

Technical Appendix 4.4: Visual Assessment

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1.1 Introduction

- 1.1.1 This Technical Appendix (TA) of **Chapter 4 Landscape and Visual, (EIAR Volume 2)** identifies and assesses the effects on visual amenity in the Study Area, as a result of the Proposed Development described in **Chapter 2: Description of Proposed Development (EIAR Volume 2)**.
- 1.1.2 The visual assessment has been undertaken in accordance with the principles set out in **TA 4.1: LVIA Methodology, (EIAR Volume 4)** and is based on professional judgement.
- 1.1.3 This TA should also be read in conjunction with the following:
- **Volume 1 – Non-Technical Summary (NTS):**
 - Chapter 4: Landscape and Visual;
 - **Volume 2 – Main Report:**
 - Chapter 4: Landscape and Visual Amenity;
 - **Volume 3a – Figures (Figures 4. 1 to 4.17);**
 - **Volume 3b – Visualisations (Figures 4.18.1 to 4.36.6);**
 - **Volume 4 – Technical Appendices:**
 - TA 4.1: Landscape and Visual Impact Assessment (LVIA) Methodology;
 - TA 4.2: Operational and Under-Construction Sites within 25 km;
 - TA 4.3: Landscape Assessment;
 - TA 4.5: Cumulative Assessment;
 - TA 4.6: Aviation Lighting Assessment;
 - TA 4.7: Implications on Designated Landscapes; and
 - TA 4.8: Residential Visual Amenity Assessment.

1.2 Scope of Assessment

- 1.2.1 The extent of the initial Study Area for the visual assessment was set at 45 kilometres (km) in accordance with good practice (NatureScot, 2017)¹, which recommends a Study Area of 45 km for turbines above 150 metres (m) in height. The turbines proposed are based on a candidate turbine up to 220 m tip height shown on **Figure 2.2, (EIAR Volume 3a)**.
- 1.2.2 Visual receptors considered likely to experience potential effects were proposed in the Ravengill Energy Park (the Project) Scoping Report, 2025² from the outermost turbines as follows:
- Routes and long-distance footpaths – 25 km;
 - Settlements – 10 km; and
 - Core Paths and Rights of Way – 5 km.
- 1.2.3 Subsequently, the layout design has been revised and a review of visual receptors within the stated distances undertaken. The review included consideration of landform (shown on **Figure 4.1, (EIAR Volume 3a)**), Zone of Theoretical Visibility (ZTV) mapping (**Figures 4.2.1 – 4.4, (EIAR Volume 3a)**), landscape designations (**Figure 4.4, (EIAR Volume 3a)**), nearby operational and under-

construction wind farms (**Figure 4.6, (EIAR Volume 3a)**), viewpoints (**Figure 4.9, Volume 3a, (EIAR Volume 3b)**), visual receptors within 5 and 25 km (**Figures 4.10 and 4.11, (EIAR Volume 3a)**), and visualisations (**Figures 4.21.1 – 4.38.6, EIAR Volume 3b)**). This also included verification in the Study Area via fieldwork. The conclusions of the updated review of visual receptors is set out in this appendix.

- 1.2.4 The potential effect on views from residential properties within 2.5 km from the nearest turbine are set out separately in **Technical Appendix 4.8 (EIAR Volume 4)**.

1.3 Analysis of the Zone of Theoretical Visibility

- 1.3.1 Zone of Theoretical Visibility (ZTV) are tools which can be used to calculate and illustrate theoretical visibility of a proposed development. It is important to note that the ZTV is a 'bare earth' model and as such represents a worst-case scenario. The actual visibility is usually considerably less due to screening afforded by buildings and vegetation/woodland. Views from along roads and in rural areas are often filtered by roadside vegetation and can be seasonal when trees are deciduous. In addition, information about the proportion of each turbine is not proved by the ZTV, such that at the edges of the zone, it may well be a few blade tips just over a horizon. Bare earth ZTVs at tip and hub height are provided on **Figures 4.2.1 to 4.4 (EIAR Volume 3a)**. Details on how ZTVs are produced are set out in **Technical Appendix 4.1 (EIAR Volume 4)**.
- 1.3.2 Field surveys were undertaken to verify potential views on the ground and to appraise the overall actual visibility of the Proposed Development between September 2023 and May 2026.
- 1.3.3 The ZTVs illustrate that there would be widespread theoretical visibility of the Proposed Development within 5 km from the proposed turbines. Exceptions are where screening by landform occurs typically limiting visibility on upper slopes facing in the opposite direction to the Proposed Development. This exception in terms of theoretical visibility is experienced to the north of the Proposed Development within the Duneaton Water valley, to the southeast by a ridgeline, to the south and southwest covering the lower parts of the Wanlock Water, and in the bottom of the valley containing the B740 road to the west.

Beyond 5 km, the theoretical visibility mainly occurs in the northern half of the 25 km Study Area covering moorland, farmland and following the River Clyde and M74 Motorway valleys. To the east, theoretical visibility would reduce and be confined to the upper slopes and summits of the Southern Uplands within the Scottish Borders and on the eastern side of the A74 (M) road towards Lockerbie for approximately 17 km. To the south, a large part of the landscape has no theoretical visibility of the Proposed Development owing to intervening landform, namely the scarp which extends between Lousie Wood Law (618 m Above Ordnance Datum (AOD)) and Lowther Hill 725 m AOD, limiting visibility to the uplands surrounding Daer Reservoir extending south to Queensberry Hill (697 m AOD). To the southwest, the ZTV illustrates a few very limited patches of theoretical visibility occurring mainly from the upper slopes and summits within the Southern Uplands, and a greater area on the western side of Nithsdale beyond 12 km from the Site. To the west, theoretical visibility of the Proposed Development would cover the upper slopes and summits of the Southern Uplands to approximately 15 km, thereafter, reducing in geographical coverage.

¹ NatureScot. (2017) Scottish Natural Heritage Visual Representation of Wind Farms, Guidance. Available from: <https://www.nature.scot/sites/default/files/2019-09/Guidance%20-%20Visual%20representation%20of%20wind%20farms%20-%20Feb%202017.pdf> [Accessed on 24th of March 2024]

² Ramboll. (2025) Ravengill Energy Park, EIA Scoping Report. Available online from: <https://www.energyconsents.scot/ApplicationDetails.aspx?cr=ECU00006172> [Accessed: 24th March 2026]

1.4 Visual Receptors

- 1.4.1
- Visual receptors are people, who would be affected by the changes in views and visual amenity within the Study Area. This includes local residents, road users, walkers, and visitors etc.
- 1.4.2
- The assessment of visual effects considers the changes that people would see in views from various locations around the Study Area, using representative viewpoints (see **Figures 4.19.1 – 4.36.6, (EIAR Volume 3b)**), as well as considering views from settlements and from along routes. The methodology for the identification of sensitivity of visual receptors is set out in **Technical Appendix 4.1 (EIAR Volume 4)**.

Viewpoints

- 1.4.3
- Viewpoints were initially identified through a desk-based exercise of the potential landscape and visual receptors likely to be affected through analysis of ZTV mapping and site verification.
- 1.4.4
- A series of viewpoints were suggested in the Scoping Report (May 2025) and agreed by South Lanarkshire Council in their Scoping Opinion (June 2025) to represent a range of visual receptors.
- 1.4.5
- In NatureScot’s Scoping Opinion in September 2025, a total of 12 further viewpoints were requested to represent their identification of the Lowther Hills as a distinctive landscape, as follows:
 - A702 near Glenochar;
 - B797 South of Leadhills near Glengonnar Station;
 - B7040 Shortcleugh;
 - B7040 east of the Hass;
 - Allenylic Law;
 - Southern Upland Way, Whing Head;
 - Southern Upland Way near Glengaber Hill;
 - Minor road west of Lettershaws;
 - B797 south-west of Lettershaws;
 - B797 near Glencaple;
 - Green Lowther as opposed to Lowther Hill; and
 - B7040/A702 Junction at Elvanfoot.
- 1.4.6
- In their Scoping Opinions, Scotways and Leadhills Community Council also suggested further viewpoints as follows:

Leadhills Community Council

- Leadhills Football Pitch;
- Cattle grid at Glengonnar on the B797;
- Former railway level crossing site;
- Location on B7040 near Risping Cleuch; and
- Access track on Coom Dodd.

Scotways

- Core Path SL135;

- Core Path SL164;
 - Core Path SL165;
 - Core Path SL167;
 - Scottish Hill Track (SHT) (5) 058;
 - SHT (6)058, within the Site; and
 - B7040 road.
- 1.4.7
- Following the design freeze, all viewpoint locations were reviewed in order to ensure they collectively represented a means of identifying and defining potential effects of the Proposed Development whilst being proportionate. Viewpoints judged as having minimal meaningful information to inform the LVIA were excluded for the following reasons:
 - Viewpoints suggested in the Scoping Report**
 - Viewpoint 2: Culter Fell – removed due to distance;
 - Viewpoint 3: Castle Hill – replaced by Viewpoint 17: B7040/A702 Junction at Elvanfoot as the visual effect on road users was deemed to be more important;
 - Viewpoint 6: Queensberry Hill – removed due to distance;
 - Viewpoint 7: Wintercleuch – only 1-3 turbines predicted to be visible by the revised ZTV;
 - Viewpoint 8: Lowther Hill – replaced by Green Lowther as requested by NatureScot; and
 - Viewpoint 10: Leadhills – replaced by Leadhills Football Pitch due to clearer view towards the Site.
 - NatureScot Scoping Opinion Viewpoints**
 - A702 near Glenochar - no theoretical visibility predicted;
 - A797 south-west of Lettershaws - Located close to Viewpoint 9, final location micro-sited by the photographer;
 - Scotways Scoping Opinion Viewpoints**
 - Core Path SL164 – this footpath is assessed as part of the visual assessment and a wireline provided;
 - Core Path SL165 - this footpath is assessed as part of the visual assessment and a wireline provided;
 - Core Path 167 - this footpath is assessed as part of the visual assessment and a wireline provided;
 - Scottish Hill Track (SHT) (6)058, within Site – viewpoints within the Site close to turbines are not included;
 - B7040 road – removed due to distance;
 - Leadhills and Wanlockhead Community Council Scoping Opinion Viewpoints**
 - Cattle grid at Glengonnar on the B797 road – similar location to Viewpoint 12; final location will be micro-sited by the photographer;
 - Former railway level crossing site – similar location to Viewpoint 14, final location will be micro-sited by the photographer;
 - B7040 road near Risping Cleuch - similar location to Viewpoint 14, final location will be micro-sited by the photographer; and
 - Coom Dod - viewpoints within the Site close to turbines are not included.

- 1.4.8
- The viewpoints proposed for the assessment and the reasons for those scoped out were set out in a letter sent to NatureScot on the 24th of November 2025. The final list of viewpoints for assessment is provided in Table 4.4.1 and shown on **Figure 4.9 (EIAR Volume 3a)**. Visualisations have been produced to NatureScot guidance in **EIAR Volume 3b** and numbered below.

Table 4.4.1: Viewpoints included in the assessment				
Viewpoints	Grid References		Distance and direction to nearest turbine (km)	Representative
1. Tinto Figures 4.19.1-6 Viewpoint 1: Tinto, (EIAR Volume 3b)	295286	634369	15.1	Walkers
2. Crawfordjohn Figures 4.20.1-6 Viewpoint 2: Crawfordjohn	287693	623613	4.6	Residents
3. Hart Fell Figures 4.21.1-5 Viewpoint 3: Hart Fell (EIAR Volume 3b)	311344	613574	19.1	Walkers
4. Hods Hill, Southern Upland Way Figures 4.22.1-6 Viewpoint 4: Hods Hill, Southern Upland Way (EIAR Volume 3b)	300088	609760	11.4	Walkers
5. Upper Wanlockhead Figures 4.23.1-7 Viewpoint 5: Upper Wanlockhead (EIAR Volume 3b)	287570	612709	3.6	Residents
6. B797 Road Figures 4.24.1-13 Viewpoint 6: B797 Road (EIAR Volume 3b)	289370	619698	1.6	Road users
7. Cairn Table Figures 4.25.1-6 Viewpoint 7: Cairn Table (EIAR Volume 3b)	272556	624235	15.5	Walkers
8. Abington Figures 4.26.1-6 Viewpoint 8: Abington (EIAR Volume 3b)	292913	623065	3.5	Residents Road users
9. B797 South of Leadhills near Glengonnar Station Figures 4.27.1-6 Viewpoint 9: B797 South of Leadhills near Glengonnar Station (EIAR Volume 3b)	288019	613466	3.0	Road users
10. B7040 Shortcleugh Figures 4.28.1-8 Viewpoint 10: B7040 Shortcleugh (EIAR Volume 3b)	292937	617391	1.0	Road users
11. B7040 east of the Hass Figures 4.29.1-6 Viewpoint 11: B7040 east of the Hass (EIAR Volume 3b)	290021	615337	2.1	Road users

Table 4.4.1: Viewpoints included in the assessment				
Viewpoints	Grid References		Distance and direction to nearest turbine (km)	Representative
12. Southern Upland Way, Whing Head Figures 4.30.1-6 Viewpoint 12: Southern Upland Way, Whing Head (EIAR Volume 3b)	275093	605652	15.9	Walkers
13. Green Lowther Figures 4.31.1-8 Viewpoint 13: Green Lowther (EIAR Volume 3b)	290038	612030	5.3	Walkers
14. B7040/A702 junction at Elvanfoot Figures 4.32.1-7 Viewpoint 14: B7040/A702 junction at Elvanfoot (EIAR Volume 3b)	294959	617371	2.5	Residents Road users
15. Core Path SL135 Figures 4.33.1-5 Viewpoint 15: Core Path SL135 (EIAR Volume 3b)	287343	615175	1.2	Walkers
16. Scottish Hill Track 58 Figures 4.34.1-8 Viewpoint 16: Scottish Hill Track 58 (EIAR Volume 3b)	286750	622033	3.3	Walkers
17. Leadhills Football Pitch Figures 4.35.1-10 Viewpoint 17: Leadhills Football Pitch (EIAR Volume 3b)	288840	614893	2.3	Residents
18. Glengaber Hill, SUW Figures 4.36.1-6 Viewpoint 18: Glengaber Hill (EIAR Volume 3b)	284472	613954	3.4	Walkers

1.4.9 Where weather conditions prevented photography from being taken, wirelines were used as follows:

- Viewpoint 3: Hart Fell; and
- Viewpoint 15: Core Path SL 135.

Settlements

1.4.10 A review of large and small settlements detailed in the South Lanarkshire Local Development Plan 2³ and Dumfries and Galloway Local Development Plan 2⁴ was undertaken. Settlements within 10 km of the Proposed Development with theoretical visibility are detailed in Table 4.4.2.

Table 4.4.2: Overview of Potential Effects on Settlements within 10 km Study Area		
Settlement	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
Abington	Situated approximately 3.5 km to the northeast of the nearest turbine, 1-21 turbines are predicted to be visible at a relatively close distance. Figures 4.26.1 – 6, (EIAR Volume 3b) represents the view from the settlement.	Scoped In
Crawford	Located approximately 2.2 km to the northeast of the nearest turbine, 1-15 turbines are predicted to be visible from the northern part of the village.	Scoped In
Crawfordjohn	Situated approximately 5.6 km to the northwest of the nearest turbine. The ZTV predicts that theoretical visibility would be widespread across the village of 1-15 turbines. Figures 4.20.1 – 6, (EIAR Volume 3b) represents the view from the settlement.	Scoped In
Elvanfoot	Located approximately 2.8 km to the southeast of the nearest turbine, the ZTV predicts widespread theoretical visibility of 1-21 turbines. Figures 4.32.1 – 8, (EIAR Volume 3b) represents the view from the settlement.	Scoped In
Leadhills	Situated approximately 1.7 km to the northwest of the nearest turbine with the proposed turbines extending to the northeast, the ZTV shows widespread theoretical visibility of 1-21 turbines. Figures 4.35.1 – 6, (EIAR Volume 3b) represents the view from the settlement.	Scoped In
Roberton	Located approximately 9.1 km to the northeast of the nearest turbine. A limited number of properties on the southern side of the village on higher ground are predicted to receive theoretical visibility of 1–10 turbines.	Scoped Out
Wanlockhead	Situated approximately 3.1 km to the southeast of the nearest turbine, the ZTV shows theoretical visibility of 1-5 turbines in the east of the village, with the majority of properties not receiving a view. Figures 4.23.1 – 6, (EIAR Volume 3b) represents the view from the settlement.	Scoped In

Route Receptors

1.4.11 Main routes through the 25 km Study Area tend to follow the edges and floors of the glens, valleys and dales and are shown on **Figures 4.10 and 4.11, (EIAR Volume 3a)** and listed below in Table 4.4.3.

Table 4.4.3: Overview of Potential Effects on Route Receptors within 25 km Study Area		
Route	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
Roads / Railway Line		

Table 4.4.3: Overview of Potential Effects on Route Receptors within 25 km Study Area		
Route	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
M74 Motorway / A74 (M) Road	This motorway is generally orientated in a northwest to southeast direction, and the northeast corner of the Site abuts the motorway near Abington. Theoretical visibility is predicted to be between 1-21 turbines from long sections to the north of the Proposed Development, reducing to shorter sections from the east and near Lockerbie where 1-5 turbines are predicted.	Scoped In
A70 Road	Crossing the northern section of the 25 km Study Area approximately 11.4 km at its closest point. This road extends between Lanark in the northeast and Cumnock in the southwest. Theoretical visibility is predicted from a short section east and west of Glespin for approximately 2.5 km. From this section, 1-21 turbines are predicted to be visible in the distance beyond Andershaw and Middle Muir Wind Farms, with some filtering by intervening trees.	Scoped Out
A73 Road	Located approximately 7 km to the northeast of the nearest turbine, this road extends between Lanark in the north, and a roundabout northeast of Abington in the south. Generally following a north to south direction, the road meanders through a series of valleys within the 25 km Study Area constantly changing direction. The ZTV illustrates theoretical visibility of 1-21 turbines along two sections, approximately 3.7 km through Lanark, 23 km to the north of the nearest turbine. From here intervening trees and buildings reduce views of turbines to distant features beyond operational developments. A further section closer to the Site measuring 10.7 km between Broadlees and the southern roundabout is also predicted to receive theoretical visibility of the Proposed Development at 7 km at its closest point.	Scoped In
A76 Road	Approximately 10.3 km at its closest point to the proposed turbines, this road is located in the southwestern portion of the 25 km Study Area and is generally orientated in a northwest to southeast direction, between New Cumnock in the northwest and Closeburn in the southeast. No theoretical visibility is predicted along this section of the road.	Scoped Out
A701 Road	This road extends between Broughton in the east, and Southerly Ridge in south and is orientated in a northeast to southwest direction in the eastern side of the 25 km Study Area. Approximately 11.9 km at its closest point, theoretical visibility is predicted to occur from a short section approximately 12.7 km to the southeast of the Site as the road passes around Flecket Hill to the Devil's Beef Tub. This would be approximately 2.9 km in length through an area of forestry and clear-fell. The Proposed Development would be viewed as a distant feature beyond Clyde Wind Farm and its extension.	Scoped Out
A702 Road	This road extends between Biggarshiels in the northeast and close to Tynron in the southwest, approximately 50 m at its closest point to the Site. Theoretical visibility is predicted to be widespread between Biggarshiels and Elvanfoot of 1-21 turbines	Scoped In

³ South Lanarkshire Council. (2021) South Lanarkshire Local Development Plan 2. Available at: https://www.southlanarkshire.gov.uk/downloads/file/14534/ldp2_volume_1_document [Accessed: 24th of March 2026]

⁴ Dumfries and Galloway Council. (2019) Dumfries and Galloway Local Development Plan 2. Available at: https://www.dumfriesandgalloway.gov.uk/sites/default/files/2024-07/Adopted_LDP2_OCTOBER_2019_web_version.pdf [Accessed: 24th of March 2026]

Table 4.4.3: Overview of Potential Effects on Route Receptors within 25 km Study Area		
Route	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
	up to 25 km away. Thereafter, not being visible to the south until Tynron where 1-5 turbines are predicted at a distance of approximately 24.2 km.	
B797 Road	This road passes through the centre of the Site orientated generally in a northeast to southwest direction. Extending between Abington in the north, and Mennock in the southwest, theoretical visibility is predicted of 1-21 turbines between Abington and to the south of Wanlockhead for approximately 13.1 km.	Scoped In
B7040 Road	This road passes the southern boundary of the Site between Elvanfoot in the east and Leadhills in the west. Widespread theoretical visibility is predicted from the route of 1-21 turbines.	Scoped In
West Coast Mainline Railway Line	Located approximately 2 km at its closest point to the northeast of the Site, the railway line extends in a north to south direction between the south of Carstairs Junction, and Upper Murthat in the south, meandering through the Southern Uplands. Several long sections of the railway line would obtain close views of the proposed turbines.	Scoped in
Long Distance Footpaths		
Southern Upland Way (SUW)	This long distance walking route passes through the southern half of the 25 km Study Area between Yardburgh Hill (474 m AOD) southeast of Moffat, and Back Hill southwest of Sanquhar. Located approximately 700 m at its closest point to the Site, the ZTV illustrates theoretical visibility would occur on sections of the SUW near Moffat, Daer Reservoir, Lowther Hill (725 m AOD) to a pass near Conrig Hill (485 m AOD), and the uplands on the western side of Nithsdale of 1-21 turbines varying from close to distant views.	Scoped In
Annandale Way	The Annandale Way is located in the southeastern half of the 25 km Study Area extending in a general north to south direction between Chalk Rig Edge (500 m AOD) in the north, and Greystonerigg in the south, approximately 14 km from the Site. The ZTV illustrates that theoretical visibility would be limited to sections in the north where the footpath loops around Chalk Rig Edge where 1-21 turbines are predicted to be visible. This would mainly be experienced from the higher sections where open views are afforded, the lower sections being influenced by nearby forestry screening. Approximately 1.8 km section of the footpath would be affected where the Proposed Development would be viewed beyond Clyde Wind Farm and its extension.	Scoped Out
Clyde Walkway	A short section of this footpath is located approximately 21.4 km to the north of the Site. The ZTV illustrates that theoretical visibility would be very limited to approximately 250 m to the north and south of New Lanark where 1-5 turbines are predicted to be visible. This would be reduced by nearby woodland and buildings.	Scoped Out
River Ayr Way	Located in the northwest of the 25 km Study Area, this footpath extends between Glenbuck and Greenock Mains approximately 15.8 km from the	Scoped Out

Table 4.4.3: Overview of Potential Effects on Route Receptors within 25 km Study Area		
Route	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
	Site. The ZTV illustrates very limited theoretical visibility covering approximately 320 m at Glenbuck which would be further reduced by coniferous woodland.	
Scottish Hill Track (SHT)		
14. Moffat to Eskdale by the Colt Road / 15. Moffat to Ettrick or Eskdale	Both footpaths are located to the east of Moffat and the A708 road approximately 23.7 km from the nearest turbine. Within 25 km, approximately 2.6 km section of the route is predicted to receive theoretical visibility up to 15 turbines where they would form distant features beyond Harestanes and Minnygap Wind Farms.	Scope out
16a/b. Tweedsmuir to Ericstane (6 km north of Moffat)	Located approximately at 14 km to the east, this footpath extends across the Southern Uplands and includes two deviations. Theoretical visibility is predicted from limited sections at Crown of Scotland (538 m AOD), Annanhead Hill (478 m AOD), and Chalk Rig Edge comprising 6.1 km where the proposed turbines would be viewed beyond Clyde Wind Farm and its extension.	Scoped out
55. Lamington to Broughton	This footpath is located approximately 17.4 km to the northeast of the nearest turbine and follows a series of interconnection small glens through the Southern Uplands. The ZTV illustrates that no theoretical visibility of the Proposed Development would occur.	Scoped out
56. Coulter to Crawford	Located approximately 2.9 km at its closest point, this footpath extends through a series of interconnecting glens in the Southern Uplands and through Clyde Extension Wind Farm. The Proposed Development would be visible from short, elevated sections along the route and a long section west of Camps Reservoir.	Scoped in
57. Robertson to Douglas	This footpath extends across moorland between two glens at approximately 9.3 km to the northeast of the nearest turbine. Theoretical visibility of 1-21 turbines for long sections with some screening by landform occurring southeast of Fallside and northwest of Nap Bridge.	Scoped in
58. Douglas to Wanlockhead	The footpath passes through the western side of the Site and is predicted to receive theoretical visibility of 1-21 turbines for long sections.	Scoped in
59. Muirkirk to Wanlockhead	This footpath crosses the Southern Uplands passing to the west of the Site at approximately 2.2 km from the nearest turbine. On reaching Duntercleuch Rig (377 m AOD), the footpath follows the SUW. Theoretical visibility is predicted from Duntercleuch to Shiel Hill (486 m AOD), thereafter limited to a highpoint at Meikle Knypes and Fingland.	Scoped in
60. Muirkirk to Kirkconnel	The footpath follows SHT 59 to Fingland before turning southwest towards Kirkconnel. No theoretical visibility is predicted for this section.	Scoped out
61a/b. Wanlockhead to Sanquhar	This footpath takes two separate routes from Wanlockhead, the first heads northwest along the SUW and up over Glengaber Hill. The second route heads west from Wanlockhead over Black Hill (550 m AOD), and Green Hill (389 m AOD) following a ridgeline before both paths meet near Stichen	Scoped in

Table 4.4.3: Overview of Potential Effects on Route Receptors within 25 km Study Area		
Route	Location and Theoretical Visibility	Scoped in or out of Visual Assessment
	Cleuch. Theoretical visibility is predicted from elevated ground of 1-21 turbines at a distance of approximately 2.6 km to the nearest turbine.	
62. Wanlockhead to Enterkinfoot by the Enterkin Pass	The footpath extends to the southeast splitting near Rough Cleuch to the south and southwest to Enterkinfoot. Theoretical visibility is predicted from elevated ground facing the Site at a distance of approximately 3.6 km to the nearest turbine.	Scoped in
63a/b. Daer Reservoir to Durisdeer	There are two alternatives to this footpath from Daer Reservoir, west along the Kirkhope Cleuch and then southwest along a Roman Road, or south from Daer Reservoir and then northwest through a series of interconnecting small glens. Theoretical visibility is predicted to be screened by intervening landform with only a short section of approximately 280 m at Kirkstane Grain, approximately 10.6 km from the nearest turbine where 1-5 turbines are predicted to be visible.	Scoped out
64a/b. Daer Reservoir to Thornhill	Located approximately 15 km to the southeast, no theoretical visibility is predicted along this footpath.	Scoped out
65.a/b. Ae Villager to Beattock by the Forest of Ae	Located approximately 19.6 km to the southeast of the nearest turbine, no theoretical visibility is predicted of the Proposed Development.	Scoped out
83. St John's Town of Dalry to Sanquhar	This footpath follows the SUW crossing Nithsdale from Sanquhar rising into an area of uplands before descending into Glenkens. The ZTV illustrates theoretical visibility of the Proposed Development from short sections as they pass over elevated ground at Whing Head, Cloud Hill (451 m AOD), and High Countam. Theoretical Visibility on the Proposed Development is discussed under the assessment of the SUW.	Scoped in

Core Paths

- 1.4.12 There are approximately 33 Core Paths within 5 km of a proposed turbine; these are shown on **Figure 4.11 (EIAR Volume 3a)**. Some of the footpaths overlap with the NCR, SUW and B roads and are identified where appropriate. All Core Paths except the following are assessed in the LVIA:

- CL/3487/1;
- CL/3485/1;
- CL/3488/1;
- CL/3489/1;
- CL/3490/1;
- CL/3492/1;
- CL/3493/1;
- CL/3533/1;
- CL/3534/1;
- CL/3536/1;
- CL/3538/1;
- CL/5821/1;
- CL/5822/1;

- CL/5823/1; and
- SL145.

- 1.4.13 The above have not been included due to screening by landform which limits theoretical visibility of the Proposed Development to 1-5 turbines or no visibility.

- 1.4.14 Other routes may also have views of the Proposed Development but are considered to be less likely to have significant effects or can be represented by the selection of routes above. Routes within the Study Area that have very limited, or no visibility of the Proposed Development have not been included.

Settlements

- 1.4.15 For this assessment, all settlements are judged to be of **High** sensitivity as people at their home attach a **High** value to their existing view and visual amenity and are more susceptible to being affected by changes, resulting in a **High** susceptibility.

Abington

BASELINE

- 1.4.16 Abington is a village located between the River Clyde to the east, and the M74 Motorway / A74 (M) road to the west at approximately 250m AOD. To the north of the village is Junction 13 on the M74 Motorway which provides access to Abington Services as well as the A702 and B7978 roads. Orientated generally in a north to south direction and linear in pattern, views from the settlement are contained by a combination of the surrounding rising slopes of the Southern Uplands, embankments associated with the motorway, buildings and trees within the settlement. Views further afield, tend to be limited to properties in the north of the village, and those situated around the periphery. The nearby Clyde Wind Farm is partially visible as is a telecommunication mast on Castle Hill 475 m AOD.

MAGNITUDE OF VISUAL CHANGE

- 1.4.17 The ZTV illustrates widespread theoretical visibility of the Proposed Development with 1-15 turbines potentially being visible to the northwest, and 1-21 turbines in the south. However, screening by buildings and trees within the village, as well as embankments associated with the M74 Motorway, reduces visibility of the proposed turbines for the majority of the village. **Figures 4.26.1-6 Viewpoint 8: Abington, (EIAR Volume 3b)** is representative of views when leaving the village via the B797 road where a more open elevated view is obtained. The nearest of the proposed turbines would be located 3.5 km to the northwest of the village.

- 1.4.18 Geographically, the whole of the village is predicted to receive theoretical visibility of the Proposed Development. but would be reduced with screening from a combination of landform, buildings and vegetation. This would also reduce the size and scale of the change in view, which would be long-term and reversible. Magnitude of visual change is judged as **Medium** for parts of the village where views of the proposed turbines are visible, reducing to **Negligible** for the majority of properties within the village.

SIGNIFICANCE OF VISUAL EFFECT

- 1.4.19 A **significant (Moderate)** effect is predicted for views from a limited number of properties on the periphery, mainly the north and those situated on the west. For the majority of the village, a **not significant (Negligible)** effect is predicted.

Crawford

BASELINE

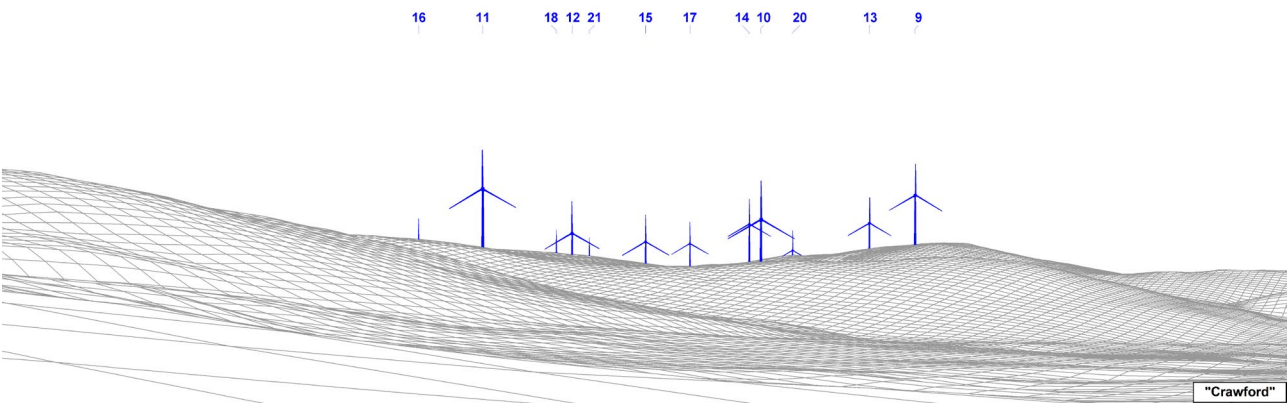
- 1.4.20 The village of Crawford is located 2.2 km to the east of the Site situated at a narrowing of the valley containing the A74 (M) road, River Clyde and West Coast Mainline. Orientated in a northwest to

southeast direction at approximately 270 m AOD, the village is linear in pattern. Views tend to be inwards, with the landform of the surrounding Southern Uplands combining with woodland in the floodplain and buildings in the village to reduce visibility beyond. To the north, properties along Carlisle Road and to the north of the West Coast Mainline experience the greatest visibility owing to a more open landscape which is less influenced by screening by landform and trees.

MAGNITUDE OF VISUAL CHANGE

- 1.4.21 The ZTV illustrates that theoretical visibility of the Proposed Development is predicted to be widespread, with the main area of the village receiving potential views of 1-5 turbines, which would be further reduced by screening, with 1-15 turbines being potentially visible in the north of the village including scattered properties and those located on Carlisle Road. No viewpoint was proposed from this settlement, but a wireline has been produced to represent the view from the northern part of the village.

Wireline from Crawford – 295275, 621066



- 1.4.22 Clyde Wind Farm is partially visible to the north, and southeast from open areas within the village. The Proposed Development would be more prominent and seen in views to the west in succession with Clyde Wind Farm.
- 1.4.23 The geographical area where views are possible is predicted to be widespread, however, would reduce with screening and be limited to the northern part of the village including properties on the northern side of the West Coast Mainline and along Carlisle Road. The size and scale of the change would be reduced by intervening landform which would screen the lower proportions of the turbines. Changes in view would be long term and reversible. Magnitude of visual change is judged as **Medium** from a limited number of properties, reducing to **Low** and **(Negligible)** for the majority of the village due to screening.

SIGNIFICANCE OF EFFECT

- 1.4.24 A **significant (Moderate)** effect is predicted for views from a limited number of properties on the northern periphery and Carlisle Road. For the majority of the village, a **not significant (Minor)** and **(Negligible)** effect is predicted.

Crawfordjohn

BASELINE

- 1.4.25 This village is situated approximately 3.4 km to the north of the Site at 275 m AOD. Nucleated in pattern, properties are located around a junction between the B740 and Craighead Roads at various elevations. Views tend to be inwards within the settlement with properties on the periphery obtaining visibility of the surrounding Southern Uplands and foothills. This is often limited on account of rising

landform, woodland and forestry. Partial views of Andershaw, Middle Muir and Clyde Wind Farms can be obtained from various parts of the village.

MAGNITUDE OF VISUAL CHANGE

- 1.4.26 The ZTV illustrates that theoretical visibility of the proposed wind turbines would be widespread and up to 21 turbines, visibility increasing the further north properties are located within the village. This, however, does not consider forestry plantation in the intervening area on Mill Scar 427 m AOD south of the village limiting southern views.
- 1.4.27 **Figures 4.20.1-6 Viewpoint 2: Crawfordjohn, (EIAR Volume 3b)** represents the view when entering the village from the west and has been taken from here due to accessibility.
- 1.4.28 Visual magnitude of change to the view from the village is judged as **Low** as despite widespread theoretical visibility being predicted, views of the proposed turbines would be limited by landform and forestry screening. This would reduce the size and scale of the change in view and limited to a small number of properties on the periphery, mainly situated in the north of the village and would be long-term and reversible. Elsewhere, visual magnitude of change would be **Negligible** for the majority of the village due to screening.

SIGNIFICANCE OF EFFECT

- 1.4.29 A **not significant (Minor)** effect is predicted for views from a limited number of properties on the northern periphery of the village. For the majority of the village, a **not significant (Negligible)** and is predicted.

Elvanfoot

BASELINE

- 1.4.30 Elvanfoot is a small settlement located at approximately 280 m AOD above the River Clyde where the valley narrows and includes close views of Clyde Wind Farm, the A74 (M) road and West Coast Mainline. Visibility tends to be north eastwards across the valley which is contained by the rising slopes of the Southern Uplands such as Wellshot Hill 426 m AOD. To the north, at the junction with the B7040 road, a few properties are situated at higher elevations allowing greater visibility of the surrounding landscape and also include views of a telecommunication tower directly to the west.

MAGNITUDE OF VISUAL CHANGE

- 1.4.31 The ZTV illustrates that there would be widespread theoretical visibility of the proposed turbines from Elvanfoot. However, for the majority of the village which faces to the northeast, the proposed Development would be to the northwest and screened by a combination of garden vegetation and landform.
- 1.4.32 To the north of the village where the junction between the A702 and B7040 roads meet, a few properties are predicted to receive views of 1-15 turbines. Due to the more open nature of the landscape, these properties would receive visibility of turbines on the western side of Harryburn Brae 499 m AOD where turbines closest to the edge of the valley, namely Turbines (T) T11, T16, T19, and T21 would be seen at hub height including sections of tower, the blades of three and blade tips of a further six turbines being visible.
- 1.4.33 Figures 4.32.1-7 Viewpoint 14: B7040/A702 junction at Elvanfoot, (EIAR Volume 3b) represents the view when leaving the village from the north along the B7040 road.
- 1.4.34 The geographical coverage of theoretical visibility and the size and scale of the proportion of the turbines visible would be limited to properties on the northern side of the village in more elevated locations, adjacent to the B7040 road. Two of these properties lie at a lower elevation and include screening to rear views by garden vegetation and outbuildings. One property, closest to the existing substation sits

in a more open landscape with less influence of screening. Changes in views from these properties would be long term and reversible.

1.4.35 A **High** magnitude of visual change would occur for one property adjacent to the B7040 road, reducing to **Low** for the two properties at the junction of the A702 and B7040 roads, with the majority of the village receiving **Negligible** magnitude of visual change due to screening, this would be long-term and reversible.

SIGNIFICANCE OF EFFECT

1.4.36 A **significant (Major)** effect is predicted for views from one property at Elvanfoot on the northern periphery. For the majority of the village, a **not significant (Minor)** and **(Negligible)** effect is predicted.

Leadhills

BASELINE

1.4.37 Leadhills is approximately 570 m to the east of the Site, which also occupies an area extending to the northeast and northwest. Lying at approximately 380 m AOD, the village is a high point on the B797 road and includes properties at various elevations positioned around a junction with the B7040 road. Views tend to be inwards and where possible, visibility beyond the village onto the rising landform of the Southern Uplands and includes rough pasture and remnants of previous mining.

MAGNITUDE OF VISUAL CHANGE

- 1.4.38 The ZTV illustrates that theoretical visibility would be widespread across the village, ranging between 1-21 turbines, with turbines becoming more visible towards the south. The proposed turbines would be viewed to the northeast and northwest, with the nearest turbine being 1.7 km to the northwest.
- 1.4.39 From here, the western cluster of turbines would be most visible with the turbine towers, hubs and blades of T1, 2, 3 and 4 being seen to the northwest including the blades of T3 and T8. T the north, foreground landform would reduce views to the lades of T17 and T21. This would affect a few properties which are positioned apart from the main Leadhills settlement, specifically those on the northern end of Lowther View and some detached properties near Leadhills Station.
- 1.4.40 Figures 4.35.1-6 Viewpoint 17: Leadhills Football Pitch, (EIAR Volume 3b) represents the view from the village.
- 1.4.41 Currently, Clyde Wind Farm is screened by landform limiting visibility to the eastern and southern fringes of the village.
- 1.4.42 Views of the proposed turbines are predicted to cover a large part of the village. The size and scale of the change would be reduced by intervening landform which screens large sections of the turbine towers, reducing views to turning blades above the ridgeline. Changes to the view would be long term and reversible. Magnitude of change is judged as **Medium** in the north of the village, and **High** in the south.

SIGNIFICANCE OF EFFECT

1.4.43 A **significant (Major)** effect is predicted for views from properties in the south of the village, reducing to a **significant (Moderate)** effect in the north.

Wanlockhead

BASELINE

1.4.44 Wanlockhead is a village which sits astride the B740 road south of Leadhills at approximately 390 m AOD. Views within the village tend to be inwards with visibility beyond restricted by the steep slopes

of the Southern Uplands which contain the settlement. This includes rough pasture, moorland and the remnants of previous mining. A few properties on the eastern side of the settlement obtain greater visibility owing to a higher elevation with views being orientated to the west across the main settled area towards Glengaber Hill.

MAGNITUDE OF VISUAL CHANGE

- 1.4.45 The ZTV illustrates that the majority of the village would receive no theoretical visibility owing to the containment by landform. The exception to this would be a few scattered properties on the eastern edge of the village including the Mountain Lodge which are predicted to obtain views to the north of 1-10 turbines but would comprise the blade tips breaking the horizon when turning.
- 1.4.46 Figures 4.23.1-7 Viewpoint 5: Upper Wanlockhead, (EIAR Volume 3b) represents the view from the eastern side of the village.
- 1.4.47 A very limited part of the village would be affected overall and the size and scale of the change in view would be small resulting in a **Low** magnitude of change.

SIGNIFICANCE OF EFFECT

1.4.48 A **not significant (Minor)** effect is predicted to the view from a limited number of properties on the eastern periphery of the village. For the majority of the village, a **not significant (Negligible)** effect is predicted due to screening by landform.

Roads

M74 Motorway / A74 (M) road

BASELINE

- 1.4.49 The M74/A74(M) motorway extends between Kirkmuirhill in the north to Mid Murthat in the south, for a distance of approximately 57.3 km within 25 km of the proposed turbines. Adjacent to the northeast corner of the Site at its closest point, the road is generally orientated in a northwest to southeast direction that meanders across farmland through the Southern Uplands and Annandale. Views from the road are generally open when not with a cutting or deeply incised valley (such as between Junction 12 and Abington), with the extent of the view being dictated by the surrounding rising landform. From the northern section, views are across a mix of industrial units, farmland and moorland with the distinctive profile of the Southern Uplands to the south. Operational wind farms are a common feature between Glasgow and the Southern Uplands, in particular, single turbines close to the motorway, and large developments to the west of varying scale and turbine sizes. Clyde Wind Farm also forms a distinctive feature on the edge of the Southern Uplands when travelling southwards.
- 1.4.50 On entering the Southern Uplands to the north of Abington, the extent of visibility reduces on account of the steep-sided hills adjacent to the road which focuses the view on the direction of travel. On leaving the Southern Uplands approximately south of Moffat, the landscape opens onto the broad plain of farmland as the road passes through Annandale.
- 1.4.51 The motorway is restricted to 70 miles per hour (mph) and the surrounding landscape is generally observed at speed with intermittent screening by roadside embankments and occasionally vegetation.

VISUAL SENSITIVITY TO CHANGE

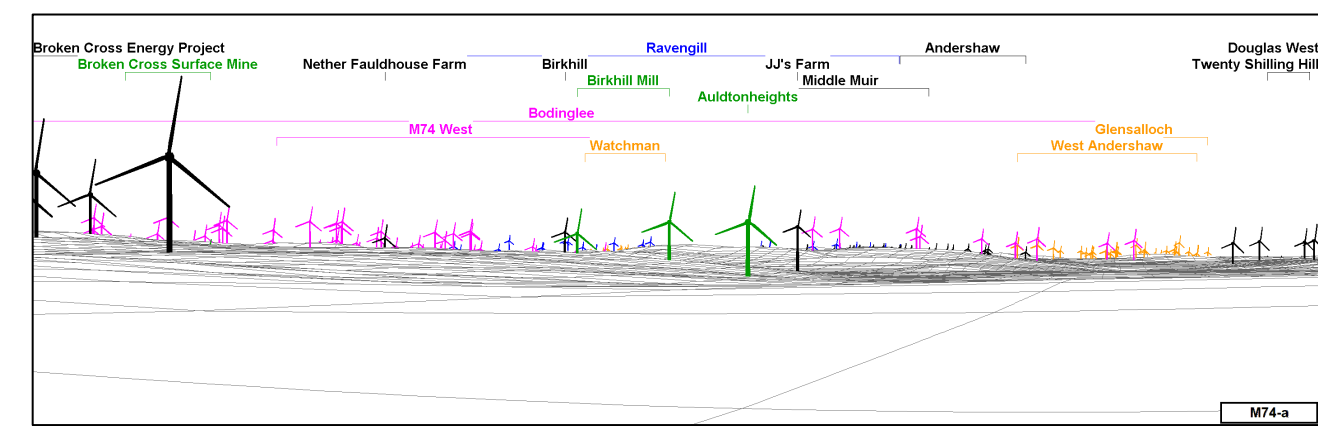
1.4.52 The M74 Motorway / A74 (M) Road is a 70 mph road comprising 3 lanes of traffic-oriented northwest to southeast through the Site and is a major transport route between Scotland and England. Passengers travelling in vehicles are likely to have some appreciation of views but would experience these at high-speed resulting in a **Low** susceptibility. This route passes through the Mid Clyde Valley and Douglas Valley SLAs to the north of the Proposed Development resulting in short sections of higher value, overall,

the route is not covered by any national or local landscape designation and value is **Low**. Overall sensitivity is judged as **Low**.

MAGNITUDE OF VISUAL CHANGE

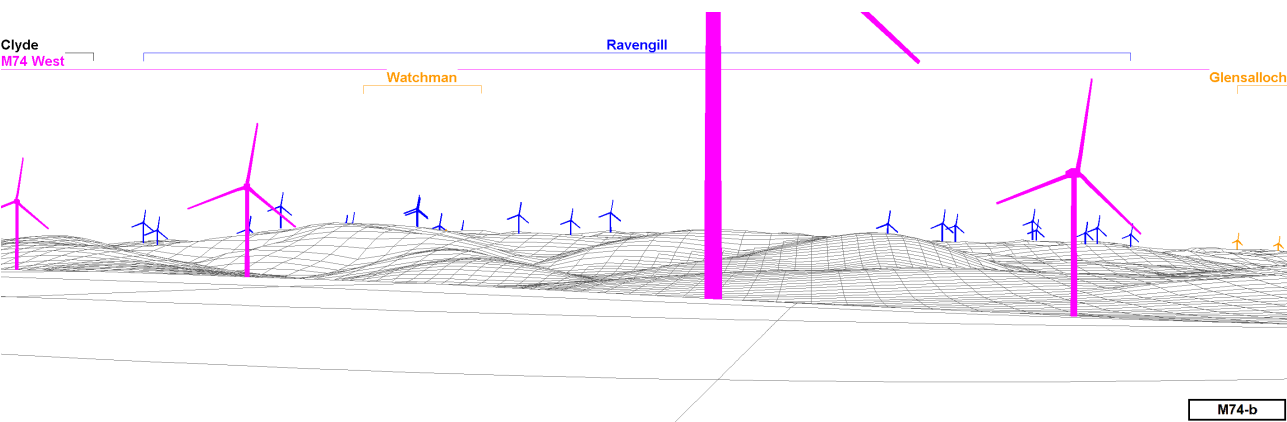
- 1.4.53
- The ZTV illustrates that theoretical visibility would occur along several long sections of the road, mainly occurring to the north and east of the Site.
- 1.4.54
- This would include approximately 9.2 km section between Kirkmuirhill, and Happendon in the northern part of the 25 km Study Area. **Wireline 4.4.2** below shows the view looking towards the Proposed Development. This shows that the proposed turbines would form distant features at approximately 15.1 – 25 km and be seen beyond several operational wind farms. This would occur over a relatively long section of the road where the size and scale of the change in view would be very small. Magnitude of visual change for this section is judged as **Low**, long-term and reversible.

Wireline 4.4.2: M74 Motorway at 283094, 638372

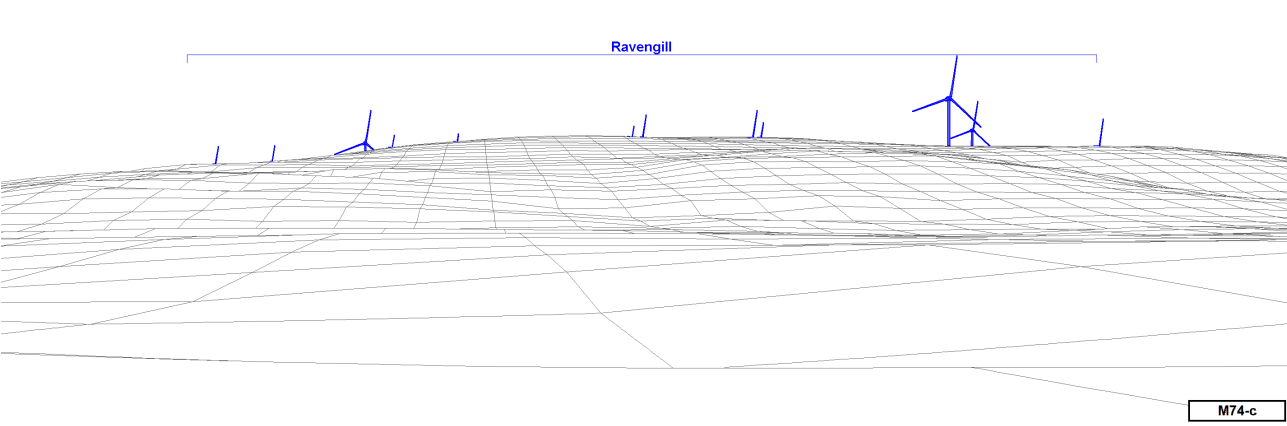


- 1.4.55
- To the south of Happendon Services, as far as Crawford, the Proposed Development would be visible infilling a gap between Clyde Wind Farm and the operational Andershaw and Middle Muir wind farms to the west. Mainly seen when travelling in a southbound direction, the Proposed Development would feature in the direction of travel then change to side-on views towards the west, south of Abington, as shown on **Wirelines 4.4.3** and **4.4.4**. This would occur along a relatively long section of the road comprising approximately 14.7 km with intermittent screening by adjacent embankments and vegetation. Due to intervening landform which partially screens the proposed turbines, the size and scale of the change would range between low and medium as the road gets nearer to the Site. Magnitude of change for this section of the road is judged to be **Low** up to approximately 7.6 km from the nearest turbine where the Proposed Development would start to feature more in the view when travelling southwards rising to **Medium** which would be long-term and reversible.

Wireline 4.4.3: M74 Motorway at 288748, 627179

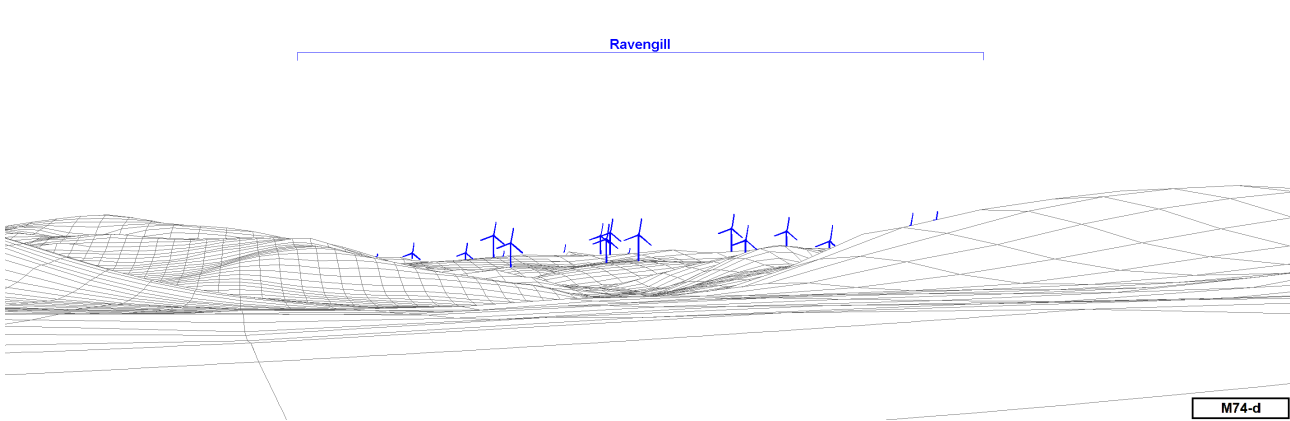


Wireline 4.4.4: A74 (M) Road at 295582, 618138



- 1.4.56
- South of Crawford, intervening landform would reduce the number of turbines visible between 1-15 rising to 1-21 from Wellshot Hill over a distance of approximately 7.3 km. This section of the road has forestry on each side, therefore views of of turbines would be reduced and limited to those visible along the valley. These views are represented by **Wireline 4.4.5**.

Wireline 4.4.5: A74 (M) Road at 298922, 615799



- 1.4.57
- Geographically, three sections of the road affected, visibility would be reduced by screening and the size and scale of the change would be low rising to medium as the road progresses away from the Site and the Proposed Development becomes more visible. Magnitude of change for this section is judged as **Medium**, long-term and reversible.

VISUAL SIGNIFICANCE OF EFFECT

1.4.58 A **significant (Moderate)** effect is predicted up to approximately 7.6 km to the northeast when travelling southbound, reducing to **not significant (Minor)** and **(Negligible)** for the majority of the motorway where the Proposed Development would be partially to fully screened by landform and forestry.

A73 Road

BASELINE

- 1.4.59 The A73 road extends from Lanark in the northeast of the 25 km Study Area and is orientated northwest to southeast before altering north of Symington to the northeast and southeast, running parallel with the A702 road, until it merges north of Abington.
- 1.4.60 At its closest point to the Site, the road is approximately 6.9 km to the northeast. Visibility from the road tends to be along the direction of travel with surrounding valley sides containing views which also include intermittent screening by roadside landform and vegetation. Partial visibility of Clyde Wind Farm can be viewed when travelling southbound approaching the Southern Uplands.

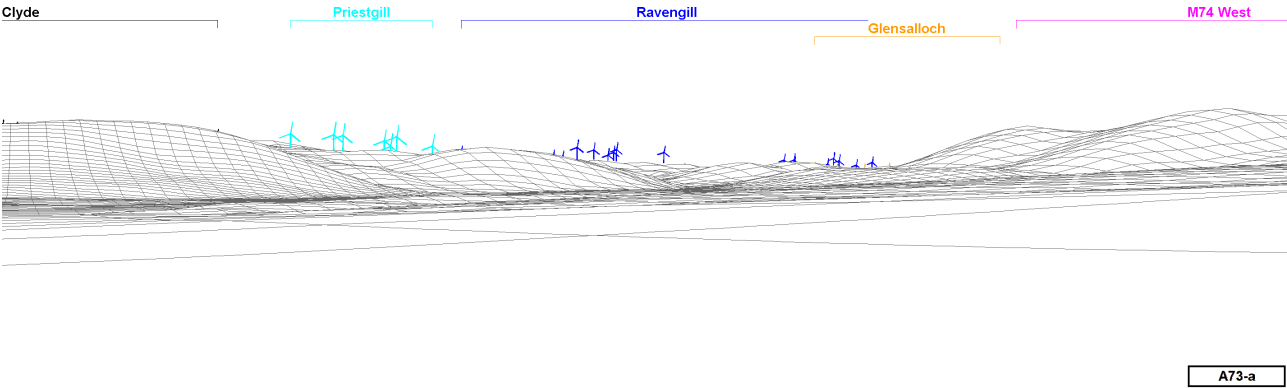
SENSITIVITY TO VISUAL CHANGE

1.4.61 Susceptibility of viewers is judged as **Medium**, as road users are likely to have some appreciation of the view of the surrounding landscape. Sections of this road pass through the Upper Clyde Valley and Tinto Special Landscape Area (SLA) resulting in sections of higher value; however, for the majority of the route no landscape designation applies, and value is judged as **Medium**. Overall sensitivity is judged as **Medium**.

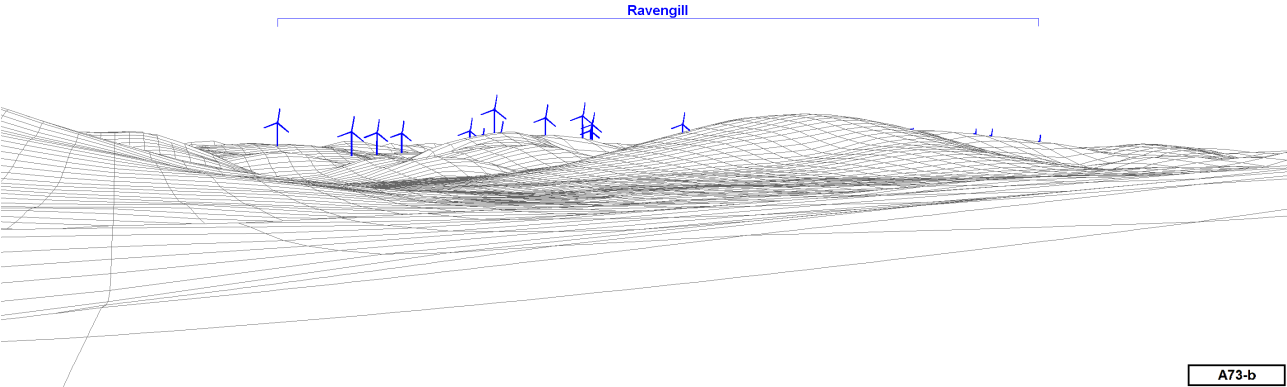
MAGNITUDE OF VISUAL CHANGE

1.4.62 The ZTV illustrates that theoretical visibility would be limited to an approximately 10.8 km section of the road to the northeast of the Site when passing through a valley. This would be seen when travelling southbound where the Proposed Development would be visible on the ridgeline extending turbines west from Clyde Wind Farm. **Wirelines 4.4.6** and 4.4.7 represents the view from these sections of the road.

Wireline 4.4.6: A73 (M) road at 297873, 633602



Wireline 4.4.7: A73 (M) road at 293999, 627149



1.4.63 The section of road predicted to be affected would cover a large geographical area, however, in reality views would be partially screened, with the Proposed Development becoming more noticeable at approximately 10 km. The size and scale of the change in view would be low on account of being limited to southbound views where many of the proposed turbines would be partially screened by intervening landform which would reduce their prominence. Magnitude of change for this section would be **Low** up to Roberton, rising to **Medium** for approximately 2.2 km to the roundabout with the A702 road, t and **Negligible** for the majority of the road due to a lack of visibility. Changes in view would be long-term and reversible.

VISUAL SIGNIFICANCE OF EFFECT

1.4.64 A **significant (Moderate)** effect is predicted for a 2.2 km section of this road between 6.9 to 9 km from the nearest of the proposed turbines, reducing to **not significant (Minor)** and **(Negligible)** for the majority of the road due to screening.

A702 Road

BASELINE

1.4.65 The A702 road extends between Skirling in the northeast, and Barr in the southwest. Generally orientated in a northeast to southwest direction, the road meanders through the Southern Uplands onto farmland to the south. At its closest point, the road is approximately 60 m from the northeast corner of the Site. Visibility from the road varies as a result of the surrounding rising landform of the Southern Uplands and valleys that the road is located in, opening out into wooded farmland near Durisdeer mill. From shorts section of the road, Clyde, Andershaw and Middle Muir Wind Farms are visible.

VISUAL SENSITIVITY TO CHANGE

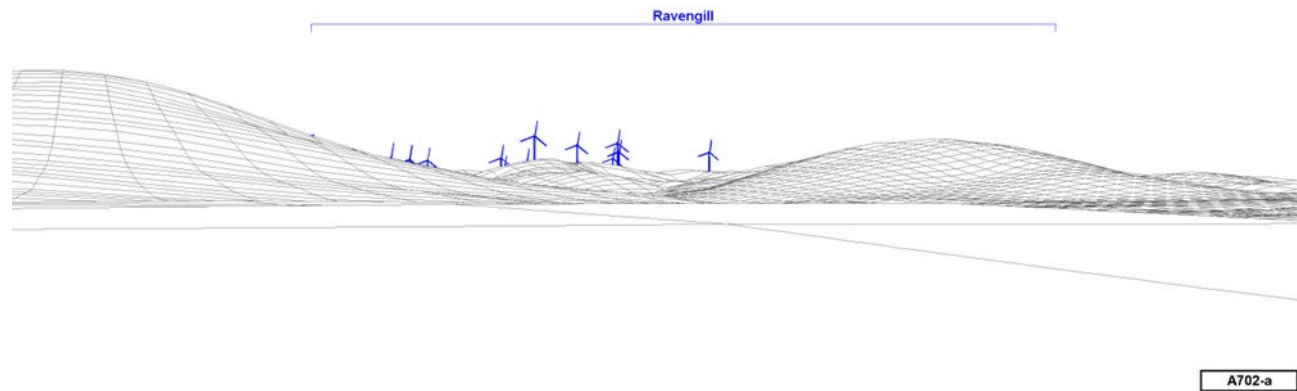
1.4.66 Susceptibility of viewers is judged as **Medium**, as road users are likely to have some appreciation of the view of the surrounding landscape. Sections of this road pass through the Upper Clyde Valley and Tinto, Leadhills and Lowther Hills SLAs, and the Thornhill Uplands Regional Scenic Area (RSA) resulting in sections of higher value; however, for the majority of the route no landscape designation applies, and value is judged as **Medium**. Overall sensitivity is judged as **Medium**.

MAGNITUDE OF VISUAL CHANGE

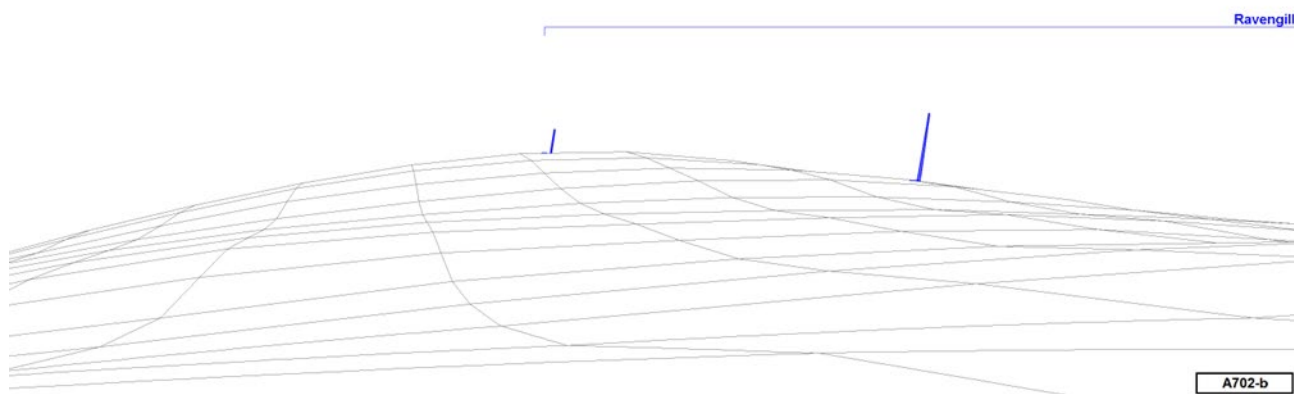
1.4.67 The ZTV illustrates that theoretical visibility would occur from Bower of Mandel to Abington for approximately 4.9 km where the proposed turbines would be visible in southbound views occupying part of the ridgeline extending turbines westwards from Clyde Wind Farm.

1.4.68 From Abington, the Proposed Development would largely be screened by a combination of buildings and woodland within the settlement. **Figures 4.28.1-6 Viewpoint 8: Abington, (EIAR Volume 3b)** represents the view from the road where the Proposed Development is visible. South of Abington, the proposed turbines would feature in side-on views to the west for approximately 8.1 km to Elvanfoot gradually being screened by intervening landform. Short sections of the road are predicted to receive theoretical visibility of 1-5 turbines to the west of Thornhill. From here blades would be visible breaking the horizon of the Southern Uplands forming distant features. **Wirelines 4.4.8** and **4.4.9** illustrate the view from this section.

Wireline 4.4.8: A702 road at 294381, 629411



Wireline 4.4.9: A702 road at 293261, 620984



VISUAL SIGNIFICANCE OF EFFECT

1.4.69 A **significant (Moderate)** effect is predicted for a section of this road between Bower of Mandel to Abington, reducing to **not significant (Minor)** and **(Negligible)** for the majority of the road due to screening.

B797 Road

BASELINE

1.4.70 The B797 road (Leadhills Road), extends from the A702 road south of Abington and follows the Glengonnar Valley to the settlements of Leadhills and Wanlockhead and then south to the A76 road at Mennock via the Mennock Pass. Between Lettershaw and Waterhead for approximately 2.9 km the road passes through the centre of the Site. Views from the road tend to be limited to the adjacent hill slopes due to the Southern Uplands and in the south roadside trees and woodland to the direction of travel and surrounding rough pasture.

VISUAL SENSITIVITY TO CHANGE

1.4.71 The susceptibility of viewers is **High** as they would comprise residents, cyclists and vehicle users travelling between South Lanarkshire and Dumfries and Galloway. The majority of the road is within the Leadhills and Lowther Hills SLA and Thornhill Uplands RSA, and value is considered **High**. Overall sensitivity is judged as **High**.

MAGNITUDE OF VISUAL CHANGE

1.4.72 The ZTV illustrates that continuous theoretical visibility of the Proposed Development would occur in the northern section of the road extending southwards to Wanlockhead. The greatest visibility of the Proposed Development would occur to the north when travelling southbound up to Lettershaws, and from the south when travelling northbound between Wanlockhead and Leadhills. Between Lettershaws and Leadhills, the proposed turbines would be visible on either side of the road although this would be limited to the closer turbines with the tips of the further back turbines being visible intermittently.

1.4.73 The following viewpoints represent the view from different stages of the road:

- Viewpoint 5: Upper Wanlockhead, **Figures 4.23.1-7, (EIAR Volume 3b)**;
- Viewpoint 6: B797 Road, **Figures 4.24.1-13, (EIAR Volume 3b)**;
- Viewpoint 9: B797 South of Leadhills near Glengonnar Station, **Figures 4.27.1-6, (EIAR Volume 3b)**; and
- Viewpoint 17: Leadhills Football Pitch, **Figures 4.35.1-10, (EIAR Volume 3b)**.

1.4.74 Approximately 11.7 km of road (when travelling southbound) and approximately 250 m of road (when travelling northbound) south of Wanlockhead are predicted to receive theoretical visibility of the Proposed Development. The size and scale of the change would vary from different sections of the road where the proposed turbines would appear close, viewed in their entirety to the north and south, gradually becoming partially screened as the road passes through Glengonnar valley. Magnitude of change is judged as **High** up to Lettershaws in the north, and between Leadhills and Wanlockhead, reducing to **Medium** through the Glengonnar valley, and would be long-term and reversible.

VISUAL SIGNIFICANCE OF EFFECT

1.4.75 A **significant (Major)** effect is predicted for sections of the road between Abington and Lettershaws, and between Wanlockhead and Leadhills, reducing to **significant (Moderate)** in between due to partial screening by landform. South of Wanlockhead where not visible, a **not significant (Negligible)** effect would occur on account of screening by landform.

B7040 Road

BASELINE

1.4.76 The B7040 road extends between Elvanfoot in the east, and Leadhills in the west along the Elvan Water valley and is adjacent to the southern boundary of the Site. Orientated generally in a northeast to southwest direction, visibility is limited to the direction of travel and close views of the valley sides on account of the rising landform of the adjacent Southern Uplands and meandering nature of the valley.

1.4.77 VISUAL SENSITIVITY TO CHANGE

1.4.78 The susceptibility of viewers is **High** as they would comprise residents, cyclists and vehicle users travelling between South Lanarkshire and Dumfries and Galloway. The majority of the road is within the Leadhills and Lowther Hills SLA, and value is considered **High**. Overall sensitivity is judged as **High**.

MAGNITUDE OF VISUAL CHANGE

1.4.79 The ZTV illustrates that the Proposed Development would theoretically be visible from the majority of this road between 1-15 turbines.

- 1.4.80 The following viewpoints represent the view from different stages of the road:
- Viewpoint 10: B7040 Shortcleugh, **Figures 4.28.1-8, (EIAR Volume 3b)**;
 - Viewpoint 11: B7040 east of the Hass, **Figures 4.29.1-6, (EIAR Volume 3b)**; and
 - Viewpoint 14: B7040/A702 junction at Elvanfoot, **Figures 4.32.1-7, (EIAR Volume 3b)**.

1.4.81 The proposed turbines would be viewed to the north and most noticeable when travelling westwards where they would be seen above the skyline varying in the proportion of the turbine visible from blades to full turbines intermittently. Views of the turbines would be close, and the size and scale of the change would be large, occurring along the majority of the road. Magnitude of visual change is judged as **High**, long-term and reversible.

VISUAL SIGNIFICANCE OF EFFECT

1.4.82 A **significant (Major)** effect is predicted for this road.

B7078 Road / National Cycle Route 74

BASELINE

1.4.83 This road and NCR extends between junction 12 of the M74 in the northwest and northeast of Bidhouse Knowe in the southeast, generally following the southern side of the M74 Motorway and A74 (M) road, the exception being Abington Services and south of Fall of Kneesend where the route is on the eastern side of the M74 Motorway / A74 (M) road. Visibility from the road is generally open with the distance of view influenced by the embankments of the motorway, vegetation and rising landform of the Southern Uplands, in particular between Abington and Duke’s Wood where the glen is much more enclosed and views influenced by the meandering course of the route.

- 1.4.84 The B7078 road NCR 74 also shares the same route as the following Core Paths within 5 km:
- CL/3494/1;
 - CL/3495/1;
 - CL/3496/1;
 - CL/3497/1;
 - CL/3503/1;
 - CL/3505/1;
 - CL/3505/2;
 - CL/3507/1;
 - CL/3508/1;
 - CL/3514/1;
 - CL/5956/1;
 - CL/5959/1; and
 - CL/5960/2.

VISUAL SENSITIVITY TO CHANGE

1.4.85 Susceptibility of viewers in vehicles or cycling are considered to be Medium as users of the road’s attention is likely to be focused on the surrounding view. Footpaths along the road are promoted in literature, and the road is also designated as a NCR resulting in a Medium landscape value. Overall, sensitivity is judged as Medium.

MAGNITUDE OF VISUAL CHANGE

1.4.86 Theoretical visibility is predicted to be similar to that described for the assessment of the M74 Motorway / A74 (M) road albeit at a slower pace and often at a lower elevation than the adjacent motorway.

1.4.87 Magnitude of change is predicted to be **Low** from Happendon Services when travelling southbound, rising to Medium from approximately 7.6 km from the nearest turbine where the Proposed Development would feature on the horizon above the ridgeline. Magnitude of change would be **Low** and **Negligible** for the majority of the road and NCR owing to screening by rising landform and vegetation.

VISUAL SIGNIFICANCE OF EFFECT

1.4.88 A **significant (Moderate)** effect is predicted for the B7078 Road and National Cycle Route 74 up to 7.6 km from the nearest turbine, reducing to **not significant (Minor)** and **(Negligible)** for the majority of the road and NCR as a result of screening by intervening landform and forestry.

West Coast Mainline

1.4.89 This railway line extends between Carstairs Junction in the north, and Upper Murhat in the south in the 25 km Study Area, generally in a north to south direction approximately 2.0 km at its closest point to the east of the Site. Visibility from the railway line is mixed with open views to the north and south over adjacent farmland, to more enclosed views as the railway line passes through the Southern Uplands. This is intermittently broken up by screening from railway embankments and those associated with the M74 Motorway / A74 (M) road, and forestry.

VISUAL SENSITIVITY TO CHANGE

1.4.90 Train speeds along this section of railway line are relatively fast and it is a major transport route between Scotland and England. Passengers may have some appreciation of views, overall susceptibility is **Low**. The railway line passes through the Upper Clyde Valley and Tinto SLA to the northeast of the Proposed Development resulting in short sections of higher value, overall, the route is not covered by any national or local landscape designation and value is **Low**. Overall sensitivity is judged as **Low**.

MAGNITUDE OF VISUAL CHANGE

1.4.91 The ZTV illustrates that theoretical visibility of the proposed turbines would occur as the railway line enters the valley containing the River Clyde and A702 road northeast of Symington. From here, the Proposed Development would be visible when travelling southbound in the direction of travel and therefore not visible to passengers on the train. Magnitude of visual change for this section of the railway line is judged as **Negligible**.

1.4.92 On reaching Abington, the railway line changes orientation allowing passenger views of the proposed turbines to the west and would be visible when travelling both north and southbound for approximately 5.0 km to Crawford before intervening landform would reduce views of turbines to blades of 1-5 turbines. Visibility would be further reduced by embankments, infrastructure and woodland where the proposed turbines would be seen at a relatively fast speed. Magnitude of visual change for this section would be **Low**. Thereafter, screening by intervening landform would reduce the magnitude of visual change to **Negligible**. Changes in view would be long-term and reversible.

VISUAL SIGNIFICANCE OF EFFECT

1.4.93 A **not significant (Minor)** effect is predicted for sections of the railway line between Abington and Crawford, and **not significant (Negligible)** elsewhere due to the direction of travel and screening by intervening landform.

Footpaths

VISUAL SENSITIVITY TO CHANGE

1.4.94 The susceptibility of walkers on all footpaths (including long distances paths, SHTs and Core Paths) is considered to be **High** as walkers’ attention would be focused on the surrounding view. Footpaths assessed are promoted in literature, resulting in a **High** landscape value. Overall, sensitivity is judged as **High**.

Southern Upland Way

BASELINE

- 1.4.95 The SUW within the 25 km Study Area extends from Big Hill 432 m AOD in the southeast, to Colt Hill 598 m AOD in the southwest, generally following a northeast to southwest direction. This covers three sections as follows:
- Section 5: Sanquhar to Wanlockhead;

• Section 6: Wanlockhead to Beattock; and

• Section 7: Beattock to St Mary’s Loch.
- 1.4.96 The SUW also shares the same route as the following SHTs and Core Paths:
- SHT 14:

• SHT 15: SHT 59:

• SHT 61a:

• SHT 62:

• SHT 83:

• Core Path 6000;

• Core Path CL/3536/1;

• Core Path CL/3536/2; and

• Core Path CL/3538/1.
- 1.4.97 Views from the SUW vary and include panoramic long-distance visibility when crossing elevated ground, to being more enclosed when passing through valleys and next to forestry.

MAGNITUDE OF VISUAL CHANGE

- 1.4.98 At its closest point, the SUW would be approximately 2.7 km to the southwest of the nearest turbine at Wanlockhead. The ZTV illustrates that several sections of the SUW would obtain visibility of the Proposed Development. For Section 5, this would be limited to approximately 750 m length west of Wanlockhead, and approximately 960 m length at Glengaber Hill (515 m AOD). **Figures 4.36.1-6, Viewpoint 18: Glengaber Hill, (EIAR Volume 3b)** represent the view from this section of the SUW. From these two short sections of Section 5, the proposed turbines would extend turbines westwards from Clyde Wind Farm and be viewed across the upland landscape. Magnitude of visual change is predicted to be **High**.
- 1.4.99 Theoretical visibility of the Proposed Development from Section 6 would be screened by intervening landform and magnitude of visual change is judged as **Negligible**.
- 1.4.100 Theoretical visibility of the Proposed Development from Section 7 would occur on the northwest facing slopes between Wanlockhead and Lowther Hill 725 m AOD for approximately 2.5 km. Thereafter, theoretical visibility would be limited to 1-5 turbines on the summit of Laght Hill 507 m AOD. Further theoretical visibility is predicted from a section near Meikle Shag 501 m AOD extending to Beld Knowe 507 m AOD as the footpath passes around the north of Daer Reservoir. Views of the proposed turbines would vary from blade tips to full turbines the further the footpath progresses to the east. There would be some screening between Hitteril Hill 491 m AOD and Meikle Shag on account of adjacent forestry and woodland. Magnitude of visual change is judged as **Low** from Meikle Shag to Daer Reservoir due to screening by adjacent forestry and woodland and limited number of turbines predicted to be visible as shown on **Figures 4.22.1-6 Viewpoint 4: Hods Hill (EIAR Volume 3b)**..

VISUAL SIGNIFICANCE OF EFFECT

- 1.4.101 **Significant (Major)** effects are predicted for sections of the SUW at Glengaber Hill up to 4.6 km , and **not significant (Minor)** and **(Negligible)** elsewhere due to screening by landform and adjacent woodland and forestry.

Scottish Hill Tracks

- 1.4.102 A total of 14 SHT were identified within the 25 km Study Area as shown on **Figure 4.10 (EIAR Volume 3a)** and seven identified for further assessment in Table 4.4.4.

Table 4.4.4: Scottish Hill Tracks		
Scottish Hill Track	Baseline	Assessment
Clydesdale and Lowther Hills 56: Coulter to Crawford	The SHT extends between Coulter in the north, and Crawford in the southwest for approximately 20 km in a northeast to southwest orientation. Crossing over an upland area, extensive visibility can be experienced, and the SHT crosses near Clyde Wind Farm and extension. At both Coulter and Crawford, the path becomes more enclosed where it descends into the valley.	Located 2.9 km at its closest point, this SHT extends through a series of interconnecting glens in the Southern Uplands. Theoretical visibility of the proposed turbines is screened by landforms until the lower slopes of Craig Hill 497 m AOD north of Camps Reservoir, except for the summit of Cowgill Rig 468 m AOD. West of Camps Reservoir, the path descends toward Crawford and the proposed turbines would extend further west from Clyde Wind Farm and its extension, which is the prominent feature within the views. Visual magnitude of change would be altered between Low where landform reduces views towards the Site, to Medium where the turbines would extend development further west and would be long-term and reversible. This would result in a significant (Moderate) effect west of Camps Reservoir for approximately 4.5 km, reducing to not significant (Minor) and Negligible) effects elsewhere on the footpath due to screening by landform.
Clydesdale and Lowther Hills 57: Robertson to Douglas	This SHT extends between the A73 in the southeast, and the A70 northeast Douglas in the north, crossing under the M74 Motorway. The SHT passes through farmland and moorland with open visibility over the surrounding landscape.	Theoretical visibility of 1-21 turbines for long sections with some screening by landform occurring southeast of Fallside and northwest of Nap Bridge, 9.3 km at its closest point. From here the proposed turbines would form distant features within the view and would be seen within the existing context of Clyde Wind Farm and extension in the intervening area. Magnitude of visual change is predicted to be Low due to distance and the proposed turbines being beyond the operational wind farms. Changes in views would be long-term and reversible. A not significant (Minor) effect is predicted for the views from this SHT.
Clydesdale and Lowther Hills 58. Douglas to Wanlockhead	This SHT rises from Douglas into the Southern Uplands where extensive visibility occurs before dropping down into a small glen at Crawfordjohn where the surrounding landform and some forestry provides a degree of containment up to Wanlockhead.	The SHT passes through the western side of the Site and is predicted to receive theoretical visibility of 1-21 turbines up to Crawfordjohn approximately 4.6 km. Thereafter, landform would reduce the number of turbines visible until the SHT passes

Table 4.4.4: Scottish Hill Tracks		
Scottish Hill Track	Baseline	Assessment
		through the Site again and all 21 turbines would be visible as far as Hunt Law, where landform would then provide screening reducing the number of turbines visible. Figures 4.34.1.-8, (EIAR Volume 3b) represents the view from the SHT. Magnitude of visual change is judged as Medium up to Crawfordjohn, then High to Wanlockhead. A significant (Major) effect is predicted within the Site and (Moderate) effect overall is predicted for this SHT.
Clydesdale and Lowther Hills 59: Muirkirk to Wanlockhead	This SHT crosses the Southern Uplands passing to the west of the Site 2.2 km from the nearest turbine. On reaching Duntercleuch Rig 377 m AOD, the footpath follows the SUW. This SHT extends between Wanlockhead and Muirkirk to the southwest of the Proposed Development. From Wanlockhead, the footpath threads its way between a series of hills resulting in both extensive and enclosed visibility with some screening occurring at Penbreck Rig by a forestry plantation. On reaching Duntercleuch Rig 377 m AOD, the SHT follows the SUW.	Theoretical visibility is predicted from Duntercleuch to Shiel Hill 486 m AOD, thereafter limited to a highpoint at Meikle Knypes and Fingland with visibility of 1-21 turbines occurring over a long section of the SHT up to 8.5. Magnitude of change is judged as High , with smaller sections of Negligible where landform screens views. A significant (Major) effect is judged for the majority of this SHT, with short sections predicted not significant (Negligible) effect.
Clydesdale and Lowther Hills 61/61a: Wanlockhead to Sanquhar	This SHT takes two separate routes from Wanlockhead, the first heads northwest along the SUW and up over Glengaber Hill. The second route heads west from Wanlockhead over Black Hill 550 m AOD, and Green Hill 389 m AOD following a ridgeline before both paths meet near Stitchen Cleuch. Visibility is limited to certain areas when crossing the Southern Upland.	Theoretical visibility is predicted from elevated ground of 1-21 turbines at a distance of 2.6 km to the nearest turbine to a distance of approximately 5.9 km. Figures 4.36.1.-6, (EIAR Volume 3b) on Glengaber Hill represents views from this SHT. From here the proposed turbines would be close with the majority of turbines being visible due to the higher elevation resulting in a High magnitude of visual change. For the majority of the SHT, a Negligible magnitude of visual change is judged due to screening by landform. A significant (Major) effect is predicted from short sections of this route, reducing to not significant (Negligible) overall.
Clydesdale and Lowther Hills 62: Wanlockhead to Enterkinfoot by the Enterkin Pass	The SHT extends to the southeast splitting near Rough Cleuch to the south and southwest to Enterkinfoot. Crossing the Southern Uplands, visibility is extensive over the surrounding hill top uplands and more enclosed in the proximity of Wanlockhead due to surrounding landform.	Theoretical visibility is predicted from elevated ground facing the Site at a distance of 3.6 km to the nearest turbine up to 7.0 km. This would include Stake Hill 544 m AOD and Threehope Height 551 m AOD on a section shared with the SUW, and slopes of Whiteside 572 m AOD, and East Mount Lowther 631 m AOD including the Auchenton Shank resulting in a High magnitude of visual change. Thereafter, a Negligible magnitude of visual change is judged for the majority of the

Table 4.4.4: Scottish Hill Tracks		
Scottish Hill Track	Baseline	Assessment
		SHT as a result of screening by landform. A significant (Major) effect is predicted between Wanlockhead and Threehope Hill, reducing to not significant (Negligible) thereafter due to screening.

Core Paths

1.4.103 Approximately 102 sections of Core Paths are located within 5 km of the Proposed Development belonging to 35 different paths. There are some inconsistencies and some of these cover the same receptors as assessed, such as the SUW and are mentioned under each visual receptor where appropriate to avoid duplication. The remaining Core Paths within the ZTV that are standalone footpaths are as follows:

- CL/3491/1: to the north;
- CL/3518/1: to the south;
- CL/3519/1: to the south;
- CL/3520/1: to the south;
- CL/3521/1: to the south;
- CL/3524/1: to the south;
- CL/3525/1: to the south;
- CL3530/1: to the west;
- CL/3531/1: to the northwest;
- CL/3532/1: to the south;
- CL3536/1: to the southwest;
- CL/3539/1: to the south;
- CL/5687/1: to the northeast;
- CL/5690/1to the south and southeast;
- CL/5695/1: to the south;
- CL/5820/1: to the south;
- CL/5841/1: to the southwest;
- UN/5787/1: to the north; and
- Core Path 110.

MAGNITUDE OF VISUAL CHANGE

1.4.104 Due to their proximity to the Site and combined with their open nature and extent of theoretical visibility predicted, magnitude of change is predicted to be **High** as a result of proximity to the Proposed Development.

VISUAL SIGNIFICANCE OF EFFECT

1.4.105 A **significant (Major)** effect is predicted for the Core Paths mentioned above.

1.5 Hills and Mountains

1.5.1 The Study Area is predominantly an upland landscape that is popular as a hill walking area. Although the summits are not classified as Munros and Corbett’s, they are promoted for walking and from

summits extensive views across the Southern Uplands, including summits in the Scottish Borders, South Lanarkshire, East Ayrshire and Dumfries and Galloway, can be experienced. There are too many to assess individually, however, for the purposes of this assessment, have been grouped together and represented by photomontages, and wirelines shown in **Figures 4.19.1 – 4.36.6, EIAR Volume 3b**. The following groups have been identified:

- Hill tops to the north;
- Hill tops to the northeast, east and southeast;
- Hill and hill tops to the south; and
- Hill tops to the west.

VISUAL SENSITIVITY TO CHANGE

1.5.2 Susceptibility of viewers is considered to be **High** as walkers’ attention would be focussed on the surrounding view. Hills and Mountains assessed are all considered to be of **High** landscape value due to being located in several local landscape designations and their promotion as walks. Overall, sensitivity is judged as **High**.

Hill Tops to the North

1.5.3 To the north, the hills are lower in elevation and are not as popular for hill walking, the exception being the Tinto group of hills. From this group of hills which includes Scat Hill 586m AOD, Lochyloch Hill 529 m AOD and Dumgavel Hill 510 m AOD, extensive views to the south can be obtained of the Southern Uplands which occupies a large part of the view in this direction. This includes views of other wind farms such as Clyde, Middle Muir and Andershaw to the southeast.

VISUAL MAGNITUDE OF CHANGE

1.5.4 Viewpoint 1: Tinto, **Figures 4.19.1-6, (EIAR Volume 3b)** represents the type of view that would be obtained from this group of hills. This shows that the Proposed Development would be viewed to the southeast occupying an area currently undeveloped between Clyde Wind Farm and extension, Middle Muir and Andershaw Wind Farms and developments west of Nithsdale at a distance of approximately 15 km. From this distance the proposed turbines would be visible on hill tops but not dissimilar to the views currently experienced of other wind farms. Visual magnitude of change is judged to be **Low** due to distance and presence of other wind farms.

VISUAL SIGNIFICANCE OF EFFECT

1.5.5 **Not significant (Minor)** effect is predicted for the northern group of hills as a result of distance and presence of other wind farms.

Hill Tops to the Northeast, East and Southeast

1.5.6 To the northeast and east lies the Tweedsmuir Uplands which includes a large area of the Southern Uplands popular with walkers. From the upper slopes and summits, extensive visibility of the surrounding hills can be obtained with several wind farms being located to the west forming distant features, Clyde and Clyde Extension being the most prominent. Viewpoint 3: Hart Fell, **Figures 4.21.1-5, (EIAR Volume 3b)** represents the views from the southeast.

VISUAL MAGNITUDE OF CHANGE

1.5.7 From this grouping, the Proposed Development would be viewed to the west at distances of approximately 3.6 to 25 km and the proposed turbines would be viewed beyond Clyde Wind Farm, and Harestanes and Minnygap Wind Farms, depending on location. The Proposed Development would intensify the cluster of turbines to the west and appear more distant. Magnitude of visual change is judged as **High** to **Medium** within 10 km, reducing to **Low**.

VISUAL SIGNIFICANCE OF EFFECT

1.5.8 A **significant (Major)** and **(Moderate)** effect would occur within 10 km, reducing to **not significant (Minor)** and (Negligible) thereafter.

Hill Tops the South

1.5.9 To the south of the Site are a series of hills which are largely remote and afford extensive visibility from the upper slopes and summits over the surrounding upland landscape. Green Lowther 732 m AOD is the most notable and summit accessed by walkers. Viewpoint 13: Green Lowther, **Figures 4.31.1-8, (EIAR Volume 3b)** shows the extensive views that can be obtained from this summit which also includes SUW running from northwest to southeast.

VISUAL MAGNITUDE OF CHANGE

1.5.10 Theoretical visibility is predicted to be limited to several summits to the south within 5 km and extending southeast. This would include summits of Dunrain Law (669 m AOD), Glen Ea’s Hill (549 m AOD), Watchman Hill (454 m AOD), Leadburn Rig (400 m AOD) and Green Lowther. From the summits and upper slopes of these hills, the proposed turbines would be viewed to the northwest and be more visible than Clyde Wind Farm to the northeast. Magnitude of visual change is judged as **High**.

1.5.11 Beyond 6 km, theoretical visibility is more limited and scattered up to Queensberry (697 m AOD) where the proposed turbines would be partially screened by landform and, due to distance, the magnitude of visual change would reduce to **Medium** within 10 km, and **Low** thereafter.

VISUAL SIGNIFICANCE OF EFFECT

1.5.12 **Significant (Major)** effects are predicted within 6 km, reducing to **significant (Moderate)** within 10 km and **not significant (Minor)** and **(Negligible)** thereafter.

Hill Tops to the West

1.5.13 To the west of the Site are a series of hills which are largely remote and offer extensive visibility from the upper slopes and summits of the surrounding upland landscapes. This includes relatively close views of Andershaw and Middle Muir Wind Farms to the east, several developments to the north (including the Hagshaw Cluster), and operational wind farms on the southern side of Nithsdale.

VISUAL MAGNITUDE OF CHANGE

1.5.14 Viewpoint 7: Cairn Table, **Figures 4.21.1-6, (EIAR Volume 3b)** represents the view that would be obtained from the series of hills to the west. From here, the proposed turbines would occupy the mid-ground of the view, extending turbines further west from Clyde Wind Farm and seen beyond the foreground Andershaw and Middle Muir Wind Farms, intensifying the cluster of turbines. Magnitude of visual change is judged as **High** within 10 km, thereafter reducing to Medium and Low due to distance.

VISUAL SIGNIFICANCE OF EFFECT

1.5.15 Significant (Major) effects are predicted within 10 km, reducing to significant (Moderate) within 15 km and not significant (Minor) and (Negligible) thereafter.

1.6 Summary of Visual Effects

Table TA 4.4.5: Visual Effects	
Visual Receptor	Significance of Effect
Settlements	
Abington	A significant (Moderate) effect is predicted from a limited number of properties. For the majority of the village, a not significant (Negligible) effect is predicted.
Crawford	A significant (Moderate) effect is predicted from a limited number of properties. For the majority of the village, a not significant (Minor) and (Negligible) effect is predicted.
Crawfordjohn	A not significant (Minor) effect is predicted from a limited number of properties. For the majority of the village, a not significant (Negligible) and is predicted.
Elvanfoot	A significant (Major) effect is predicted from a limited number of properties. For the majority of the village, a not significant (Minor) and (Negligible) effect is predicted.
Leadhills	A significant (Major) effect is predicted from the south of the village, reducing to significant (Moderate) effect in the north.
Wanlockhead	A not significant (Minor) effect is predicted from a limited number of properties on the eastern periphery of the village. For the majority of the village, a not significant (Negligible) and is predicted.
Roads / Railway Lines	
M74 Motorway / A74 (M) road	A significant (Moderate) effect is predicted up to approximately 7.6 km , reducing to not significant (Minor) and (Negligible) for the majority of the road.
A73 road	A significant (Moderate) effect is predicted for a 2.2 km section of this road between 6.9 to 9 km from the nearest of the proposed turbines, reducing to not significant (Minor) and (Negligible) for the majority of the road.
A702 road	A significant (Moderate) effect is predicted between Bower of Mandel to Abington, reducing to not significant (Minor) and (Negligible) for the majority of the road.
B797 road	A significant (Major) effect is predicted for sections of the road between Abington and Lettershaws, and between Wanlockhead and Leadhills, reducing to significant (Moderate) in between. South of Wanlockhead a not significant (Negligible) effect would occur.
B7040 road	A significant (Major) effect is predicted for this road.
B7078 Road / NCR 74	A significant (Moderate) effect is predicted for the B7078 Road and National Cycle Route 74 up to 7.6 km from the nearest turbine, reducing to not significant (Minor) and (Negligible) for the majority of the road and NCR.
West Coast Mainline	A not significant (Minor) effect is predicted for sections of the railway line between Abington and Crawford, and not significant (Negligible) elsewhere as it passes through the 25 km Study Area.
Long Distance Footpaths	
Southern Upland Way	Significant (Major) effects are predicted for sections of the SUW at Glengaber Hill up to 4.6 km from the nearest turbine, and not significant (Minor) and (Negligible) elsewhere.
Scottish Hill Tracks	
56: Coulter to Crawford	A significant (Moderate) effect is predicted west of Camps Reservoir to approximately 4.5 km from the nearest turbine, reducing to not significant (Minor) and (Negligible) effects elsewhere in the 25 km Study Area.
57: Robertson to Douglas	A not significant (Minor) effect is predicted.

Table TA 4.4.5: Visual Effects	
Visual Receptor	Significance of Effect
58. Douglas to Wanlockhead	A significant (Major) effect is judged up to 4.6 km from the nearest turbine, with short sections receiving a not significant (Negligible) effect.
59: Muirkirk to Wanlockhead	A significant (Major) effect is predicted from short sections of this route up to 8.5 km from the nearest turbine, reducing to not significant (Negligible) overall.
61/61a: Wanlockhead to Sanquhar	A significant (Major) effect is predicted from short sections of this route up to 5.9 km from the nearest turbine, reducing to not significant (Negligible) overall.
62: Wanlockhead to Enterkinfoot by the Enterkin Pass	A significant (Major) effect is predicted between Wanlockhead and Threephope Hill and up to 7.0 km from the nearest turbine, reducing to not significant (Negligible) thereafter.
Core Paths within 5 km	A total of 19 core paths were identified as receiving a significant (Major) effect.
Hill tops	
Hill tops to the north	A not significant (Minor) effect is predicted.
Hill tops to the northeast, east and southeast	A significant (Major) and (Moderate) effect would occur within 10 km, reducing to not significant (Minor) and (Negligible) thereafter.
Hill and hill tops to the south	A significant (Major) effect is predicted within 6 km, reducing to significant (Moderate) within 10 km and not significant (Minor) and (Negligible) thereafter.
Hill tops to the west	A significant (Major) effect is predicted within 10 km, reducing to significant (Moderate) within 15 km and not significant (Minor) and (Negligible) thereafter.