

APPENDIX 8.7: VISUAL ASSESSMENT TABLES

1.1 Receptors at Viewpoints

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP1: A83 at Glenbarr Burial Ground</p> <p>(Refer to Figures 8.9.1.1-5)</p> <p><i>This VP represents views from the A83 in the APQ and illustrates views from the burial ground to the north of the proposed development.</i></p>	<p>The principal view for travellers is in the direction of travel (i.e. north or south).</p> <p>Main views for other receptors at this location are panoramic, towards the sea to the north, west and south, along the coast.</p> <p>The blades of existing Tangy I and II turbines are visible on the skyline to the south.</p> <p>The settlement of Bellochantuy is also visible to the south.</p> <p>The walled burial ground features in the foreground of westerly coastal views with a distinctive Victorian gothic style gate.</p> <p>Islay and Jura are visible on the horizon to the north-west.</p> <p>Views to the east are contained by bluff slope.</p>	4.9 km	<p>The number of turbines theoretically visible and the horizontal spread of the wind farm in southerly main views above bluff slopes would be unchanged when compared to the existing wind farm, although the increased scale of the turbines would result in blade hubs as well as blade tips being visible and they would appear noticeably larger and prominent in the view than existing Tangy I and II turbines.</p> <p>Other permanent elements of the proposed development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 4 Blades: 6	Medium-High	Medium-High	Moderate-Major	Moderate-Major

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP2: Glenbarr War Memorial (Refer to Figures 8.9.2.1-5)</p> <p><i>This VP represents views from northern Glenbarr settlement and illustrates views from receptors visiting this memorial or travelling along the A83, to the north of the proposed development.</i></p>	<p>The principal view for travellers is in the direction of travel (i.e. north or south). Main views for other receptors at this location are panoramic, but focussed south and north.</p> <p>In main elevated views to the south, the road drops down towards the mouth of Glen Barr with rolling pasture and settlement visible either side of this and existing Tangy I and II turbines visible on the skyline above the coniferous plantation.</p> <p>In main elevated views to the north, the road slopes down and along the coast, through fields.</p> <p>In side views to the east, the monument is the primary focus in the foreground, and turbines at Beinn an Tuirc Phase (Phase 1) can be seen inland, on the skyline.</p> <p>In side views to the west, views are over fields towards the sea with Gigha, Jura and Islay visible in the distance, including existing turbines on Gigha.</p>	7.2 km	<p>The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread of the proposed wind farm in southerly main views would increase when compared to the existing wind farm.</p> <p>The increased scale of the turbines would result in blade hubs as well as blade tips being visible above plantation on the skyline.</p> <p>The proposed turbines would appear noticeably larger than the existing Tangy I and II turbines in main views but would be a small part of the overall panoramic view.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible.</p>	Medium	Hubs: 13 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP3: Barr Glen (Refer to Figures 8.9.3.1-5)</p> <p><i>This VP represents 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.</i></p>	<p>Main views are channelled along the valley: north-east along the valley and south-west along the valley towards the sea.</p> <p>In views to the south-west, some existing Tangy I and II turbines are visible to the south as blade tips on the skyline, partially screened by coniferous forest plantation.</p> <p>In views to the north-east, wind turbines at Beinn an Tuirc (Phase 1) are clearly visible on this skyline.</p> <p>Side views across the valley are of mixed woodlands, agricultural fields, scattered farmsteads, conifer plantations and open moorland.</p>	7.1 km	<p>The proposed turbines would be visible as blades and some hubs above coniferous forest plantation on the skyline and would be noticeably larger than the existing turbines. The horizontal spread of the wind farm in southerly views would increase when compared to the existing wind farm.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 5 Blades: 11	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP4: Islay Ferry Route (Refer to Figures 8.9.4.1-4)</p> <p><i>This VP illustrates 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.</i></p>	<p>Visual focus changes throughout the journey, depending on location. Views are available in different directions depending on location on the ferry. Main views are to the north and west, towards the Islay coast with Jura beyond. In views to the south, the distant Kintyre coast (and existing Tangy I and II turbines) are also visible. To the south-west, it is also possible to see Northern Ireland at this point of the journey.</p>	23.9 km	<p>The proposed turbines would be barely perceptible in the distance, and only in certain weather conditions.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	<p>Hubs: 16 Blades: 16</p>	Negligible	Negligible	Negligible	Negligible

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP5: Gigha (South Pier) (Refer to Figures 8.9.5.1-5)</p> <p><i>This VP illustrates 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).</i></p>	<p>The main view is panoramic to the south and east, towards the islands of Gighalum and Cara in the midground and the Kintyre coast and uplands in the distance. The existing turbines of Tangy I and II wind farm and Beinn an Tuirc (Phases 1 and 2) are visible on the skyline.</p> <p>Views west are across Gigha, including existing wind turbines and scattered properties.</p>	16.9 km	<p>The proposed turbines would be visible on the skyline in southerly panoramic main views above coniferous forest plantation.</p> <p>The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase when compared with the existing wind farm.</p> <p>The turbines would appear larger in the view than existing Tangy I and II turbines.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.</p>	Medium	Hubs: 15 Blades: 16	Low-Medium	Low-Medium	Minor-Moderate	Minor-Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP7: Stewarton (Refer to Figures 8.9.7.1-5)</p> <p><i>This VP illustrates open views from Stewarton settlement, at the junction between the B842 and B843 roads, to the south of the proposed development.</i></p>	<p>Main views are to north across Aros Moss, over pasture, scattered farms towards the distinct Ranachan Hill. Blades of an existing turbine at Tangy I and II can be seen on this skyline, above coniferous plantation. Two existing domestic scale turbines are present in the foreground and Campbeltown airport and associated infrastructure are in the midground.</p> <p>Side and rear views to the east and south are largely contained by local topography and nearby housing.</p>	8.5 km	<p>The proposed turbines would be visible in main northerly views on the skyline.</p> <p>The number of turbine tips theoretically visible would increase, while the number of hubs theoretically visible would decrease when compared with the existing wind farm.</p> <p>The increased scale of the turbines would be more prominent on the skyline and would occupy a larger part of the view either side of Ranachan Hill. They would be seen above two existing domestic scale wind turbines in the foreground.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium-	Hubs: 2 Blades: 12	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP8: Southend Road (Refer to Figures 8.9.8.1-5)</p> <p><i>This VP represents elevated views from the B842 approaching Stewarton, including those nearby scattered properties with similar views, to the south of the proposed development.</i></p>	<p>Main elevated expansive northerly views across Aros Moss. Views are panoramic, but directed north along road and include scattered farmsteads and settlement amongst low flat fields with dry stone walls or post and wire fences. The upland skyline in distance consists of conifer plantation and moorland. Existing Tangy I and II wind turbines are visible on the skyline to the north, above coniferous forest plantation.</p> <p>Oblique views south-east and north-west are of enclosing foreground hill sides with moorland and/ or enclosed fields.</p> <p>Rear views to south-west are of the elevated road with mature hedgerows and wooded hill skyline in background.</p>	10.8 km	<p>The proposed turbines would be visible in main northerly panoramic views on the skyline.</p> <p>The number of turbines theoretically visible would decrease while the horizontal spread would increase compared to the existing wind farm.</p> <p>The turbines would appear more prominent on the skyline.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting) and construction activity would be visible, but tracks would not be, at this angle.</p>	Medium	Hubs: 15 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP9: Campbeltown (Ralston Road) (Refer to Figures 8.9.9.1- 5)</p> <p><i>This VP illustrates 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).</i></p>	<p>Main views are to the north-west across Ralston Road, over adjacent fields with areas of low lying housing and further rolling pasture beyond. Rugged open moorland and conifer plantation, characteristic of Kintyre’s upland interior can be seen on the skyline. Existing Tangy I and II turbines are barely perceptible in the distance.</p> <p>Views in other directions are contained and framed by nearby housing.</p>	9.0 km	<p>Proposed turbine blades would be noticeable on the skyline in main views, with hubs likely to be screened by landform or coniferous forest plantation. Turbine tips visible would occupy a larger horizontal spread than the existing Tangy I and II turbines, but would be unlikely to be distracting.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium-	Hubs: 1 Blades: 14	Medium	Medium	Minor - Moderate	Minor - Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP10: Beinn Ghuilean (Refer to Figures 8.9.10.1-5)</p> <p><i>This VP illustrates elevated views from a hillside seating area south of Campbeltown and south-east of the proposed development.</i></p>	<p>Main panoramic views are north over Campbeltown, with Campbeltown Loch and Crosshill Loch prominent in views. Beyond this area, there is an attractive juxtaposition between Aros Moss and the upland interior of Kintyre beyond. Existing turbines at Tangy I and II Wind Farm are visible here along with several agricultural scale turbines.</p> <p>To the east, Arran is visible in some conditions but distant.</p> <p>Topography and coniferous plantation contains long range views to the east, south and west.</p>	10.5 km	<p>The proposed turbines would be visible in main panoramic views.</p> <p>The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase compared to the existing wind farm.</p> <p>The turbines would appear larger and more prominent on the skyline than the existing Tangy I and II turbines.</p> <p>Construction activities would be visible in main views.</p> <p>It is also likely that the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following reinstatement measures.</p>	Medium	Hubs: 16 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP11: High Peninver (Refer to Figures 8.9.11.1-5)</p> <p><i>This VP illustrates views from a rural glen and local road to the east of the proposed development.</i></p>	<p>Main views are channelled along the valley and local road to the east and west. Views to the east are towards the sea and Arran. Views to the west are up the valley towards higher hills, looking across fields of open pasture and woodland blocks near the Lussa Water and scattered farmsteads. The Glen Lussa power station and associated pipeline are visible on the valley floor, and wood pole lines pass through the valley in a variety of directions. Coniferous plantation has been planted on the valley slopes and can be seen extending along the upland interior to the north.</p> <p>Existing Tangy I and II wind farm is not visible.</p>	6.9 km	<p>There is currently no visibility of the existing Tangy turbines from this view point, so all changes would represent an increase in visibility when compared with the existing view. The proposed turbine blades and hubs would be very noticeable along the horizon of main, framed westerly views (where existing Tangy I and II turbines are currently not visible).</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium-	Hubs: 11 Blades: 16	Medium - High	Medium - High	Moderate-Major	Moderate-Major

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP12: Bord a Dubh (Kintyre Way) (Refer to Figures 8.9.12.1-5)</p> <p><i>This VP illustrates 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 to Campbeltown section).</i></p>	<p>Main elevated views are to the south-west along a forested valley, towards Lussa Loch and loch-side property with meandering river along valley floor.</p> <p>Rear and side views are contained by valley sides and mature plantation.</p> <p>Existing Tangy I and II turbines are not visible.</p>	4.0 km	<p>There is currently no visibility of the existing Tangy I and II turbines from this view point, so all changes would represent an increase in visibility when compared with the existing view.</p> <p>The proposed turbine blades and hubs would be noticeable on the horizon of main, framed views to the south-west above coniferous forest plantation and they would be relatively large in scale.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	High	Hubs: 2 Blades: 11	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP14: Allt a Choire (Refer to Figures 8.9.14.1-5)</p> <p><i>This VP illustrates a glimpsed view from an elevated point east of the proposed development within coniferous forest plantations on a forest track, which was previously signposted as part of the Kintyre Way.</i></p>	<p>Main framed views to west along forestry track and gap in trees where existing Tangy I and II turbines area visible on the skyline.</p> <p>Views in all directions contained to varying degrees by coniferous plantation.</p>	3.9 km	<p>The proposed turbine blades and hubs would be noticeable on the horizon of main, framed views to the west above the coniferous forest plantation. They would be noticeably larger in scale than the existing Tangy I and II turbines.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Low	Hubs: 13 Blades: 15	Medium	Medium	Minor-Moderate	Minor-Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP15: Ballywilline (Kintyre Way) (Refer to Figures 8.9.15.1-5)</p> <p><i>This VP illustrates 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.</i></p>	<p>Main views are along the road to the north and south.</p> <p>Main views north are open, over undulating moorland and pastureland to coniferous plantation, above which existing Tangy I and II turbine blades are visible on the horizon. They are small in relation to other landscape features and not a prominent feature within the view.</p> <p>Main views south are towards the intensive agriculture of the low-lying Aros Moss, the western extents of Campbeltown and wooded hills beyond.</p>	5.5 km	<p>The proposed turbine blades and hubs would be visible in main views to the north on the skyline, above coniferous forest plantation.</p> <p>The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase compared to the existing Tangy I and II Wind Farm.</p> <p>Proposed turbines would be more noticeable than the existing turbines and would occupy a larger part of the northerly view.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 13 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP16: Kilbrannan Sound (Refer to Figures 8.9.16.1-5)</p> <p><i>This VP illustrates 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.</i></p>	<p>There are 360° open panoramic views in multiple directions.</p> <p>The nearest view of land is in westerly views to the east coast of Kintyre. Here, Island Davaar with Campbeltown beyond are prominent along with the large rounded hills separating the Campbeltown / Aros Moss area from Southend further south.</p> <p>To the north-west, the upland interior 'spine' of Kintyre forms the skyline with various points of interest marking out the coast (e.g. Peninver, Glen Lussa and Carradale). Vertical structures visible here include radio transmission towers near Belnabraid Glen, lighthouses near Campbeltown and existing wind turbines are visible near Kildalraig (small) and Beinn an Tuirc (Phases 1 & 2) (large). Existing Tangy I and II Wind Farm is not visible.</p> <p>To the north-east, Arran is visible relatively nearby, its contrast between the rounded hills and lowlands with the granitic uplands particularly striking.</p>	16.0 km	<p>The proposed turbines would be visible on the skyline in a dip in the landform (where the existing Tangy I and II turbines are currently not visible). They would be noticeable, given their scale, but seen as a small part of a relatively distant panoramic view.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.</p>	Medium	Hubs: 10 Blades: 13	Low	Low	Minor	Minor

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP17: Breakachy (Refer to Figures 8.9.17.1-5)</p> <p><i>This VP represents close-range elevated views from the south- west of the proposed development.</i></p>	<p>Main views are to the north, towards the existing Tangy I and II turbines which are prominent and nearby in the view.</p> <p>To the north and east, the transition from pastoral fields to open moor and the characteristic plantation of the uplands can be seen clearly. This features a rolling topography with broadleaf woodland adjacent to valleys and scattered farmsteads.</p> <p>There is a narrow view to the nearby coast, channelled west along a valley. Nearby intervening topography prevents this visual connection elsewhere.</p>	1.3 km	<p>The number of turbines theoretically visible and the horizontal spread would be unchanged when compared to the existing Tangy I and II wind farm.</p> <p>However, the proposed turbines would be noticeably larger in main views to the north, in close proximity.</p> <p>Construction activity and removal of conifer plantation would be noticeable and some access tracks and ancillary elements such as transformers would be visible.</p>	Medium	Hubs: 16 Blades: 16	High	Medium-High	Major	Moderate-Major

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP18: Skeroblingarry (Kintyre Way) (Refer to Figures 8.9.18.1-5)</p> <p><i>This VP represents views from a section of public road and the Kintyre Way near Skeroblin Cruach, to the south-east of the proposed development.</i></p>	<p>360° views of undulating fields and farmsteads within the agricultural fringe of Kintyre’s upland interior. Coniferous plantations and moorland, characteristic of the upland forest-moor mosaic, are visible nearby.</p> <p>In views to the north-west, areas of felled coniferous forest plantation and new planting are visible.</p>	2.7 km	<p>Some turbine blades would be visible on the skyline in views to the north-east. They would occupy a small part of the overall view. This would be a perceptible change, since currently existing Tangy I and II turbines are not visible, but they are unlikely to be a distracting feature.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 0 Blades: 5	Low	Low	Minor	Minor

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP19: Drumlemble (Refer to Figures 8.9.19.1-5)</p> <p><i>This VP represents views from the northern periphery of Drumlemble settlement on the A83 road, to the south of the proposed development.</i></p>	<p>Orientation of properties within the settlement is such that the main view is north across Aros Moss. This includes flat, low-lying and open pastoral fields with occasional farmsteads and Kintyre’s upland interior beyond the distinct hills which mark its southern extent. Campbeltown Airport and existing turbines at Tangy I and II are also in this view.</p> <p>The pattern of open farmland and rounded hills continues to the east.</p> <p>Nearby properties largely contain views to the south and west.</p>	8.5 km	<p>The proposed turbines would be visible in main northerly views on the skyline and would be noticeably larger in comparison with the existing Tangy I and II turbines. The change in visual composition would also be noticeable. These changes would be seen as part of a panoramic view.</p> <p>Construction activities and the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.</p>	High	Hubs: 16 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP20: Rhunahaorine Point (Kintyre Way) (Refer to Figures 8.9.20.1-5)</p> <p><i>This VP represents distant views from a beach on the west Kintyre coast to the north of proposed development on the Kintyre Way.</i></p>	<p>Panoramic main views. Views south include the curving coastline, the settlement of Tayinloan (ferry port for Gigha) and the spine of Kintyre’s upland interior. The coastal shelf in this area is uncharacteristically broad, leading to notable areas of intensive agriculture and woodland.</p> <p>The existing Tangy I and II turbines are not visible.</p> <p>To the west, the islands of Cara, Gigalum and Gigha are visible. Wind turbines are clearly visible on Gigha. To the north, Islay and Jura are visible.</p> <p>Views to the east are limited by coniferous forest plantation.</p>	19.1 km	<p>The proposed turbine blades would be visible in the distance on the skyline, partially screened by coniferous forest plantation, where the existing Tangy I and II wind farm is not currently visible.</p> <p>Given the distance, and partial screening, it would be barely perceptible.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Low	Hubs: 1 Blades: 7	Negligible	Negligible	Negligible	Negligible

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP21: B842 North of Peninver (Refer to Figures 8.9.21.1-5)</p> <p><i>This VP illustrates 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.</i></p>	<p>Main open coastal views to the east, across Kilbrannan Sound to Arran.</p> <p>Side views to the west along Glen Lussa, across open pastures with occasional woodland blocks near the Lussa Water or scattered farmsteads. Several wood pole lines converge on this area.</p> <p>Coniferous plantation, a characteristic of the adjacent Upland Forest-Moor Mosaic LCT, has been planted on the valley slopes and can be seen extending along the upland interior to the north. The existing Tangy I and II wind farm is not visible.</p> <p>To the south, views are along the road towards the settlement of Peninver, with rocky coastline visible beyond.</p>	8.0 km	<p>Several turbine blades would be visible on the skyline in side views, framed by the valley. Some blades would be screened by the coniferous forest plantation. Whilst not in main view, the view is pleasing and likely to be valued. There would be a perceptible change to the current view which does not include existing Tangy I and II turbines.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 1 Blades: 11	Low	Low	Minor	Minor

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP22: Campbeltown Airport (Refer to Figures 8.9.22.1-5)</p> <p><i>This VP illustrates views from a transport hub arrival/ departure point, to south of the proposed development. It is situated outside the airport terminal building, next to the car park.</i></p>	<p>There are main open panoramic views from north-west through north to south-east.</p> <p>Views are over farmland and undulating landform, along local roads lined with gorse and scrub. Small turbines can be seen at farmsteads while turbine tips at Tangy I and II Wind Farm are visible on the skyline in northern views.</p> <p>To the south, uplands separating this Aros Moss from the Mull of Kintyre form the distant skyline and infrastructure and security of the airport is prominent in the foreground.</p> <p>Although nearby, features such as Machrihanish Bay and Campbeltown are screened from view by the undulating topography and scrub.</p>	6.2 km	<p>Proposed turbine blades and some hubs would be visible on the skyline in main northerly panoramic views above coniferous forest plantation. They would be larger than the existing Tangy I and II turbines and more would be visible over a slightly larger part of the view, but similar in nature.</p> <p>Turbines are likely to be perceptible in a small part of the view but not leading to any noticeable detracting.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 4 Blades: 8	Low	Low	Minor	Minor

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP23: Beinn Bharrain (Refer to Figures 8.9.23.1-5)</p> <p><i>This VP illustrates elevated views from a mountain summit on Arran, to the north-east of the proposed development.</i></p>	<p>Elevated 360° panoramic views from rounded hilltop.</p> <p>Open westerly views across Kilbrannan Sound to the Kintyre peninsula with Islay and Jura visible on the horizon beyond.</p> <p>The undulating upland 'spine' of Kintyre can be seen with its characteristic mosaic of plantation and moorland. Several existing wind farms are clearly visible whereas, owing to the greater intervening distance and context, those at Tangy I and II are barely perceptible.</p> <p>To the north, the coasts of Arran and mid Argyll are visible, but Arran's mountains dominate views here and to the east.</p> <p>Southern Arran, greener and with a less imposing landform, is seen to the south with the settled areas by Tormore and Blackwaterfoot visible on the Arran Coast. In clear conditions, Sanda Island and the Mull of Kintyre can be seen across Kilbrannan Sound.</p>	24.0 km	<p>The proposed turbines may be perceptible in the distance, as they are larger in scale than the existing Tangy I and II turbines, which are currently barely perceptible.</p> <p>However, given the intervening distance and visibility of the existing wind farm, it is assessed that such change may only be perceptible in certain weather conditions.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.</p>	Medium	Hubs: 14 Blades: 16	Negligible-Low	Negligible-Low	Negligible-Minor	Negligible-Minor

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP24: Sea near Machrihanish (Refer to Figures 8.9.24.1-4)</p> <p><i>This VP illustrates views from water-users in Machrihanish Bay, to the south-west of the proposed development.</i></p>	<p>360° panoramic main views from open water representative of views for those aboard recreational watercrafts.</p> <p>The nearest view of land is to the west coast of the Kintyre, particularly the beach at Links of Machrihanish. To the north is a more rugged stretch of coastline and the island of Gigha is visible on the skyline. The settlement of Machrihanish is visible to the south and there are also views to the north coast of Ireland.</p> <p>Beyond the links there are views of Campbeltown Airport and associated infrastructure and, to the north, existing turbines at Tangy I and II can be seen.</p>	7.2 km	<p>The proposed turbines would be visible in northerly views on the skyline in front of coniferous forest plantation. They would appear noticeably larger and prominent in the view than the existing Tangy I and II turbines.</p> <p>Construction activities would be visible and it is also likely that the removal of conifer plantation and some ancillary elements such as transformers would be visible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.</p>	Medium	Hubs: 15 Blades: 16	Medium	Medium	Moderate	Moderate

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP25: Ranachan Hill (Refer to Figures 8.9.25.1-5)</p> <p><i>This VP illustrates elevated views from a nearby high point to the south of the proposed development.</i></p>	<p>360° panoramic views from rounded hilltop and open views to the extensive upland interior of Kintyre nearby across a mosaic of moorland and plantation. In views to the north, wind turbines at Tangy I and II and Beinn an Tuirc (Phases 1 & 2) are noticeable.</p> <p>In views to the east, a patchwork of undulating moor and improved pasture is visible with scattered farmsteads and a small area of west Arran in the distance.</p> <p>Campbeltown can be seen to the south-west.</p> <p>There are also extensive views across Aros Moss, the settled lowland farmland to the south, with Campbeltown Airport and nearby infrastructure and settlement prominent in views.</p> <p>To the west, the agricultural upland fringe can be seen adjacent to gentle slopes and Machrihanish Bay with Islay on the horizon. Agricultural scale wind turbines are visible here.</p>	3.4 km	<p>The proposed turbines would be visible in close proximity and would appear noticeably larger in the scale than the existing Tangy I and II turbines. However, turbine composition would be improved with turbines better spaced and with reduced instances of turbine blades clashing or stacking.</p> <p>The proposed turbine at the left of view would be further inland than that of the existing wind farm, pulling back from the coast and improving the relationship with the upland interior.</p> <p>Removal of conifer plantation would be noticeable and access tracks and ancillary elements such as transformers may be visible.</p>	Medium	Hubs: 16 Blades: 16	High	Medium -High	Major	Moderate -Major

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op
<p>VP26: Westport Beach (Refer to Figures 8.9.26.1-5)</p> <p><i>This VP illustrates worst-case views from the north-eastern end of Westport Beach (but not representative of views from most of the beach).</i></p>	<p>Main panoramic views along coast (north through west to south) and out to sea (to west). Panoramic views from low vantage point.</p>	3.0 km	<p>From a very limited part of the beach, possible turbine tips would be visible in rear or side views and would be barely perceptible.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Low	<p>Hubs: 0 Blades: 3</p>	Negligible	Negligible	Negligible	Negligible

Name/ Location/ Type/Context	Nature of Main View	Distance to nearest visible turbine (approx.)	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude of Change		Visual Effect	
						Cons.	Op.	Cons.	Op.
<p>VP27: Machrihanish Dunes (Refer to Figures 8.9.27.1-5) <i>This VP represents views from Machrihanish Dunes golf course, taken from near the clubhouse.</i></p>	<p>Wide panoramic main views across open dunes and coastal views to west and south. Northerly views are towards the Kintyre uplands. Existing Tangy I and II turbines are visible on the horizon, occupying a small part of the view.</p>	4.2 km	<p>In northern views, proposed turbines would be visible on the skyline.</p> <p>The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase compared to the existing Tangy I and II Wind Farm.</p> <p>The proposed turbines would be noticeably larger than the existing turbines but they would take up a relatively small portion of the overall view.</p> <p>Other permanent elements of the proposed development (eg. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.</p>	Medium	Hubs: 12 Blades: 16	High	High	Moderate	Moderate

1.2 Receptors in Settlements

Settlement Name:	Ardminish (Gigha) (refer to Figure 8.8.1)		
Approximate Distance to proposed development:	7.5 km		
Direction to proposed development:	South-south-east		
Settlement Description:	<p>A small settlement dispersed along a road close to the east (leeward) side of the island. It comprises several small, groups of properties, often marking distinct phases of development. These are primarily orientated toward the road or nearby access road/track. Amenities consist of a hotel, pub, small petrol pump and seafood bar. Houses appear mostly white or grey at 1.5 storey high often with grassed gardens. The settlement is surrounded by areas of rough grassed fields with scrub, gorse, outcrops of rock and enclosed by dry stone walling or post and wire fencing.</p>		
Nature of Main View:	<p>Given the settlement pattern, views vary from within the settlement. The majority of main views are towards the sea, primarily south-east across the Sound of Gigha towards the Kintyre coast (between Tayinloan and Rhunahaorine Point); or south-east. Views are relatively open and expansive, but some are contained by neighbouring properties and vegetation. Existing turbines (Beinn an Tuirc 1 and 2 and Tangy I and II) are visible on skylines in main and side views.</p>		
Sensitivity:	<p>Wind farms (including the existing Tangy I and II) feature within existing views. Few properties within the settlement are oriented such that the affected direction would be in their main view. Medium Sensitivity.</p>		
Nature of Change:	<p>The proposed turbines would be visible from most of Ardminish (excluding some properties in the south-eastern extent), sometimes partially screened by vegetation or neighbouring properties, and would be seen on the distant skyline in oblique views and in some main views. Visibility of the proposed development would vary considerably with weather conditions and would be seen in the context of other wind development.</p>		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor



Settlement Name:	Campbeltown (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	9.5 km		
Direction to proposed development:	North-north-west		
Settlement Description:	<p>This is a harbour town with a historic cross and high street arrangement. Outside of this core, distilleries, agricultural suppliers and civic amenities for the area have developed with more recent housing phases beyond. The building style within the town, even within the historic areas, is quite disparate in places. There is a pattern of large, traditional build properties with large gardens along the coastal roads. More recent development phases occupy higher ground.</p>		
Nature of Main View:	<p>The town has developed in low-lying areas adjacent to the coast and so many views are contained by buildings. The majority of main views are orientated with views overlooking the bay and coastal areas and eastwards toward Arran. Views from the western periphery of Campbeltown are more elevated, looking across undulating farmland towards hills, including north-west towards the existing Tangy I and II Wind Farm (although existing turbines are not visible). Some elevated views from the edge of Campbeltown have views over the town.</p>		
Sensitivity:	<p>For most receptors in Campbeltown, views would be unaffected by the proposed development. Low Sensitivity.</p> <p>For receptors in properties on the western edge of the Campbeltown (e.g. Tomaig Rd., Ralston Rd., Crosshill Av.), the proposed development would potentially affect an important part of elevated, valued, main views, in which the existing Tangy turbines are not currently present. High Sensitivity.</p>		
Nature of Change:	<p>The proposed turbines would not be visible from the majority of Campbeltown.</p> <p>From the south-western edge of Campbeltown (e.g. Tomaig Rd., Ralston Rd., Crosshill Av., upper storeys of Meadows Av. and Campbeltown Grammar School), the proposed turbines would be visible on the skyline as blades, although hubs may be visible from more elevated locations.</p>		
Magnitude of Change during Construction:	Low-Medium	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low-Medium	Visual Effect during Operation:	Minor-Moderate



Settlement Name:	Drumlemble (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	9.5 km		
Direction to proposed development:	North		
Settlement Description:	<p>A settlement which appears to have originally developed along the south side of the B843 as a row of semi-detached cottages, in close proximity to one another, oriented to the north. A former village hall and farm are positioned to the north of the road and partially restrict views from these cottages. There are now several rows of 20th Century cottages to the south of this originating group, set down from the road and with views to the plain blocked by the older properties.</p>		
Nature of Main View:	<p>Main views are north across Aros Moss towards Campbeltown Airport and existing Tangy I and II wind farm on the skyline. From properties south of the B843, views are across the B843 road, parking area with roadside properties in foreground.</p> <p>Similar views are obtained from some other scattered properties situated to the east and west of the main settlement core, along the B843.</p>		
Sensitivity:	<p>It is likely that only those cottages along the B843 would be affected. These properties are oriented towards the proposed development and this is an important view. High Sensitivity.</p>		
Nature of Change:	<p>The proposed turbines would be visible on the skyline (in a manner similar to that shown by VP19 - Drumlemble) principally from those properties adjacent to the B843. The change in scale and visual composition would be noticeable in comparison with the existing turbines. They would not be visible from the newer properties to the south, due to screening from other buildings.</p>		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate



Settlement Name:	Glenbarr (refer to Figure 8.8.1)		
Approximate Distance to proposed development:	7.5 km		
Direction to proposed development:	South		
Settlement Description:	<p>The settlement of Glenbarr is located to the east of the A83. It is divided into two distinct clusters:</p> <p>Northern Glenbarr features a row of semi-detached, 20th Century housing.</p> <p>Southern Glenbarr comprises a street of cottages, a local store and attached garden centre with frontages oriented to look east or west. Further south, in the valley base and close to the Barr Water, is Glenbarr Abbey (a large 18th Century property).</p>		
Nature of Main View:	<p>Main views from receptors in northern Glenbarr are elevated and to the south, across an adjacent field, to the forested ridge and slopes at Blary Hill, south of Barr Glen, with existing Tangy I and II wind farm seen above coniferous forest plantation.</p> <p>Main views from receptors in southern Glenbarr are more contained and are oriented east-west. There are some views of the existing Tangy I and II wind farm in views from side windows and from public areas.</p>		
Sensitivity:	The receptors in the northern Glenbarr would be affected in their main view, while receptors in southern Glenbarr would be affected in side views. Medium-High Sensitivity.		
Nature of Change:	<p>The proposed development would not be visible from Glenbarr Abbey or southernmost properties in Glenbarr.</p> <p>From properties in the more elevated part of southern Glenbarr, the proposed turbines would be visible on the skyline as full turbines above the coniferous forest plantation. They would be seen in side views from properties partially screened by neighbouring buildings and/or vegetation and in main views from the road.</p> <p>From northern Glenbarr, full turbines would be visible on the skyline, above coniferous forest plantation in a manner similar to that indicated by VP2. They would appear noticeably larger in the view than existing Tangy I and II and would create more of a focal point, but would be a small part of the overall view.</p>		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate



Settlement Name:	Kilchenzie (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	4 km		
Direction to proposed development:	North		
Settlement Description:	<p>The settlement has developed on either side of the A83 with a farm, cottages and graveyard to the south and with roadside cottages and a group of 20th Century housing to the north of it. Several properties appear to be dual aspect and the majority are orientated towards the main road. The settlement appears as two distinct clusters with the 20th Century housing cluster separate from the more traditional properties and roadside settlement pattern</p>		
Nature of Main View:	<p>Main views are in a mixture of directions, generally open onto the surrounding pastoral farmland. Main views from some properties are north-east towards hills in front of the existing Tangy I and II (which is not visible). Oblique views to the west include two agricultural scale turbines on the skyline at nearby Drum Farm.</p> <p>These views are likely to be reflective of views from some other scattered properties along this section of the A83 (e.g. Drum).</p>		
Sensitivity:	Surrounding fields, including the nearby skyline, are the visual focus for this area, including views in the direction of the proposed development. High Sensitivity.		
Nature of Change:	Turbine blades would be perceptible on the skyline in main and side views to the north, and small part of the overall view.		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor



Settlement Name:	Killeonan / Knocknaha (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	10 km		
Direction to proposed development:	North		
Settlement Description:	Killeonan and Knocknaha are two farmsteads positioned around 200m east of the B842. Immediately adjacent to the B842 there is a row of former worker's cottages and other scattered properties are present between the two farmsteads. The properties observed are laid out in quite a dispersed pattern but are all located close to the base of a hill.		
Nature of Main View:	Main expansive views to the west across fields towards Drumlemble. Mature woodland partially screens/filters views to north, which contain existing Tangy I and II wind farm.		
Sensitivity:	The proposed development would affect a fairly important part of the view, which contains the existing Tangy I and II Wind Farm, but not the main view from these properties. Medium Sensitivity.		
Nature of Change:	The proposed turbines would be visible in oblique views, seen as full turbines in an elevated position on the skyline. They would be noticeable in northerly views but not within the main view from properties are therefore unlikely to be detracting.		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor



Settlement Name:	Machrihanish (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	9 km		
Direction to proposed development:	North-north-east		
Settlement Description:	<p>This is a linear coastal settlement, located on the B843, by Machrihanish Bay. The Ugadale Hotel and Machrihanish Golf Club are at the centre of the village while houses with large gardens, set back from the road, are located to their east. To their west, gardens are smaller or absent and with additional, more recent, building phases to the south of the historic properties. A small number of houses are positioned to the north of the B843 at this western extent.</p>		
Nature of Main View:	<p>Main open views are north along the coast, across the Links of Machrihanish, towards Aros Moss, the Kintyre Uplands and existing Tangy I and II Wind Farm. Main views from properties to the south of the clubhouse and hotel are largely introverted views. These views are likely to be reflective of views from some other scattered properties around Machrihanish, along and near the B843.</p>		
Sensitivity:	The proposed development would affect an important part of main views. High Sensitivity.		
Nature of Change:	The proposed turbines would be visible in main views on the skyline, in front of the coniferous forest plantation and would be noticeably larger in scale than the existing turbines. The proposed turbines would be screened by buildings from receptors in properties in southern Machrihanish.		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate



Settlement Name:	Peninver (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	9 km		
Direction to proposed development:	West-north-west		
Settlement Description:	<p>This is a largely linear settlement developed along B842 on the east coast of Kintyre. It comprises various ages of detached and semi-detached properties which are largely oriented east, towards the sea. A small number of off-shoot cul-de-sacs to the west have also developed. All development has occurred to the west of the road with the exception of a medium sized car park and a caravan park (Peninver Sands).</p>		
Nature of Main View:	<p>Main views are predominantly eastward, looking towards the coastline and across to Arran, and occasionally panoramic. These views are broadly reflective of views from other properties situated north of the main settlement.</p>		
Sensitivity:	The proposed development would generally not affect main views. Medium Sensitivity.		
Nature of Change:	<p>The proposed turbines would be visible from the properties in the northern most part of Peninver and from outlying scattered properties to the north. Turbine tips would be seen on the skyline, framed in the dip of the landform. The proposed development would not be visible from the large majority of Peninver.</p>		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor



Settlement Name:	RAF Machrihanish (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	5.5 km		
Direction to proposed development:	North-north-east		
Settlement Description:	<p>This settlement appears to have been developed in a single phase on both sides of a local access road between Craigs and the former air base facilities. The settlement pattern is compact and houses are generally terraced and semi-detached two storey properties.</p>		
Nature of Main View:	<p>Due to the settlement pattern, it is mostly the case that only those properties on the fringes have open views out to their surroundings. Such properties have main views across open fields to the Kintyre Uplands or to the Campbeltown Plain and nearby airport / base infrastructure. Properties on the northern and northern-east fringe with views to the north have limited views of the existing Tangy I and II Wind Farm turbine tips.</p>		
Sensitivity:	<p>Where views toward the proposed development are possible, i.e. fringe properties described above, the orientation of properties suggests that these are important views. High Sensitivity.</p>		
Nature of Change:	<p>The proposed turbines would be visible from those properties and open spaces which experience northerly views. Moving turbine blades would be visible above the skyline from dwellings on the edge of the settlement and their surroundings and would be more visible in main views than the existing turbines which are fairly imperceptible for the most part.</p>		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor-Moderate



Settlement Name:	Stewarton (refer to Figure 8.8.2)		
Approximate Distance to proposed development:	9 km		
Direction to proposed development:	North-north-west		
Settlement Description:	The original group of buildings here appear to have developed around the junction of B842 and the B843. The majority of these older properties are oriented parallel to the B842, on an east-west orientation (i.e. not towards Aros Moss). Several phases of late 20th Century housing development have taken place on either side of the B842, following the pattern of older development, being parallel to the B842.		
Nature of Main View:	For the majority of receptors in properties, buildings are orientated such that main views are mostly in an east/west direction. Properties in the northernmost part of Stewarton, near the junction with the B843, have open main or oblique views to the north, across Campbeltown Plain towards Aros Moss, with the existing Tangy I and II wind farm visible on the skyline and two agricultural scale turbines in the foreground associated with a nearby farm. Views from public areas and other outlying properties also obtain this northward view.		
Sensitivity:	The proposed development would affect a fairly important part of a valued view. Medium Sensitivity.		
Nature of Change:	The proposed turbines would be visible from properties and open spaces in the northern part of Stewarton in oblique views, and some main views. They would appear more prominent on the skyline than the existing Tangy I and II turbines and would occupy a larger part of the view to either side of Ranachan Hill. Other properties in Stewarton would experience fully/partially screened side or oblique views.		
Magnitude of Change during Construction:	Low-Medium	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low-Medium	Visual Effect during Operation:	Minor-Moderate



1.3 Receptors on Routes

Route Name:	A83, including Core Path C304 (refer to Figure 8.7, 8.8.1 and 8.8.2)	Approximate Length Within Study Area:	56 km
Route Description and Existing Views:	<p>This is the principal road north and south for those on the Kintyre Peninsula and within the study area, connects Campbeltown with Corranbuie, near West Tarbert. Outside the study area, it runs via Tarbert on the shores of Loch Fyne to Tarbert near Loch Lomond.</p> <p>Within the study area, the A83 runs from Campbeltown to Corranbuie by West Loch Tarbert in the north. This section carries traffic along (or close to) the west coast of Kintyre and, as such, views are often focussed out to sea, where the islands of Gigha, Islay and Jura are prominent features. It passes through an Area of Panoramic Quality (APQ) between Clachan and Westport Beach, minus a section around Glenbarr. Part of the route is also the Kintyre Way (between Clachan and Ronachan House) and part is also the National Cycle Route (NCR) 78 (between Kennacraig and the edge of the study area). A short section at Glenbarr is also Core Path C304 (Glenbarr School Route).</p> <p>The visual focus of the route is most varied in the north of the study area. Here, the rolling landform and changing land use on either side of the road shift the direction of focus and alter the length of view often. Views frequently change and include blocks of scrub woodland, rough grazing and West Loch Tarbert with the Knapdale coast beyond. North of Clachan, when travelling south, there is a hill to the west of the road which shifts the view inland and allows an impressive vista showing a long section of the ridge forming the spine of Kintyre.</p> <p>South of Clachan, there are rolling fields of improved grazing before the road re-joins the west coast, the view suddenly opening to include the Southern Hebridean islands. From here, the landform greatly influences visual focus; the lower western slopes of the Kintyre Uplands directing the viewer's eye toward the coast with long straights and gentle bends in the road making it relatively easy to take the views in. Exceptions to this are in the vicinity of Rhunahaorine and Glenacardoch Points where the road is positioned further inland, lessening the connection with the coast and the focus instead being on the surrounding agricultural land.</p> <p>When travelling south, it is as the road rises near the Glenbarr War Memorial that the existing Tangy I and II Wind Farm becomes visible for the first time. Turbine tips are only visible above coniferous forest plantation for a short period before the road drops down to the coast again, steep slopes to the west screening the wind farm from view once again. This is the only section of the route where existing turbines at Tangy I and II are noticeable.</p> <p>The coastal strip occupied by the route between Barr Glen and Westport Beach is particularly narrow and, in places, quite rocky. This gives an interesting sequence of short, medium and long-range views, the latter always out to sea or along the coast. There are no views to the interior uplands noticeable here.</p> <p>South of Westport Beach, the road turns inland towards Campbeltown and passes along the rolling boundary between the Kintyre Uplands and Aros Moss. Gentler gradients and improved soils here have resulted in high quality agricultural land and this is the main roadside focus with long range views taking in the hills to the south.</p> <p>In addition to the existing wind turbines at Tangy I and II, there are several agricultural scale turbines visible from the route and, in the vicinity of Glenbarr War Memorial, turbines at Beinn an Tuirc (Phase 1) can also be seen. Given their prominent position within views from the coast, operational turbines on Gigha are noticeable from sections of the route.</p>		

Approximate Distance to proposed development (at closest point potentially affected):	1.6 km	Direction to proposed development (at closest point potentially affected):	East
Approximate Length Potentially Affected Within Study Area:	5.1 km	Sensitivity:	High
Viewpoint(s) along Route:	VP1 (Glenbarr Burial Ground) and VP2 (Glenbarr War Memorial) are located alongside the A83 and are illustrative of views which could be obtained at points along the route.		
Nature of Change:	The ZTV suggests that the proposed turbines would potentially be visible from the relatively short section of the A83 between the area around Glenbarr War Memorial (also a Core Path) and south of Glenbarr Burial Ground and, intermittently, between the coastline south of Bellochantuy and Westport Beach. Turbines would appear on the skyline and would be noticeably larger in view than the existing Tangy I and II wind farm. The extent would be similar to that currently affected by the existing wind farm. In addition, there is new visibility in the vicinity of Drum Farm and Kilchenzie (although assessment has found that from the A83 at Kilchenzie, potential visibility arising at these locations would be minimal, with some blade tips on the horizon).		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate

Route Name:	B842, including Core Path C084 and part of NCR78 (refer to Figure 8.7, 8.8.1 and 8.8.2)	Approximate Length Within Study Area:	60 km
Route Description:	<p>The road lies entirely within the study area and starts in the north at Claonaig (on the east coast of Kintyre), runs along the coast to Campbeltown (where it is also the National Cycle Route 78), turns west to Stewarton (where it is also Core Path C084) and then south to Southend (on the south coast of Kintyre).</p> <p>North of Campbeltown, it is a narrow (single lane in places) and twisting route which rises and falls along the often rugged coastline. This northern section is also part of NCR 78 which is therefore not assessed separately. This northern section, which runs along the eastern coast, is a sinuous route with sharp changes in elevation around inlets and bays, combined with frequent woodland enclosure. Views from this coastal road are therefore more variable in focus than, for example, the A83. Nevertheless, where possible, there are attractive views out towards the island of Arran and, in clear conditions, the Ayrshire coast. Between the settlements of Grogport and Bridgend, the route moves away from the coast and passes through the wooded valley of the Carradale Water, resulting in a notable period of prolonged enclosure.</p> <p>In the vicinity of Campbeltown, the harbour, Island Davaar and historic core of the settlement create a sharp visual contrast to the northern section of the route.</p> <p>West and south-west of Campbeltown, the road is wider and follows much gentler curves along the edge of Aros Moss and rises and falls relatively smoothly across the hills between the plain and Southend. The roadside character is influenced by intensive agriculture with open views across Aros Moss, trees generally only limiting these where they are associated with roadside dwellings. As the elevation increases, south of Stewarton, agricultural land becomes less productive, resulting in smaller fields and areas of land being planted with woodland. It is in this area that the existing Tangy I and II wind farm and several agricultural scale turbines are clearly visible.</p> <p>Views inland are generally limited to points where the road passes across the mouths of several glens which join the coast along its route. At these points, agriculture dominates the valley floors with coniferous woodland visible on the Kintyre Uplands beyond.</p> <p>South-west of Campbeltown, South of Killellan, the ground drops towards the coast, the road passing through the Connieglen Water valley with views focussed out to sea beyond Southend.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	8 km	Direction to proposed development (at closest point potentially affected):	West-north-west
Approximate Length Potentially Affected Within Study Area:	7.4 km	Sensitivity:	Medium-High
Viewpoint(s) along Route:	<p>VP21 (B842 North of Peninver) is located adjacent to the B842 north of Campbeltown and is illustrative of views from a short section of road/NCR78 at the mouth of Glen Lussa. VP7 (Stewarton) and VP8 (Southend Road) are located adjacent to the B842 to the west and south-west of Campbeltown and illustrate open views from Stewarton and represent elevated views from south of Stewarton.</p>		

<p>Nature of Change:</p>	<p>North of Campbeltown, a short section of the B842 (1 km approx.) at the mouth of Glen Lussa, north of Peninver, would potentially experience side views of turbines on the skyline, in a dip in the landform, where the existing Tangy I and II is not visible.</p> <p>Between Campbeltown and Killellan (which is south of Stewarton), the ZTV suggests that the proposed development would be theoretically visible from the majority of the route. From the western periphery of Campbeltown to Stewarton, the proposed turbines would be seen as blades and some hubs on the skyline in side views, where the existing Tangy I and II is not visible. From Stewarton to Killellan, the proposed turbines would be seen on the skyline in main or rear views, depending on the direction of travel. Construction activities, the removal of conifer plantation and the introduction of tracks and ancillary elements may be visible in places (between Campbeltown and Killellan), but seen at a distance.</p> <p>In all views, it would be noticeably larger in scale than the existing Tangy I and II turbines, but for relatively short sections of the overall B842 route, and not always in the main view. It would be noticeable when in the main views, but perceptible or not visible for the majority of the route. Considering the range of other views obtained from this route (e.g. east or west along the coast), the change would not be significant in the long term, when considering the experience of the route as a whole.</p>		
<p>Magnitude of Change during Construction:</p>	<p>Medium</p>	<p>Visual Effect during Construction:</p>	<p>Minor-Moderate</p>
<p>Magnitude of Change during Operation:</p>	<p>Low-Medium</p>	<p>Visual Effect during Operation:</p>	<p>Minor-Moderate</p>

Route Name:	B843 and Core Path C085 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	7.3 km
Route Description:	<p>This is a short road and Core Path C085 (Stewarton to Machrihanish) connecting the settlements of Stewarton and Machrihanish, passing through the settlement of Drumlemble. It lies entirely within the study area.</p> <p>The route passes through the open fields of Aros Moss. Main views are generally in the direction of travel, to the east and west, but there are also open oblique and side views to the north and south: medium-range views to the southern hills and long-range views to the north towards the Kintyre Uplands and adjacent rounded hills beyond. These side views typically include intensive agricultural development, infrastructure associated with Campbeltown Airport / RAF Machrihanish and the existing Tangy I and II Wind Farm.</p> <p>This road used to form part of the Kintyre Way, but no longer forms a part of it.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	9 km	Direction to proposed development (at closest point potentially affected):	North-north-east
Approximate Length Potentially Affected Within Study Area:	7.3 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP6 (Machrihanish, Little Scone), VP7 (Stewarton) and VP19 (Drumlemble) are located alongside the B843 and are representative of side views which could be obtained from the route.		
Nature of Change:	<p>The ZTV suggests that the proposed turbines would be visible from the whole of this route. In the majority of areas, the proposed development is perpendicular to the direction of travel and proposed turbines would be visible on the skyline in mostly side/oblique views and some main views. Turbines would be noticeably larger than the existing Tangy I and II turbines, but would be a small part of the overall view.</p> <p>In places, construction activities would be visible and it is likely that the removal of conifer plantation and some ancillary elements would also be visible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.</p>		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate

Route Name:	Kennacraig to Port Askaig (Islay) Ferry (refer to Figure 8.7)	Approximate Length Within Study Area:	42 km
Route Description:	<p>This is a year round ferry route which connects the Scottish mainland at Kennacraig with Islay at Port Askaig (in the north east of the island). Port Askaig is located outside of the 40 km study area.</p> <p>Views from the ferry vary from different parts of the boat. From open decks, views are open and available in multiple directions. Visual focus changes throughout the journey, depending on location.</p> <p>Within the 40 km study area, the route passes through Western Loch Tarbert, banked by the north Kintyre and Knapdale coasts to the south and north respectively. It passes within 2 km (approximately) of the northern tip of Gigha and, at its western extent, through the Sound of Jura with the Isles of Islay (to the west) and Jura (to the east) very close by. Elsewhere the route is in open water with views of varying length focussing on Islay, Jura, Knapdale and north Kintyre.</p> <p>Several operational wind turbines are visible from the Ferry, including turbines on Gigha and, further away, turbines on the skyline at Tangy I and II, Deucheran Hill, Beinn an Tuirc (Phases 1 and 2), Cour, Freasdail, Srondoire and Allt Dearg. For the majority of the route, these turbines are perpendicular to the direction of travel.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	27 km	Direction to proposed development (at closest point potentially affected):	South
Approximate Length Potentially Affected Within Study Area:	28.5 km	Sensitivity:	Low
Viewpoint(s) along Route:	There are no viewpoints which could approximately reflect the potential view from this ferry		
Nature of Change:	<p>When travelling along the indicated route, the ZTV suggests that the proposed development would be theoretically visible from the majority of the ferry route: from the north-western extent of the study area to just south of Ardpatrik Point. Given the distance, the proposed turbines would be barely perceptible on the skyline and oblique to the direction of travel over distance, seen as a very small part of the overall panoramic views.</p> <p>Visibility of the proposed turbines would be intermittently screened by Gigha for the short section of the route passing the north of Gigha.</p>		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible
Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible

Route Name:	Kennacraig to Port Ellen (Islay) Ferry (refer to Figure 8.7 and 8.8.1)	Approximate Length Within Study Area:	60 km
Route Description:	<p>This is a year round ferry route which connects the Scottish mainland at Kennacraig with Islay at Port Ellen (in the south of the island). Views from the ferry vary from different parts of the boat. From open ferry decks views are open and available in multiple directions. Visual focus changes throughout the journey, depending on location.</p> <p>In the north-east of the study area, the main foci are the shores of West loch Tarbert and land rising towards north Kintyre and south-west Knapdale. Through the central part of the journey, the island of Gigha is closer to the ferry and so this, along with the Kintyre upland forming the skyline beyond becomes the main point of interest.</p> <p>Further west, the Islay coast with Jura beyond, is the main view while the distant Kintyre coast is also visible. It is also possible to see northern Ireland at this point of the journey.</p> <p>Several operational wind turbines are visible from the ferry, including turbines on Gigha and, further away, turbines on the skyline at Tangy I and II, Deucheran Hill, Beinn an Tuirc Phases 1 & 2, Cour, Kildalloig Farm, Freasdail, Allt Dearg and Srondoire. For the majority of the route, these turbines are perpendicular to the direction of travel.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	21 km	Direction to proposed development (at closest point potentially affected):	South-east
Approximate Length Potentially Affected Within Study Area:	40 km	Sensitivity:	Low
Viewpoint(s) along Route:	VP4 (Islay Ferry) is located along the route and illustrates views from a point on the ferry route.		
Nature of Change:	<p>When travelling along the indicated route, the ZTV suggests that the proposed development would be visible from the majority of the ferry route between Port Ellen just south of Ardpatrik Point. Given the distance, the proposed turbines would be barely perceptible on the skyline and oblique to the direction of travel over distance, seen as a very small part of the overall panoramic views.</p> <p>Visibility of the proposed turbines would be intermittently screened by Gigha for the short section of the route passing the north of Gigha.</p>		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible

Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible
Route Name:	Ardrossan to Campbeltown Ferry (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	50 km
Route Description:	<p>This is a summer season ferry route linking the Ayrshire Coast at Ardrossan with the Kintyre Peninsula at Campbeltown. Ardrossan and the eastern section of the route (over half) are beyond the study area.</p> <p>Within the study area, the ferry passes within a few kilometres of the southern extent of Arran and enters Campbeltown Loch between Island Davaar and Macringan's Point. Elsewhere, it crosses open water with views of Arran, Ailsa Craig, the Ayrshire coast and the east coast of mid and south Kintyre.</p> <p>ZTV analysis suggests that operational wind turbines can be seen above the Kintyre skyline at Beinn an Tuirc (Phases 1 & 2), Tangy I and II, Kildalloig Farm, Cour, Deucheran Hill and Freasdail. As the route passes Arran, approaching the edge of the study area, other operational turbines on the Ayrshire coast are visible, including turbines at Ardrossan, Ardrossan Extension, Hunterston and Girvan Hospital.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	14 km	Direction to proposed development (at closest point potentially affected):	South-east
Approximate Length Potentially Affected Within Study Area:	27.8 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP16 (Kilbrannan Sound) is from a water-based location in the vicinity of the ferry route and illustrative of views which could be obtained from it.		
Nature of Change:	When travelling along the approximated route, the ZTV suggests that the proposed development would be visible between the south-eastern extent of the study area and an area approximately 7 km east of Campbeltown. Proposed turbines would be seen at a distance This would be in the context of 360° views which include other existing wind turbines and several vertical structures in the vicinity of Campbeltown (e.g. radio transmission towers and lighthouses).		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor

Route Name:	Tayinloan to Ardminish (Gigha) Ferry (refer to Figure 8.7 and 8.8.1)	Approximate Length Within Study Area:	4.8 km
Route Description:	This short, year round ferry route connects the Scottish mainland at Tayinloan with the small island of Gigha at Ardminish. It lies entirely within the study area. Views from the ferry are directed north-west towards the east shore of Gigha; north-east and south-east towards the Kintyre coast and uplands. Operational wind turbines are visible on Gigha. Further away, turbines can also be seen from parts of the route on the skyline at Beinn an Tuirc Phases 1 & 2 and Tangy I and II.		
Approximate Distance to proposed development (at closest point potentially affected):	17 km	Direction to proposed development (at closest point potentially affected):	South
Approximate Length Potentially Affected Within Study Area:	4.8 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP5 (Gigha South Pier) and VP20 (Rhunahaorine Point) are not located on this route, and are land-based VPs, but are located nearby and illustrate similar types of views.		
Nature of Change:	The ZTV indicates that the proposed turbines would be theoretically visible from the whole route. The proposed turbines would be visible on the skyline, appearing larger and more detracting than the existing Tangy I and II, but in the context of panoramic views in all directions.		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor

Route Name:	Kintyre Way: Clachan to Tayinloan (refer to Figure 8.7 and 8.8.1)	Approximate Length Within Study Area:	14.8 km
Route Description:	<p>The route follows the A83 south from Clachan and then passes through the grounds of Ronachan House. The route then re-joins the A83 briefly before continuing south, between to the road and the coast. Shortly after this, it leaves the road to follow the shingle beach around Rhunahaorine Point with open views to Gigha. Southwards the route closely follows the shore towards the ferry slipway at Tayinloan.</p> <p>There is a strong association with the coast and visual focus out to sea throughout this section of the route. Views in the direction of travel are also important with views inland, to agriculture and woodland less so. Where the island of Gigha is the main visual focus, existing turbines there are prominent.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	19.2 km	Direction to proposed development (at closest point potentially affected):	South
Approximate Length Potentially Affected Within Study Area:	2.9 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP20 (Rhunahaorine Point) is located alongside this section of the Kintyre Way and is representative of views which could be obtained from it.		
Nature of Change:	<p>The ZTV suggests that from a short section of the route, either side of Rhunahaorine Point, there would be theoretical visibility of the proposed development. In reality, site survey has shown that pine woodland would screen views from around half of this section of route limiting views to the area immediately around the point. These views would be experienced for receptors travelling south, whose main visual focus is out to sea, towards Gigha. The proposed turbines would be barely perceptible in the distance.</p>		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible
Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible

Route Name:	Kintyre Way: Tayinloan to Carradale (refer to Figure 8.7 and 8.8.1)	Approximate Length Within Study Area:	23.7 km
Route Description:	<p>Rather than following the coastline, this part of the Kintyre Way traverses the peninsula, starting on the west coast and finishing on the east. It passes through farmland and coniferous forest plantation and, at its highest point, passes through Deucheran Hill Wind Farm.</p> <p>From Tayinloan ferry slipway, the route follows the road to the village before turning back to the coast for a short distance before turning inland, crossing the A83 and then climbing along a forestry track towards Deucheran Hill. The route passes in and out of commercial plantation before leading up to the wind farm, passing between the turbines, and continuing down through coniferous forest plantation to the glen of the Carradale Water. After a short road section, a forest car park leads to the path climbing Cnoc nan Gabhar before descending into Carradale.</p> <p>On the west coast, the focus is out to sea with Gigha prominent nearby, and existing wind turbines. Passing through coniferous forest plantation, the route becomes more contained but there are views west towards the islands of Gigha, Islay and Jura from upland areas. Passing through Deucheran Hill, the wind turbines are a pronounced visual focus. As the route drops down toward the east coast, views become contained by valley slopes and coniferous forest plantation before opening out onto the attractive Carradale Bay.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	14.9 km	Direction to proposed development (at closest point potentially affected):	South-south-west
Approximate Length Potentially Affected Within Study Area:	300 m	Sensitivity:	Low
Viewpoint(s) along Route:	There are no viewpoints which could approximately reflect the potential view from this route.		
Nature of Change:	The proposed turbines would be theoretically visible from a very short section of this route, located approximately 15 km from the proposed development, and 2 km west of Deucheran Hill Wind Farm. The proposed turbines would be screened by coniferous forest plantation, and if glimpses were obtained, would be in distant side views.		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible
Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible

Route Name:	Kintyre Way: Carradale to Campbeltown and Section of Core Path C088 (refer to Figure 8.7, 8.8.1 and 8.8.2)	Approximate Length Within Study Area:	32 km
Route Description:	<p>From Carradale, this section of the Kintyre Way follows minor roads and paths to rocky shore at Waterfoot and then passes Torrisdale Castle via access roads before joining forestry tracks and climbing out of Torrisdale Glen and crossing hills before dropping back down and into Saddell Glen. It then runs west through Saddell Glen before climbing once again along forestry access tracks to A' Cruach and joining Core Path C088 (Campbeltown to Claonaig). It then follows the line of the Bordadubh Water, a small watercourse which feeds Loch Lussa. At Loch Lussa, the route joins a public road to the east of the proposed development, joins the A83 and passes into Campbeltown.</p> <p>Visual focus shifts from the shoreline and broadleaf woodland estate in the north to broadleaf estate woodland and dense coniferous plantation. Both Saddell Glen and the grounds around Torrisdale Castle are particularly attractive. From A' Cruach to Lussa Loch, views are generally enclosed by coniferous forest plantation but some elevated and more open views are afforded through felled areas and clearings, including across Lussa Loch. Turbines of Beinn an Tuirc Phase 2 are visible from some sections and occasional views of existing turbines at Tangy I and II.</p> <p>South of Lussa Loch, the route joins a public road and views change from being dominated by a landscape of managed coniferous forest plantation, to extending across agricultural fringe into an area of rounded hills with roadside quarries before dropping down into the bay farmland and meeting the A83 road, at which point Core Path C088 (Campbeltown to Claonaig) terminates. The Kintyre Way then runs along the A83 road into the settlement of Campbeltown.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	1.5 km	Direction to proposed development (at closest point potentially affected):	West
Approximate Length Potentially Affected Within Study Area:	7.7 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP12 (Bord a Dubh), VP13 (A' Cruach), VP15 (Ballywilline) and VP18 (Skeroblingarry) are located alongside this section of the Kintyre Way and illustrate a variety of views experienced along this section.		
Nature of Change:	ZTV analysis indicates that the proposed development would theoretically be visible along this route between A' Cruach and the north of Lussa Loch and the south of Lussa Loch and Ballywilline. In reality, turbines would be visible in intermittent views, but screened from views in other sections (for instance, near Lussa Loch) by coniferous forest plantation and landform. Where visible, turbines would appear large in scale, particularly at closest points (e.g. VP18 - Skeroblingarry) where receptors would feel very close to the wind farm. Turbines would therefore be glimpsed to varying degrees whilst travelling along this route, with the large turbines prominent at points.		

Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate

Route Name:	Kintyre Way: Campbeltown to Dunaverty and Section of Core Path C081 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	26.5 km
Route Description:	<p>This section of the Kintyre Way starts at Campbeltown and runs along the southern coast of Campbeltown Loch, passing Island Davaar and Kildalloig Bay, and rises up the slopes of Ballimenach Hill and then along the eastern and south-eastern coast of southern Kintyre, past The Bastard hill to Dunaverty.</p> <p>Views from the south coast of Campbeltown Loch are directed across the sea loch to northern Campbeltown, Island Davaar and out to Arran in the distance. Views along the rest of the route are largely directed out along the coast or out to the east, south-east or south over the sea to Arran.</p> <p>Within the 11km area, the Core Path C081 (Campbeltown Pier to Davaar Island car park) is considered as part of this route.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	0.29 km	Direction to proposed development (at closest point potentially affected):	North-west
Approximate Length Potentially Affected Within Study Area:	13.3 km	Sensitivity:	Low
Viewpoint(s) along Route:	There are no viewpoints which could approximately reflect the potential view from this route.		
Nature of Change:	The proposed turbines would be barely perceptible on the skyline or screened from views by topography or woodland.		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible
Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible

Route Name:	Kintyre Way: Southend to Machrihanish and Section of Core Path C090 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	26 km
Route Description:	<p>This section of the Kintyre Way passes through remote moorland, atop exposed coastline where there is little shelter. From Southend, the route travels inland and then along the western coast past Ballygrogan farm and down into to Machrihanish. A section of Core Path C090 (Machrihanish to The Inneans and Southend) is considered as part of this route within the 11km study area.</p> <p>Views are directed out to sea, and along the coastal cliffs, and from the northernmost section, over Machrihanish Bay and north to Aros Moss and the existing Tangy I and II wind farm. From the southern part of the route, there are some more enclosed narrower vistas just south of Cnoc Moy, before views open to the south near Dunaverty.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	8.3 km	Direction to proposed development (at closest point potentially affected):	North-north-east
Approximate Length Potentially Affected Within Study Area:	4.8 km	Sensitivity:	Medium
Viewpoint(s) along Route:	<p>There are no viewpoints which could approximately reflect the potential view from this route. Figures 8.11.1.1 and 8.11.1.2 illustrate the view from Ballygrogan Picnic Spot, located on the northern part of this route section (included for reference only and not assessed in the LVIA).</p>		
Nature of Change:	<p>ZTV analysis suggests that the proposed development would be theoretically visible between the slopes north of Cnoc Moy and Machrihanish. This would generally be when travelling north only, when the turbines would be seen in the direction of travel.</p> <p>In the vicinity of Machrihanish and Ballygrogan, the proposed turbines would be seen in the context of Campbeltown Airport, Machrihanish, larger than the existing turbines at Tangy I and II, which are currently visible. Construction activities would also be visible here, but in the distance. From the majority of the route, there would be no visibility of the proposed development.</p>		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Minor-Moderate

Route Name:	Core Path C089 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	1.4 km
Route Description:	Core Path C089 (Uisaed, Machrihanish circular, bird observatory) is a coastal path where there are open, slightly elevated views in all directions over the surrounding landscape. Main views are north towards the sea, open fields, some properties and the Marine Environmental Research Laboratory Building. Existing Tangy I and II turbines are visible in the distance.		
Approximate Distance to proposed development (at closest point potentially affected):	8.6 km	Direction to proposed development (at closest point potentially affected):	North-north-east
Approximate Length Potentially Affected Within Study Area:	1.2 km	Sensitivity:	Medium
Viewpoint(s) along Route:	There are no viewpoints on this route, but VP6 (Machrihanish, Little Scone) is located nearby, and illustrates similar views.		
Nature of Change:	ZTV analysis suggests that the proposed development would be theoretically visible along the majority of this route, in open side, main and rear views, depending on direction of travel. The proposed turbines would be seen across Machrihanish Bay, larger than the existing wind turbines at Tangy I and II, which are currently visible. New tracks, ancillary features, forestry felling and replanting may be visible in the distance. Construction activities would also be visible here, but in the distance.		
Magnitude of Change during Construction:	Low	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low	Visual Effect during Operation:	Minor-Moderate

Route Name:	Core Path C086 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	6.2 km
Route Description:	Core Path C086 (Links of Machrihanish) is a coastal path that runs along the Links of Machrihanish where there are open, panoramic views along the beach, across the golf course and out to sea. The existing Tangy I and II wind farm is visible on the skyline to the north and Machrihanish settlement visible to the south. The buildings of Campbelltown Airport are visible from some sections of the path.		
Approximate Distance to proposed development (at closest point potentially affected):	2.5 km	Direction to proposed development (at closest point potentially affected):	North-north-east
Approximate Length Potentially Affected Within Study Area:	6 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP26 (Westport Beach) illustrates views from the northernmost end of this route, but does not represent views from the majority of the route.		
Nature of Change:	ZTV analysis suggests that the proposed development would be theoretically visible along the majority of this route, in open, panoramic views. Receptors on the northernmost section of this route at Westport Beach would experience limited views of the proposed development (e.g. VP26 – Westport Beach) or no views. From the majority of the route, the proposed turbines would be seen in main views drawn along the coast, across Machrihanish Bay, appearing larger than the existing wind turbines at Tangy I and II, which are currently visible. New tracks, ancillary features, forestry felling and replanting may be perceptible from some locations, as would construction activities, but in the distance.		
Magnitude of Change during Construction:	Medium	Visual Effect during Construction:	Moderate
Magnitude of Change during Operation:	Medium	Visual Effect during Operation:	Moderate

Route Name:	Core Paths C087, C447 & C448 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	7.2 km
Route Description:	<p>These Core Paths connect the coastal Core Path C086 (Links of Machrihanish) with the B843/Core Path C085, passing the 'RAF Machrihanish' settlement, and Airport terminal building. Core Path C087 (Sound of Kintyre housing to beach) runs from the beach, around the Machrihanish Dunes golf club clubhouse to join the C447 at Clochkeil (also referred to as 'RAF Machrihanish' in the Argyll and Bute Local Development Plan, adopted 2015). The C447 (Darlochan to Stewarton, Campbeltown) then runs along the public road between Clochkeil and West Darlochan and joins the C448 at a T-junction. The C448 (Stewarton to Clochkeil, Campbeltown) and public road then connects with the B843 to the south, passing the Campbeltown Airport terminal public.</p> <p>Views vary along the route, but all views are generally long-range, extending across the flat bay farmland and scattered properties, sometime looking onto the airport, old army barrack buildings, or large warehouses. From the C087 (nearest the beach) views extend along the beach and out to sea; whereas further inland, on the C447/C448 some views of Machrihanish Bay are possible, but most views are across fields. The existing Tangy I and II Wind Farm is visible on the skyline to the north.</p>		
Approximate Distance to proposed development (at closest point potentially affected):	3.8 km	Direction to proposed development (at closest point potentially affected):	North
Approximate Length Potentially Affected Within Study Area:	6.8 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP27 (Machrihanish Dunes) and VP22 (Campbeltown Airport) are located on/near this route and represent views from Machrihanish Dunes golf club and illustrate views from the terminal building at Campbeltown Airport.		
Nature of Change:	ZTV analysis suggests that the proposed development would be theoretically visible along the majority of this route. From C087 and C447, all turbines would be theoretically visible, but from most C448 (between West Darlochan and the B843) receptors would theoretically see between 5-12 turbines. The proposed turbines would be seen at varying distances, in broadly open, panoramic views and would be larger than the existing wind turbines at Tangy I and II, which are currently visible. New tracks, ancillary features, forestry felling and replanting, and construction activities may be visible at varying distances, to varying degrees.		
Magnitude of Change during Construction:	Low-Medium	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low-Medium	Visual Effect during Operation:	Minor-Moderate

Route Name:	Core Path C082 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	1.11 km
Route Description:	Core Path C082 (Shore road to High School) is also a series of public roads within Campbeltown (Meadows Avenue - Limecraigs Road – Woodlands Drive), that runs along the side of Meadowpark and Lower Kintyre Park, in between a school and hospital. Main views are over the adjacent playing field and buildings of Campbeltown beyond and hills in the distance. Views are enclosed by properties on the southern side of the Core Path and public road.		
Approximate Distance to proposed development (at closest point potentially affected):	9 km	Direction to proposed development (at closest point potentially affected):	North-west
Approximate Length Potentially Affected Within Study Area:	0.83 km	Sensitivity:	Low
Viewpoint(s) along Route:	There are no viewpoints situated on this route.		
Nature of Change:	ZTV coverage indicates that there would be 1-8 turbines theoretically visible in varying degrees along this route. However, due to screening from buildings, local landform and trees, receptors on this core path would be unlikely to perceive the proposed development, in the distance. If some tips are visible, then they would be seen in the distance, and not in the main focus of the view, which is the nearby playing field and buildings of Campbeltown.		
Magnitude of Change during Construction:	Negligible	Visual Effect during Construction:	Negligible
Magnitude of Change during Operation:	Negligible	Visual Effect during Operation:	Negligible

Route Name:	Core Path C083 (refer to Figure 8.7 and 8.8.2)	Approximate Length Within Study Area:	4.93 km
Route Description:	Core Path C083 (Benguilan Forest circular walk) runs from the B842 in Campbeltown uphill past properties at Tomaig and up the slopes of Beinn Guilean (to VP10) and then east to join the public road, Kintyre Way (Campbeltown to Dunaverty) and Core Path C081 (Campbeltown Pier to Davaar island car park). Main views are generally elevated and to the north, looking over the settlement of Campbeltown, and east over Campbeltown Loch towards Island Davaar. The existing Tangy I and II is visible from some sections of the route. From some sections of the route, climbing up the slopes of Beinn Ghuilean, views would be screened or filtered by coniferous forest plantation in the foreground.		
Approximate Distance to proposed development (at closest point potentially affected):	8.8 km	Direction to proposed development (at closest point potentially affected):	North-West
Approximate Length Potentially Affected Within Study Area:	3.47 km	Sensitivity:	Medium
Viewpoint(s) along Route:	VP10 (Beinn Ghuilean) is located at the highest point on this route and illustrates the 'worst-case' views from the route.		
Nature of Change:	ZTV coverage indicates that there would be theoretically visibility of the proposed development from some parts of this route; mostly the most elevated parts. Proposed turbines would be visible in intermittent views, to varying degrees and would appear larger and more prominent on the skyline in comparison with the existing Tangy I and II turbines. New tracks, ancillary features, forestry felling and replanting, and construction activities may be perceptible in the distance.		
Magnitude of Change during Construction:	Low-Medium	Visual Effect during Construction:	Minor-Moderate
Magnitude of Change during Operation:	Low-Medium	Visual Effect during Operation:	Minor-Moderate

