effects on landscape character on any other landscape character types.

357. Moderate effects would also occur within the ABC 20 Rocky Mosaic (A&BC 2017) / LCT 53 Rocky Coastland – Argyll (NS 2019) and LCT 62 Coastal Headlands (NS 2019) on Arran, but these would be **Not Significant**.

7.10.3 Operational Visual Effects

358. There would be Significant visual effects for walkers on the Kintyre Way as it passes through the Site. There would be Significant visual effects for those people located to the west, including those on the water based users within Loch Fyne area including recreational sailors, Argyll sea kayak trail and Tarbert - Portavadie ferry route and people on the western South Cowal/Ardlamont Peninsula including Portavadie. There would also be Significant visual effects for users of the Lochranza- Kintyre ferry route and those on the northern part of Arran including at the Lochranza / Catacol group, Arran Coastal Way and Newton Point.

359. Whilst there would be views from eastern Ardlamont peninsula, the Cowal Way, Isle of Bute/Tarmore Hill and Pirnmill on Arran, Significant effects are not predicted. Views from Skipness, B8001, South Knapdale, A8003, Kintyre 66, A83 Caledonia Way and Goatfell would be more Limited or distant and **Not Significant**.

360. The residential visual amenity assessment considered the effects for private residents at 3 properties within 2 km of the proposed Development. The assessment found that with the existing landscape baseline there would be No Significant effects. One other individual property was identified outside of Skipness which would also experience a **Significant** effect. But none of these properties would approach the Residential Visual Amenity Threshold.

7.10.4 Operational Effects on Designated Areas

361. Significant effects were not identified on the North Arran NSA/SLA, Kyles of Bute NSA, South Cowal APQ (local designation), Bute APQ or the Knapdale APQ.

7.10.1 Operational Effects on Wildland

362. The proposed Development is not within a Wild Land Area, but the impacts were assessed which identified a Moderate/Minor and **Not Significant** effect.

7.10.2 Operational Cumulative Effects

363. The cumulative assessment assumes that all the windfarms within each of the Scenarios (2, 3 and 4) would be constructed as proposed and these are present baseline. The cumulative assessment considers the additional changes which would result from the introduction of the proposed Development to these different scenarios.

364. In Scenario 2, the landscape impact on the host Upland Forest Moor Mosaic LCT (6) would be **Moderate** and **Significant**. The strategic pattern of wind energy along the Kintyre peninsula would be maintained as a '*Landscape with wind turbines*'. The visual effects would be **Moderate/Major** and **Significant** for those receptors at the northern end of Arran and the ferry from Lochranza and those travelling on the Kintyre Way. The visual effect for those using the Kintyre 66 or the Caledonia Way would be **Moderate/Minor** and **Not Significant** in Scenario 2. In Scenario 2, the proposed Development would not have a significant effect on the North Arran NSA/SLA.

365. In Scenario 3 with the other proposed developments of Sheirdrim (6 km away) and Narachan (17 km away), these developments would also be located within the Upland Forest Moor Mosaic LCT (6) of the Kintyre peninsula but would be associated with other operational and consented sites further south. Assuming either of these were present in the landscape, the addition of the proposed Development would result in a **Moderate (Significant)** effect on landscape character. In Scenario 3 the separation distances and differing visual influence would limit cumulative visual impacts to those primarily on Arran or those which are sequential in nature. Those at the northern end of Arran, the ferry from Lochranza and those walking the Kintyre Way would result in a **Moderate/Major** and **Significant** effect. The visual effect for those using the Kintyre 66 would be **Moderate/Minor** and **Not Significant**. In Scenario 3, the proposed Development would not have a significant effect on the North Arran NSA/SLA.

366. In Scenario 4 with Rowan (9 km away) currently at Scoping, these developments would be seen within clearly separate landscapes and would have different areas of influence on landscape character. The addition of the proposed Development would not affect the pattern of development in the South Knapdale area. There would be no change to the landscape impact in this Scenario, compared to Scenario 2. Combined views of the proposed Development and Rowan would be limited to elevated locations where they would be perceived separately with no changes to the levels of impact reported. However, there would be an increase in the number of wind clusters present in the surrounding upland within the lower Loch Fyne area which would be perceptible sequentially, but the addition of Earraghail Scenario 4 would not represent an elevated level of impact compared to Scenario 2.

7.10.3 Operational Night-time Effects

367. With just the embedded mitigation included in the proposed Development, the assessment concludes that there would be significant night-time impacts on residents and some recreational receptors on the western Ardlamont peninsula and at Lochranza on the northern tip of Arran.

368. However, with the additional mitigation of an aviation detection lighting system, all these effects would reduce to **Minor** or **Minor/Negligible** and **Not Significant**, due to the short duration the lights would be lit.

7.11 References

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