

TECHNICAL APPENDIX 12.4: Settings Assessment

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Settings Assessment

Introduction

All designated assets located within the ZTV have been subject to setting assessment. Additionally, all designated assets within the 10 km study area were reviewed against the information known about their contextual characteristic (see Appendix 12.1) and against mapping information to identify any assets where views of the Proposed Development may significantly impact the settings of the assets due to an impact on views towards the asset from other points in the landscape. A total of one Scheduled Monument and two Listed Buildings were subject to setting assessment. Setting assessment site visits were undertaken in November 2019.

A summary of the findings of the settings assessment is presented in Table 12.4.1. A summary discussion for each of the assets subject to detailed assessment is provided within this Appendix and has been informed by ZTV modelling.

Table 12.4.1: Summary of settings assessment

Site No.	Name and Designation	No. of turbines visible	Distance to nearest turbine	Main Factors Affecting Setting	Relative Sensitivity	Magnitude of Impact	Level of Operational Effect
16	Garvamore "Barracks"; Category A Listed Building	6	6.9km	Set on the north side of General Wade's Military Road over Corrieyairack Pass .	Medium	Marginal	Neutral
17	Garvamore, Garva Bridge Over River Spey (St George's Bridge); Category A Listed Building	2	6.3km	Part of General Wade's Military Road over the Corrieyairack Pass. The bridge is set over the River Spey.	Medium	Low	Negligible
18	Dun-da-lamh, fort; Scheduled Monument	10	8.9km	Set on the north-east side of a ridge summit with steep descents in all directions down to the valleys and River Spey below. Widespread forestry to the west and dispersed on the northern side of the summit. Dramatic views in all directions, particularly along the River Spey and Corrieyairack Pass. Views to the north are constricted by mountains but open to the south and east where the landscape is low lying.	High	Marginal	Minor
3	Corrieyairack Pass,military road,Allt Lagan a'Bhainne to Black Burn; Scheduled Monument	1	6.9km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. There would be some limited visibility of Turbine 1 from a very limited section of this part of the military road. This limited view of the turbine would have very little impact on the ability to appreciate and experience the monument as a whole and its rural setting could still be fully experienced despite brief visibility of the movement of the turbine blades. The limited view from only a small portion of the monument would not alter the observer's understanding of the	Medium	Marginal	Negligible

Site No.	Name and Designation	No. of turbines visible	Distance to nearest turbine	Main Factors Affecting Setting	Relative Sensitivity	Magnitude of Impact	Level of Operational Effect
				monument as part of the military road in a rural, dramatic landscape.			

Table 12.4.2: Heritage assets beyond ZTV where no impact is anticipated

Site No.	Name and Designation	Distance to nearest turbine	Main Factors Affecting Setting
1	Corrieyairack Pass,military road,watershed to Allt Lagan a'Bhainne; Scheduled Monument	5.9km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. Views towards the route would be unchanged.
2	Corrieyairack Pass,military road,Allt Ruadh to watershed; Scheduled Monument	3.6km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. Views towards the route would be unchanged.
4	Corrieyairack Pass,military road,Melgarve to Allt Ruadh; Scheduled Monument	4.1km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. Views towards the route would be unchanged.
5	Corrieyairack Pass,military road,Connachie Burn to Culachy; Scheduled Monument	9.0km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. Views towards the route would be unchanged.
6	Corrieyairack Pass,military road,Black Burn to Connachie Burn; Scheduled Monument	8.0km	Set within the Corrieyairack Pass with steeply rising ground to the north and south lining the pass. The monument passes through moorland with little modern development other than overhead lines and surrounding post-medieval and modern settlement. Views towards the route would be unchanged.
7	Caledonian Canal,Kyltra Lock to Fort Augustus; Scheduled Monument	10.8km	Set within farmland and forestry with trees lining both sides of the canal. Views towards the canal would be unchanged.

Site No.	Name and Designation	Distance to nearest turbine	Main Factors Affecting Setting
8	Fort Augustus Abbey, Monastery and School; Category A Listed Building	9.9km	Set within its own grounds within forestry, adjacent to Loch Ness. Views towards the abbey would be unchanged.
9	Fort Augustus Abbey Church; Category A Listed Building	10.1km	Set within its own grounds within forestry, adjacent to Loch Ness. Views towards the abbey church would be unchanged.
11	Caledonian Canal, Fort Augustus to Loch Ness; Scheduled Monument	10.8km	Set within farmland and forestry with trees lining both sides of the canal. Views towards the canal would be unchanged.
12	Corrieyairack Pass, Melgarve, Drummin Bridge Over Caoehan Riabhaeh Burn; Category B Listed Building	5.0km	Set on military road within the Corrieyairack Pass. Views to the bridge would be unchanged.
13	Melgarve, Corrieyairack Pass, Bridge Over Allt Feith A Mhoraire; Category B Listed Building	4.8km	Set on military road within the Corrieyairack Pass. Views to the bridge would be unchanged.
14	Whitebridge, Old Bridge Over River Foyers; Category A Listed Building	10.2km	Set on road within forestry. Views towards the bridge would be unchanged.
19	Cherry Island, crannog, Ichnacardoch Bay, Loch Ness; Scheduled Monument	10.1km	Set within Loch Ness. Views towards the monument would be unchanged.
22	Glendoe, Bridge Over Allt An Reidhean; Category B Listed Building	7.9km	Set within dispersed woodland. Views towards the bridge would be unaltered.
23	Glendoe, Old Bridge Over Allt Doe; Category B Listed Building	7.4km	Set within dispersed woodland. Views towards the bridge would be unaltered.
24	Glendoe, Bridge Carrying Re-Aligned A862 Over Allt Doe; Category C Listed Building	7.4km	Set within dispersed woodland. Views towards the bridge would be unaltered.

Minor Effects

Dun-da-lamh, fort (Site 18) is set on the north-east side of a ridge summit adjacent to Black Wood with steep descents in all directions. The prehistoric hillfort is in excellent condition with well preserved drystone defensive walls and ramparts as well as internal features and structures visible above ground which makes it easily understood as a defensive settlement. Modern activity within the fort is apparent with two World War II structures built at the south-western side and a small wooden cubicle in the centre of the fort. Forestry is spread across the ridge to the west of the hillfort and there are dispersed trees on the fort summit itself, particularly along the north-western side. There are dramatic and extensive views in all directions, with key views found to be along the Corrieyairack Pass and the River Spey to the north-west and east and there are also extensive views to the south across lower lying ground, with the fort likely utilised for surveillance of this land during its occupation. Views to the north are more restricted due to the mountains which line the northern side of the Corrieyairack Pass which rise steeply and are at a higher elevation than the fort. Overall the fort is judged to have high sensitivity to changes to its setting. The Proposed Development would be located behind a visitor on approach and would largely be obscured by the steeply rising mountains, although tips and partial hubs of up to seven of the proposed turbines would be visible. There is little modern development in the landscape but the Proposed Development is unlikely to make the landscape appear less remote or dramatic. The Proposed Development is located almost 9km from the fort and is only partially visible due to the presence of trees on the fort which screen views to the north-west from the western side of the fort and the high ground between the fort and the Proposed Development. Such limited visibility of the wind farm, offset from any of the key views, would not hinder ability to understand and appreciate the monument as a defensive settlement with strategic panoramic views across the landscape. The impact magnitude would be marginal, and the level of effect would be **minor** and not significant.

Negligible Effects

Garvamore, Garva Bridge Over River Spey (St George's Bridge) (Site 17) is set across the River Spey on General Wade's Military Road through the Corrieyairack Pass. The bridge is understood and appreciated due to its architecture and position over the river and as part of the military road which leads north-east to south-west. The wider landscape is dominated by open moorland and steeply rising mountains which line the northern and southern side of the Corrieyairack Pass. The bridge is judged to be of medium sensitivity to changes to its setting. The Proposed Development would be partially visible to the north of the bridge, beyond a series of large overhead lines which already break the skyline. At most, only tips and partial hubs would be visible behind high ground and offset from key views along the military road. The cultural significance of this Listed Building is driven by its relationships with the River Spey and the military road and changes to its wider setting would have a limited effect on this understanding and appreciation. The impact magnitude would be low, and the level of effect would be **negligible** and not significant.

The Corrieyairack Pass, military road, Allt Lagan a'Bhainne to Black Burn (Site 3) section of General Wade's Military Road is located within the Corrieyairack Pass and comprises 2.5km of the road between Allt Lagan a'Bhainne in the south and Black Burn in the north. The monument is considered to be of national importance as it is part of the longest

continuous stretch of military road built under the direction of General Wade. Due to the lack of modern alterations to the construction of the road and the lack of modern development surrounding, it generally has the same setting and character as it would have in the 1700s. The monument is understood and appreciated by its technical construction and chosen route through the Corrieyairack Pass where there are continuations to the road to both the north and south. This section of the road is judged to have medium sensitivity to change as the dramatic, rural moorland landscape contributes to the cultural heritage value of the asset. There has been limited modern development along this part of the route other than the erection of overhead lines. Regarding the Proposed Development, only one turbine would be visible and only a very limited view of a turbine blade tips would be possible due to the intervening high ground which rises steeply. The turbine's blade tip would only be seen in passing along, at most, 95m of the length of the Scheduled Monument and would only marginally diminish the sense of remoteness in this very limited section. It would still be possible to fully appreciate and understand the monument as part of General Wade's Military Road set within a rural and dramatic landscape. Therefore, the impact magnitude would be marginal, and the effect would be **negligible**.

Neutral Effects

Garvamore "Barracks" (Site 16) is set on the north side of General Wade's Military Road through the Corrieyairack Pass which is aligned north-west to south-east. The building is understood as a barracks or possible inn from its architecture and relationship with the former military road and can be appreciated as such within its immediate setting. The surrounding landscape is dominated by the valley which forms the Corrieyairack Pass leading north-west to south-east with steeply rising high ground to the north and south. The barracks are judged to have medium sensitivity to changes to their settings. A line of trees to the north of the building obstructs visibility in the direction of the Proposed Development from the building itself and as a backdrop when approaching the building along the road from the south-east. There would thus be limited change to the wider setting of the Listed Building and as its setting relates to its architecture and position on the military road the ability to understand and appreciate it would not be diminished. Therefore, the impact magnitude would be marginal, and the effect would be **neutral**.