

APPENDIX 8.3: LVIA SCOPE IDENTIFICATION

1.1 Introduction

1.1.1 This appendix sets out the rationale behind, and identification of, the scope for the landscape and visual impact assessment (LVIA).

1.2 Study Areas and Receptor Categories

1.2.1 As set out Section 8.2.4 of Chapter 8 (Landscape and Visual), the general and detailed study areas for the landscape and visual impact assessments are based respectively on 40km and 11km offsets from the outermost proposed turbines (refer to Figure 8.3). Table 1 describes the study area employed for the landscape and visual assessment.

Table 1: Study Area per Assessment

Assessment	Category	Wider Study Area (0-40 km)	Detailed Study Area (0-11 km)
Landscape Assessment	Landscape Designations	•	
	Landscape Character Types		•
Visual Assessment	Receptors in Settlements	•	
	Receptors on Routes (A and B roads, ferry routes, long distance recreational routes, e.g. National Cycle Route and Kintyre Way)	•	
	Receptors on Core Paths		•

1.3 Scope of Landscape Assessment

1.3.1 Tables 2 and 3 list the landscape character types and landscape designations within the study area and provides an explanation of which of these have been selected for inclusion within the assessment.

Table 2: Landscape Designations and Protected Areas within the 40 km study area

Landscape Designations and Protected Areas	Approximate Distance from Proposed Development	Potential for Significant Effects	Inclusion in Assessment
Jura National Scenic Area (NSA)	35 km	Theoretical visibility shown by ZTV but at such a difference considered highly unlikely to lead to significant landscape effects.	No
Knapdale NSA	39 km	Only a very small portion within the study area with no ZTV coverage.	No
North Arran NSA	20 km	The ZTV indicates theoretical visibility from high summits. As mountains are a Special Quality of the NSA there is some potential for effect.	Yes
North Arran Wild Land Area (WLA)	23 km	Whilst the ZTV indicates theoretical visibility, at this distance the proposed development would be seen within a context of other development and unlikely to significantly affect perceptions of wildness.	No
Achamore House - Inventory of Gardens and Designed Landscapes (GDL)	18 km	Whilst the ZTV indicates theoretical visibility, the deeply wooded character of the GDL is likely to prevent actual intervisibility.	No
Brodick Castle GDL	32 km	The ZTV indicates no theoretical visibility.	No
East Kintyre Coast Area of Panoramic Quality (APQ)	7.5 km	The ZTV indicates limited theoretical visibility from a small section but at relatively close proximity.	Yes
Knapdale / Melfort APQ	28 km	Whilst the ZTV indicates theoretical visibility, at such a difference, any significant landscape effect is considered very unlikely.	No
Mull of Kintyre APQ	11 km	The ZTV indicates scattered theoretical visibility from high parts and boundary but at relatively close proximity.	Yes
South and East Islay APQ	29 km	Whilst the ZTV indicates theoretical visibility, at such a difference, any significant landscape effect is considered very unlikely.	No
South-west Islay APQ	36 km	Whilst the ZTV indicates theoretical visibility, at such a difference, any significant landscape effect is considered very unlikely.	No
West Kintyre Coast APQ	1.4 km minimum	The ZTV indicates scattered theoretical visibility at close vantage.	Yes
Holy Island Special Landscape Area (SLA)	36 km	The ZTV indicates no theoretical visibility.	No
Pladda SLA	35 km	The ZTV indicates very little theoretical visibility. At this distance any significant effects are considered highly unlikely.	No
North Arran SLA	19 km	The ZTV indicates theoretical visibility from elevated areas and summits. As the SLA covers a similar area to the North Arran NSA it has not been considered separately.	No.

Table 3: Landscape Character Types (LCTs) within the 11 km study area

Landscape Character Type (LCT)	Potential for Significant Effects	Inclusion in Assessment
Bay Farmland	The ZTV indicates fairly widespread theoretical visibility across this LCT.	Yes
Hidden Glens	The ZTV suggests that there would be no theoretical visibility within this LCT.	No
Low Coastal Hills	The ZTV suggests some limited theoretical visibility within this LCT.	Yes
Rocky Mosaic	The ZTV suggests theoretical visibility within parts of this LCT to the west and south of the proposed development.	Yes
Sand Dunes and Machair	The ZTV indicates fairly widespread theoretical visibility across this LCT.	Yes
Upland Forest-Moor Mosaic	The proposed development would be located within this LCT.	Yes

1.4 Scope of Cumulative Landscape Assessment

- 1.4.1 The cumulative landscape assessment has considered those designated landscapes and LCTs included within the landscape assessment with the exception of those identified as having a Negligible effect in the landscape assessment (for the proposed development alone). This includes the areas listed in Table 4.

Table 4: Landscape Designations and LCTs Included in the Cumulative Assessment

Landscape Designations and Protected Areas
Mull of Kintyre APQ
West Kintyre Coast APQ
Landscape Character Type (LCT)
Bay Farmland
Rocky Mosaic
Sand Dunes and Machair
Upland Forest-Moor Mosaic

1.5 Scope of Visual Assessment

- 1.5.1 Tables 5, 6 and 7 include lists of potential visual receptors within the 40 km study area and state whether or not the ZTV indicates that they could be affected by the proposed development and whether they are included in the visual impact assessment.

Receptors at Viewpoints

- 1.5.2 Table 5 lists the viewpoints considered within the study area and provides an explanation of which of these have been selected for inclusion within the assessment in agreement/discussion with ECU, SNH and ABC. Grid coordinates for viewpoints included within the assessment are contained within the LVIA chapter. 25 viewpoints (VPs 1-25) were used in Tangy III ES (2014) and two new viewpoints have been added (VP26 and 27).

Table 5: List of Potential Viewpoints

VP No.		Viewpoint Name	Approximate Distance from Proposed Development (at closest point)	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment
Tangy IV	Tangy III				
VP 1	VP 1	A83 at Glenbarr Burial Ground	4.9 km	To represent views from the A83 road in the APQ and illustrate views from burial ground.	Yes
-	-	Killegruer Caravan Site (Approx. 166239, 635386)	5.6 km	Tourist destination considered following consultation (meeting 28.11.13) for Tangy III ES 2014. Also adjacent to A83. Not included as Glenbarr Burial Ground (VP1) is very nearby (approximately 700m), is also adjacent to the A83 and has been used in previous ESs, thereby allowing comparative assessment. The difference in turbine visibility from these two locations is judged to be marginal.	No
-	-	A83 at Port Crom (Approx. 165727, 629784)	1.8 km	Considered following consultation meeting of 28.11.13 for Tangy III ES 2014. Representative of views from sparse settlement and A83 passing through APQ west of site. Not included in Tangy III ES 2014 or Tangy IV due to no theoretical visibility.	No
VP 2	VP 2	Glenbarr War Memorial	7.2 km	To represent views from northern Glenbarr settlement and illustrate views from receptors visiting this memorial or travelling along the A83, to the north of the site.	Yes
VP 3	VP 3	Barr Glen	7.1 km	To represent views from the public road and scattered properties in the western part of Glen Barr (but is not representative of views from Glenbarr settlement), to the north of the proposed development.	Yes
VP 4	VP 4	Islay Ferry Route	23.9 km	To illustrate views from a point on the ferry route between Kennacraig and Port Ellen (Islay), an important transport route for residents and tourists, to the north-west of the proposed development.	Yes
VP 5	VP 5	Gigha (South Pier)	16.9 km	To illustrate open views from the coast of southern Gigha, on the South Pier, to the north of the proposed development (but is not representative of views from Ardminish).	Yes
VP 6	VP 6	Machrihanish (Little Scone)	8.3 km	To represent views from Machrihanish settlement, taken from a coastal location by Little Scone and the B843, to the south-west of the proposed development.	Yes

VP No.		Viewpoint Name	Approximate Distance from	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment
-	-	Machrihanish Golf Club Car Park (Approx. 163983, 620697)	8.2 km	Requested by ABC during discussion with SSE (c. 0313) for Tangy III ES 2014. Photography taken for Tangy III ES 2014, however it was agreed during meeting of 28.11.13 that foreground elements did not make this a good viewpoint. Alternative nearby viewpoints selected.	No
-	-	Machrihanish Golf Club 1st Tee (163927, 620784)	8.1 km	An important outdoor receptor and representative of views in Machrihanish. It was agreed during meeting of 28.11.13 for Tangy III ES 2014, that an alternative nearby viewpoint be selected.	No
-	-	Machrihanish Headland (163844, 620774)	8.1 km	An outdoor viewpoint representative of views from Machrihanish. It was agreed during meeting of 28.11.13 for Tangy III ES 2014 that an alternative nearby viewpoint be selected.	No
-	VP 7	Ballygrogan Picnic Site	10.2 km	Elevated position near Machrihanish and an outdoor receptor. Considered following consultation (meeting 28.11.13). Used as a VP in Tangy III ES 2014. Following a consultation meeting with ABC, SNH & ECU (01.02.18), it was agreed that this VP would be dropped from assessment and included for reference purposes only, since it shows a similar view to VP6 (Machrihanish), but from an elevated position.	No (But included as cumulative wireline in Figures 8.11.1.1 – 8.11.1.2)
VP 7	VP 8	Stewarton	8.5 km	To illustrate open views from Stewarton settlement, at the junction between the B842 and B843 roads, to the south of the proposed development.	Yes
VP 8	VP 9	Southend Road	10.8 km	To represent elevated views from the B842 approaching Stewarton, including some nearby scattered properties with similar views, to the south of the proposed development.	Yes
VP 9	VP 10	Campbeltown (Ralston Road).	9 km	To illustrate open views from south-western periphery of Campbeltown, to the south-east of the proposed development (but is not representative of views from most of Campbeltown).	Yes
VP 10	VP 11	Beinn Ghuilean	10.5 km	To illustrate elevated views from a hillside seating area south of Campbeltown and south-east of the proposed development.	Yes
-	-	Beinn Ghuilean (Trig Point) (Approx.	11.6 km	Similar proposed for inclusion in the Beinn an Tuirc III ES (cumulative) and similar used as a VP in the Tangy II ES	No

VP No.	Viewpoint Name	Approximate Distance from	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment	
		172698, 617700)	(wireline). Not included as more appropriate location nearby (VP10, Campbeltown, Ralston Road). Although marked as the hill top, this is not the most accessible location on the hill and not necessarily representative.		
-	-	Beinn Ghuilean (False Summit) (Approx. 172367, 618051)	Similar proposed for inclusion in the Beinn an Tuirc III ES (cumulative) and similar used as a VP in the Tangy II ES (wireline). Not included as more appropriate location nearby (VP10, Campbeltown, Ralston Road): whilst more open than the marked top, it is not a very accessible location on the hill and not necessarily representative.	No	
-	VP 12	Goatfell, Arran	32.3 km	Highpoint within the North Arran NSA and important outdoor receptor. Used as a VP in the Beinn an Tuirc III ES (cumulative) and the Tangy III ES 2014. Following a consultation meeting with ABC, SNH & ECU (01.02.18), it was agreed that this VP would be dropped from assessment and included for reference purposes only, since it shows a similar view to VP23 (Beinn Bharain).	No (But included as cumulative wireline in Figures 8.11.2.1-8.11.2.2.)
-	-	Corriecravie, Arran (Approx. 191521, 623899)	23 km	Representative of view from road and nearby properties at southern extent of Arran. Considered by ASH at pre-scoping stage for Tangy III ES 2014. Not included in final list for Tangy III ES 2014 or Tangy IV due to no theoretical visibility.	No
VP 11	VP 13	High Peninver	6.9 km	To illustrate views from a rural glen and local road to the east of the proposed development.	Yes
VP 12	VP 14	Bord a Dubh (Kintyre Way)	4 km	To illustrate views from an elevated point north-east of the proposed development on the Kintyre Way near Bord a Dubh, which include views of Lussa Loch (on the Carradale Campbeltown section).	Yes
-	-	Kintyre Way (Lower Layby above Bord a Dubh) (Approx. 173315, 631586)	4.6 km	Representative of views from an important outdoor receptor. Also shows relationship between wind farm, Lussa Loch and surrounding coniferous forest plantation. Not included in Tangy III ES 2014 as more appropriate location nearby (VP12 Bord a Dubh, Kintyre Way). Relationship with Lussa Loch not as clear as at gate.	No
-	-	Kintyre Way	5.5 km	Representative of views from an	No

VP No.		Viewpoint Name	Approximate Distance from	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment
		(Upper Layby above Bord a Dubh) (Approx. 174185, 631794)		important outdoor receptor. Also shows relationship between wind farm, surrounding forest and other wind farms. Not included as more appropriate location nearby (VP12/13). Changing nature of views as plantation matures and possible criticism of foreground vegetation.	
VP 13	VP 15	A' Cruach (Kintyre Way)	6.9 km	To illustrate views from an elevated point north-east of the proposed development on the Kintyre Way near A'Chruach (on the Carradale to Campbeltown section), within coniferous plantation.	Yes
VP 14	VP 16	Allt a Choire	3.9 km	To illustrate a glimpsed view from an elevated point east of the proposed development within coniferous forest plantation on a forestry track, which was previously signposted as part of the Kintyre Way.	Yes
-	-	Glen Saddell	9.2 km	Study for potential intrusion requested by ABC (SG Scoping Response, 28.08.13) for Tangy III ES 2014. Hidden glens mentioned, Glen Saddell mentioned specifically (amongst other). Omitted from Tangy III ES 2014 and not included for Tangy IV due to no theoretical visibility.	No
VP 15	VP 17	Ballywilline (Kintyre Way)	5.5 km	To illustrate views from a local road and the Kintyre Way to the south-east of the proposed development, including views from those properties at Calliburn with similar views.	Yes
-	VP 18	Kilberry Road	32.1 km	Position on road travelling south where views open out to create an important panorama, focused along the western Kintyre coast. Considered following consultation (meeting 28.08.13) for Tangy III ES 2014. Included as VP in Tangy III ES 2014. Following a consultation meeting with ABC, SNH & ECU (01.02.18), it was agreed that this VP would be dropped from assessment and included for reference purposes only.	No (But included as cumulative wireline in Figures 8.11.3.1 – 8.11.3.2)
VP 16	VP 19	Kilbrannan Sound	16 km	To illustrate views from a point on the ferry route between Ardrossan and Campbeltown, an important transport route for residents and tourists, to the south-east of the proposed development.	Yes
VP 17	VP 20	Breakachy	1.3 km	To represent close-range elevated views from the south-west of the proposed	Yes

VP No.	Viewpoint Name	Approximate Distance from	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment	
			development.		
VP 18	VP 21	Skeroblingarry (Kintyre Way)	2.7 km	To represent views from a section of public road and the Kintyre Way near Skeroblin Cruach, to the south-east of the proposed development.	Yes
VP 19	VP 22	Drumlemble	8.5 km	To represent views from northern periphery of Drumlemble settlement on the A83 road, to the south of the proposed development.	Yes
VP 20	VP 23	Rhunahaorine Point (Kintyre Way)	19.1 km	To represent distant views from a beach on the west Kintyre coast to the north of proposed development on the Kintyre Way.	Yes
VP 21	VP 24	B842 North of Peninver	8 km	To illustrate views from a short section of the coastal B842 road to the east of the proposed development and views from some scattered properties to the north of Peninver settlement.	Yes
-	-	Peninver Sands (Approx. 175951, 624964)	8 km	Tourist and recreation facilities positioned within linear settlement on east coast of Kintyre. Considered following SNH correspondence of 16.12.13 for Tangy III ES 2014. Not included in Tangy III ES 2014 and Tangy IV due to no theoretical visibility, and more appropriate location identified nearby on B842 north of Peninver Sands.	No
VP 22	VP 25	Campbeltown Airport	6.2 km	To illustrate views from a transport hub arrival/departure point, to the south of the proposed development.	Yes
VP 23	VP 26	Beinn Bharrain	24 km	To illustrate elevated views from a mountain summit on Arran, to the north-east of the proposed development.	Yes
VP 24	VP 27	Sea near Machrihanish	7.2 km	To illustrate views from water-users in Machrihanish Bay, to the south-west of the proposed development.	Yes
VP 25	VP 28	Ranachan Hill	3.4 km	To illustrate elevated views from a nearby high point to the south of the proposed development.	Yes
VP 26	-	Westport Beach	3 km	To illustrate worst-case views from the north-eastern end of Westport Beach (but not representative of views from most of the beach).	Yes
-	-	Westport Beach (Car Park Entrance) (approx. 165618, 626266)	2.5 km	An important outdoor receptor and representative of potential impacts on APQ and A82. Considered by ASH during early LVIA stages for Tangy III ES 2014. Not included as more appropriate location nearby (VP26, Westport Beach).	No
-	-	Westport	2.5 km	An important outdoor receptor and	No

VP No.	Viewpoint Name	Approximate Distance from	Reason for Consideration and Inclusion/ Removal	Inclusion in Assessment	
	Beach (Grassy Area) 165499, 626320		representative of potential impacts on APQ. Considered by ASH during early LVIA stages for Tangy III ES 2014. Not included as more appropriate location nearby (VP26, Westport Beach).		
-	-	A83 at Port nam Marbh (Approx. 165640, 626973)	2 km	Considered following consultation meeting of 28.11.13 for Tangy III ES 2014. Representative of views from sparse settlement and A83 passing through APQ west of site. Not be included as more appropriate location identified at Westport Beach.	No
VP 27	-	Machrihanish Dunes	4.2 km	To represent views from Machrihanish Dunes golf course, taken from near clubhouse.	Yes
-	-	West Darlochan (approx. 166594, 623742)	4.5 km	Shows view from periphery of small settlement near Campbeltown Airport. Considered by ASH during early LVIA stages for Tangy III ES 2014. Not representative of settlement as a whole (potentially misleading), but settlement to be included in LVIA.	No
-	-	Tangy Loch Fortified Dwelling	0.9 km	Requested by ABC during discussion with SSE (c.03.13) for Tangy III ES 2014. Tangy Loch considered as part of Tangy III 2014 ES Cultural Heritage assessment and Tangy IV Cultural Heritage assessment.	No
-	-	Lussa Loch (Approx. 170995, 630697)	2.2 km	Omitted from Tangy III ES 2014 as an alternative viewpoint location (VP18, Skeroblingarry, Kintyre Way) from the road approaching the loch from the south was selected.	No
-	-	Kilchenzie (Approx. 167538, 624872)	3.3 km	Settlement located on A83 considered following consultation (meeting 28th November 2013) for Tangy III ES 2014. Located adjacent to bus stop, car parking area and picnic bench. Not included in Tangy III ES 2014.	No

Receptors in Settlements

- 1.5.3 Receptors in settlements have been identified from the relevant local development plans (LDP): Argyll and Bute LDP (Adopted 26th March 2015) and North Ayrshire LDP (Adopted 20th May 2014). These are listed in Table 6.

Table 6: List of Potential Visual Receptors in Settlements

Potential Visual Receptors in Settlements	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Effects	Inclusion in Assessment
Settlement: Ardbeg (Islay)	30.3 km	The ZTV indicates that there would be some theoretical visibility from this settlement but at this distance, any significant effects are considered highly unlikely. Visual effects were assessed to be <i>Negligible</i> in Tangy III ES (2014) and would not be likely to increase to become significant from this proposed development.	No
Settlement: Ardminish (Gigha)	18.5 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Bellochantuy	2.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Blackwaterfoot (Arran)	19.9 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Bridgend & Waterfoot	13.2 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Brodick (Arran)	32 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Campbeltown	7.1 km	The ZTV indicates that there would be theoretical visibility from parts of this settlement.	Yes
Settlement: Carradale	14.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Clachan	27.3 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Corrie	35.6 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Corriecravie (Arran)	23.7 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Drumlemble	8.4 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Glenbarr	6.4 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes

Potential Visual Receptors in Settlements	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Effects	Inclusion in Assessment
Settlement: Glenegedale (Islay)	39.3 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Grogport	18.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Kilberry	34.3 km	The ZTV indicates that there would be some theoretical visibility from this settlement but at this distance, any significant effects are considered highly unlikely. Visual effects were assessed to be <i>No View</i> in Tangy III ES (2014) and would not be likely to increase to become significant from this proposed development.	No
Settlement: Kildonan (Arran)	33.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Kilchenzie	3.1 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Killean	14.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Killeonan / Knocknaha	9.8 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Lagavullin (Islay)	31 km	The ZTV indicates that there would be some theoretical visibility from this settlement but at this distance, any significant effects are considered highly unlikely. Visual effects were assessed to be <i>Negligible</i> in Tangy III ES (2014) and would not be likely to increase to become significant from this proposed development.	No
Settlement: Lagg & Kilmory (Arran)	27.2 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Lamlash (Arran)	32.7 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No

Potential Visual Receptors in Settlements	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Effects	Inclusion in Assessment
Settlement: Laphroaig (Islay)	32 km	The ZTV indicates that there would be some theoretical visibility from this settlement but at this distance, any significant effects are considered highly unlikely. Visual effects were assessed to be <i>Negligible</i> in Tangy III ES (2014) and would not be likely to increase to become significant from this proposed development.	No
Settlement: Lochranza (Arran)	31.6 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Machrihanish	7.8 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Mill Park	19 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Muasdale	9.7 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Peninver	7.7 km	The ZTV indicates that there would be theoretical visibility from a small part of this settlement and scattered properties nearby.	Yes
Settlement: Pirnmill (Arran)	23.1 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Port Ellen (Islay)	34.1 km	The ZTV indicates that there would be some theoretical visibility from this settlement but at this distance, any significant effects are considered highly unlikely. Visual effects were assessed to be <i>Negligible</i> in Tangy III ES (2014) and would not be likely to increase to become significant from this proposed development.	No
Settlement: Port Righ	14.9 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: RAF Machrihanish	4.3 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Saddell	9.6 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No

Potential Visual Receptors in Settlements	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Effects	Inclusion in Assessment
Settlement: Sannox (Arran)	36.2 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Shiskine (Arran)	21.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Skipness	34.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Sliddery (Arran)	24.8 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Southend	19.7 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Stewarton	8.5 km	The ZTV indicates that there would be theoretical visibility from this settlement.	Yes
Settlement: Tayinloan	16 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Torinturk	36.7 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No
Settlement: Whitehouse	34 km	The ZTV suggests that there would be no theoretical visibility from this settlement	No
Settlement: Whiting Bay	35 km	The ZTV suggests that there would be no theoretical visibility from this settlement.	No

Receptors on Routes

1.5.4 Receptors on routes have been identified using desk study and field work, see Table 7. These include receptors on A and B roads, ferry routes and the Kintyre Way long distance walking route.

Table 7: List of Potential Visual Receptors on Routes

Potential Visual Receptors on Routes	Approximate distance from proposed development (at closest point)	Potential for significant effects	Inclusion in Assessment
Road Route: A83, including Core Path C304	1.6 km	The ZTV indicates that there would be scattered theoretical visibility at close vantage.	Yes

Potential Visual Receptors on Routes	Approximate distance from proposed development (at closest point)	Potential for significant effects	Inclusion in Assessment
Road Route: A846 (Islay & Jura)	30.6 km	The ZTV suggests some theoretical visibility but at this distance, any significant effects are considered highly unlikely.	No
Road Route: A841 (Arran)	31.6 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Road Route: B8001 (Kennacraig to Claonaig)	32.5 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Road Route: B842 including Core Path C084 and part of NCR78	8 km	The ZTV indicates that there would be theoretical visibility from parts of this route.	Yes
Road Route: B843 and Core Path C085	7.9 km	The ZTV indicates that there would be theoretical visibility from the entirety of this route.	Yes
Road Route: B8024 and section of NCR78	32 km	The ZTV suggests some theoretical visibility but at this distance, any significant effects are considered highly unlikely.	No
Ferry Route: Kennacraig to Port Askaig (Islay)	26.4 km	The ZTV indicates that there would be theoretical visibility from most of this route, across open water.	Yes
Ferry Route: Kennacraig to Port Ellen (Islay)	19.8 km	The ZTV indicates that there would be theoretical visibility from most of this route, across open water.	Yes
Ferry Route: Claonaig to Lochranza (Arran)	31.9 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Ferry Route: Tarbert (Loch Fyne) to Lochranza (Arran)	31.9 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Ferry Route: Ardrossan to Brodick (Arran)	33.7 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Ferry Route: Ardrossan to Campbeltown	8.9 km	The ZTV indicates that there would be theoretical visibility from large parts of this route, across open water.	Yes
Ferry Route: Holy Isle to Lamlash (Arran)	33.9 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Ferry Route: Tayinloan to Ardmish (Gigha)	16.7 km	The ZTV indicates that there would be theoretical visibility from the entirety of this route, across open water.	Yes

Potential Visual Receptors on Routes	Approximate distance from proposed development (at closest point)	Potential for significant effects	Inclusion in Assessment
Recreational Route: Kintyre Way: Tarbert to Claonaig	32.3 km	The ZTV suggests some very small areas of theoretical visibility (approx. 39-40 km from the proposed development) but at this distance, any significant effects are considered highly unlikely.	No
Recreational Route: Kintyre Way: Claonaig to Clachan	26.3 km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Recreational Route: Kintyre Way: Clachan to Tayinloan	16.2 km	The ZTV indicates that there would be theoretical visibility from a small part of this route.	Yes
Recreational Route: Kintyre Way: Tayinloan to Carradale	14.8 km	The ZTV indicates that there would be theoretical visibility from a small part of this route.	Yes
Recreational Route: Kintyre Way: Carradale to Campbeltown and Section of Core Path C088	1.5 km	The ZTV indicates that there would be theoretical visibility from parts of this route, in close proximity.	Yes
Recreational Route: Kintyre Way: Campbeltown to Dunaverty and Section of Core Path C081	9.1 km	The ZTV indicates that there would be theoretical visibility from small parts of this route.	Yes
Recreational Route: Kintyre Way: Southend to Machrihanish and Section of Core Path C090	8.3 km	The ZTV indicates that there would be theoretical visibility from elevated parts of this route.	Yes
Recreational Route: NCR 78: The Caledonia Way: Oban to Campbeltown	8 km	The ZTV indicates that there would be theoretical visibility from a very small part of this route that coincides with the B842. As such, it is included within the assessment of the B842. The ZTV indicates that there would not be theoretical visibility from the sections of the NCR 78 that coincide with the A83 and B8024.	No
Recreational Route: NCR 73: Brodick to Lochranza	32.2km	The ZTV indicates that there would be no theoretical visibility from this route.	No
Recreational Route: Core Path C089	8.6 km	The ZTV indicates that there would be theoretical visibility from the majority of this route.	Yes
Recreational Route: Core Path C086	2.5 km	The ZTV indicates that there would be theoretical visibility from the majority of this route.	Yes
Recreational Route: Core Paths C087, C447 & C448	3.8 km	The ZTV indicates that there would be theoretical visibility from the majority of this route.	Yes

Potential Visual Receptors on Routes	Approximate distance from proposed development (at closest point)	Potential for significant effects	Inclusion in Assessment
Recreational Route: Core Path C082	9 km	The ZTV indicates that there would be theoretical visibility from the majority of this route.	Yes
Recreational Route: Core Path C083	8.8 km	The ZTV indicates that there would be theoretical visibility from the majority of this route.	Yes

1.5.5 As noted in the table above, the Kintyre Way is divided into seven sections (<http://www.kintyreway.com/routes.php>). Two of these sections have been scoped out of the assessment due to lack of theoretical visibility or distance from the proposed development whereby significant effects would be very unlikely.

1.5.6 Within the 40 km study area, National Cycle Route (NCR) 78 is routed along the B842, A83 and B8024 and is assessed as part of the B842. Within the 11 km study area, Core Paths have been assessed as part of the route they overlap with; unless they are separate.

1.6 Scope of Cumulative Visual Assessment

1.6.1 Tables 8 and 9 include lists of potential cumulative visual receptors within the 40 km study area and describe those chosen for inclusion in the cumulative visual assessment.

Receptors at Viewpoints (Cumulative Assessment)

1.6.2 Table 8 lists the routes assessed within the visual assessment, and those selected for inclusion with the cumulative visual assessment.

Table 8: List of Potential Cumulative Visual Receptors at Viewpoints

Potential Cumulative Visual Receptors on at Viewpoints	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
VP1 A83 at Glenbarr Burial Ground	4.9 km	Limited potential for cumulative visual effects resulting from the proposed development.	No
VP2 Glenbarr War Memorial	7.2 km	Various cumulative sites visible from VP. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP3 Barr Glen	7.1 km	Cumulative sites visible nearby. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP4 Islay Ferry Route	23.9 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No

Potential Cumulative Visual Receptors on at Viewpoints	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
VP5 Gigha (South Pier)	16.9 km	Cumulative sites visible nearby. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP6 Machrihanish (Little Scone)	8.3 km	Various cumulative sites visible. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP7 Stewarton	8.5 km	No cumulative sites visible so not potential for cumulative visual effects resulting from the proposed development.	No
VP8 Southend Road	10.8 km	Various cumulative sites visible. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP9 Campbeltown (Ralston Road)	9 km	Limited potential for cumulative visual effects resulting from the proposed development.	No
VP10 Beinn Ghuilean	10.5 km	Various cumulative sites visible from elevated vantage point. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP11 High Peninver	6.9 km	One cumulative site visible in far distance. Limited potential for cumulative visual effects resulting from the proposed development.	No
VP12 Bord a Dubh (Kintyre Way)	4 km	Close proximity to cumulative site so potential for cumulative visual effects resulting from the proposed development.	Yes
VP13 A' Cruach (Kintyre Way)	6.9 km	Cumulative sites visible. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP14 Allt a Choire	3.9 km	Contained within forestry. No potential for cumulative visual effects resulting from the proposed development.	No
VP15 Ballywilline (Kintyre Way)	5.5 km	No cumulative sites visible. No potential for cumulative visual effects resulting from the proposed development.	No
VP16 Kilbrannan Sound	16 km	Multiple cumulative sites visible. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP17 Breakachy	1.3 km	Cumulative site visible so some potential for cumulative visual effects resulting from the proposed development.	Yes

Potential Cumulative Visual Receptors on at Viewpoints	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
VP18 Skeroblingarry (Kintyre Way)	2.7 km	No cumulative sites visible. No potential for cumulative visual effects resulting from the proposed development.	No
VP19 Drumlemble	8.5 km	Cumulative site visible but limited potential for cumulative visual effects resulting from the proposed development.	No
VP20 Rhunahaorine Point (Kintyre Way)	19.1 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
VP21 B842 North of Peninver	8 km	No cumulative sites visible. No potential for cumulative visual effects resulting from the proposed development.	No
VP22 Campbeltown Airport	6.2 km	Some cumulative sites visible but limited potential for cumulative visual effects resulting from the proposed development.	No
VP23 Beinn Bharrain	24 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
VP24 Sea near Machrihanish	7.2 km	Some cumulative sites visible but limited potential for cumulative visual effects resulting from the proposed development.	No
VP25 Ranachan Hill	3.4 km	Multiple cumulative sites visible from elevated vantage point. Potential for cumulative visual effects resulting from the proposed development.	Yes
VP26 Westport Beach	3 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
VP27 Machrihanish Dunes	4.2 km	No cumulative sites visible so no potential for cumulative visual effects resulting from the proposed development.	No

Receptors on Routes (Cumulative Assessment)

1.6.3 Table 9 lists the routes assessed within the visual assessment, and those selected for inclusion with the cumulative visual assessment.

Table 9: List of Potential Cumulative Visual Receptors on Routes

Potential Cumulative Visual Receptors on Routes	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
Road Route: A83, including Core Path C304	1.6 km	Significant visual effect found for the proposed development (Moderate) and considerable coverage by cumulative ZTVs so potential for cumulative visual effects resulting from the proposed development.	Yes
Road Route: B842 including Core Path C084 and part of NCR78	8 km	Significant visual effect found for the proposed development during construction (Moderate) and considerable coverage by cumulative ZTVs so potential for cumulative visual effects resulting from the proposed development.	Yes
Road Route: B843 and Core Path C085	7.9 km	Significant visual effect found for the proposed development (Moderate) and considerable coverage by cumulative ZTVs so potential for cumulative visual effects resulting from the proposed development.	Yes
Ferry Route: Kennacraig to Port Askaig (Islay)	26.4 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
Ferry Route: Kennacraig to Port Ellen (Islay)	19.8 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
Ferry Route: Ardrossan to Campbeltown	8.9 km	Non-significant visual effect found for the proposed development (Minor) but considerable coverage by cumulative ZTVs and so potential for cumulative visual effects resulting from the proposed development.	Yes
Ferry Route: Tayinloan to Ardmish (Gigha)	16.7 km	Non-significant visual effect found for the proposed development (Minor) but considerable coverage by cumulative ZTVs cumulative sites and close proximity to cumulative sites so potential for cumulative visual effects resulting from the proposed development.	Yes
Recreational Route: Kintyre Way: Clachan to Tayinloan	16.2 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No

Potential Cumulative Visual Receptors on Routes	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
Recreational Route: Kintyre Way: Tayinloan to Carradale	14.8 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
Recreational Route: Kintyre Way: Carradale to Campbeltown and Section of Core Path C088	1.5 km	Significant visual effect found for the proposed development (Moderate) and considerable coverage by cumulative ZTVs so potential for cumulative visual effects resulting from the proposed development.	Yes
Recreational Route: Kintyre Way: Campbeltown to Dunaverty and Section of Core Path C081	9.1 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No
Recreational Route: Kintyre Way: Southend to Machrihanish and Section of Core Path C090	8.3 km	Non-significant visual effect found for the proposed development (Minor-Moderate) but considerable cumulative ZTV coverage and elevated, open views so potential for cumulative visual effects resulting for the proposed development.	Yes
Recreational Route: Core Path C089	8.6 km	Non-significant effect found for the proposed development (Minor-Moderate) and some cumulative ZTV coverage so potential for cumulative visual effects resulting from the proposed development.	Yes
Recreational Route: Core Path C086	2.5 km	Significant visual effect found for the proposed development (Moderate) and some coverage by cumulative ZTVs so potential for cumulative visual effects resulting from the proposed development	Yes
Recreational Route: Core Paths C087, C447 & C448	3.8 km	Non-significant visual effect found for the proposed development (Minor-Moderate) and some cumulative ZTV coverage so potential for cumulative visual effects resulting from the proposed development.	Yes
Recreational Route: Core Path C082	9 km	Non-significant visual effect found for the proposed development (Negligible) so unlikely to have potential for cumulative visual effects resulting from the proposed development.	No

Potential Cumulative Visual Receptors on Routes	Approximate Distance from Proposed Development (at closest point)	Potential for Significant Cumulative Effects	Inclusion in Cumulative Visual Assessment
Recreational Route: Core Path C083	8.8 km	Non-significant visual effect found for the proposed development (Minor-Moderate) but some coverage by cumulative ZTVs and elevated open views so potential for cumulative visual effects resulting from the proposed development.	Yes

