

Tangy IV Wind Farm Section 36C Variation

Technical Appendix 5.7: Visual Assessment Tables

TECHNICAL APPENDIX 5.7: VISUAL ASSESSMENT TABLES

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1 Technical Appendix 5.7: Visual Assessment Tables

1.1 Introduction

- 1.1.1 This Technical Appendix provides detailed assessment of changes to the view from representative viewpoints (VPs), Residential Receptor Locations (RRLs) and Routes scoped into the visual assessment of the Proposed Varied Development. It includes a summary of the assessment of the findings of the 2018 EIA Report and assessment of the likely changes in effects as a result of the proposed increase in turbine height.
- 1.1.2 The visual assessment for the 2018 EIA Report included a series of 27 viewpoints (VPs), residential areas, and transport and recreational routes. Significant visual effects were identified from 8 VPs and 7 Residential Receptor Locations (RRLs), all of which are included in the visual assessment of the Proposed Varied Development. In addition to these, the visual assessment of the Proposed Varied Development also considers receptor locations where **minor** to **moderate** effects were previously identified, as well as other visually sensitive areas highlighted by initial ZTV mapping and wirelines, which indicated increased visibility and the potential for greater impacts compared to the Consented Development. Detailed information on the rationale for those locations included in the visual assessment is included in **Technical Appendix 5.2: Summary of Scoping Process**.
- 1.1.2.1 VPs are shown on **Figure V3a-5.6: Viewpoints (A3)** (a larger A1 version is presented on **Figure V3a-5.7**). RRLs and Routes are shown on **Figure V3a-5.8: Visual Receptors**.

1.2 Viewpoint Assessment

Table 1.2.1: Viewpoint Assessment

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 1 2018 EIA Report	A83 at Glenbarr Burial Ground <i>This VP represents views from the A83 in the APQ and illustrates views from the burial ground to the north of the Site.</i>	The principal view for travellers is in the direction of travel (i.e. north or south). Main views for other receptors at this location are expansive, towards the sea to the north, west and south, along the coast. The blades of the Operational Development turbines are visible on the skyline to the south. The settlement of Bellochinty is also visible to the south. The walled burial ground features in the foreground of westerly coastal views with a distinctive Victorian gothic style gate. Islay and Jura are visible on the horizon to the north-west. Views to the east are contained by bluff slope.	4.9km	The number of turbines theoretically visible and the horizontal spread of the wind farm in southerly main views above bluff slopes would be unchanged when compared to the existing wind farm, although the increased scale of the turbines would result in blade hubs as well as blade tips being visible and they would appear noticeably larger and prominent in the view. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 4 Blades: 6	Medium - high	Medium - high	Moderate - major (significant)	Moderate - major (significant)

¹ Theoretically visible

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 1 Proposed Varied Development	A83 at Glenbarr Burial Ground	No change to the visual baseline since 2018 EIA Report.	4.9km	The Proposed Varied Development would be visible in main views, in the same part of the view as the Consented Development turbines. While they would be partially screened by landform, due to the increase in turbine height larger numbers of hubs and blades would be visible, making the Proposed Varied Development appear more prominent in the view. Furthermore, there would be some additional turbine tips skylining above landform to the east. It is considered that the overall influence of the Proposed Varied Development would remain comparable to that of the Consented Development.	Medium	Hubs: 6 Blades: 11	Medium - high	Medium - high	Moderate - major (significant)	Moderate - major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 2 2018 EIA Report	Glenbarr War Memorial <i>This VP represents views from northern Glenbarr settlement and illustrates views from receptors visiting this memorial or travelling along the A83, to the north of the Site.</i>	The principal view for travellers is in the direction of travel (i.e. north or south). Main views for other receptors at this location are panoramic but focussed south and north. In main elevated views to the south, the road drops down towards the mouth of Glen Barr with rolling pasture and settlement visible either side of this and the Operational Development turbines visible on the skyline above the coniferous plantation. In main elevated views to the north, the road slopes down and along the coast, through fields. In side views to the east, the monument is the primary focus in the foreground, and turbines at Beinn an Tuirc Phase (Phase 1) can be seen inland, on the skyline. In side views to the west, views are over fields towards the sea with Gigha, Jura and Islay visible in the distance, including existing turbines on Gigha.	7.2km	The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread of the Consented Development in southerly main views would increase when compared to the existing wind farm. The increased scale of the turbines would result in blade hubs as well as blade tips being visible above plantation on the skyline. The Consented turbines would appear noticeably larger than the Operational Development turbines in main views but would be a small part of the overall panoramic view. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible.	Medium	Hubs: 13 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 2 Proposed Varied Development	Glenbarr War Memorial	The operational Blary Hill and Auchadaduie turbines are now visible in close proximity to the north-east.	7.2km	The Proposed Varied Development turbines would appear taller and more noticeable on the skyline to the south than the Consented Development. The Proposed Varied Development would very slightly extend the horizontal spread of turbines in comparison with the Consented Development, and two additional hubs would become visible. However, it is considered that their overall influence would remain comparable to that of the Consented Development.	Medium	Hubs: 15 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)
VP 3 Barr Glen	VP 3 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 4 2018 EIA Report	Islay Ferry Route <i>This VP illustrates views from a point on the ferry route between Kennacraig and Port Ellen (Islay), an important transport route for residents and tourists, to the north-west of the Site.</i>	Visual focus changes throughout the journey, depending on location. Views are available in different directions depending on location on the ferry. Main views are to the north and west, towards the Islay coast with Jura beyond. In views to the south, the distant Kintyre coast (and the Operational Development turbines) are also visible. To the south-west, it is also possible to see Northern Ireland at this point of the journey.	23.9km	The Consented turbines would be barely perceptible in the distance, and only in certain weather conditions. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 16 Blades: 16	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)
VP 4 Proposed Varied Development	Islay Ferry Route	Beinn an Tuirc (Phase 3), Auchadaduie and Blary Hill turbines are now visible to the south-east.	23.9km	The Proposed Varied Development would extend the horizontal spread of the development slightly. While they would appear slightly taller than the Consented Development turbines, given the distance involved, the difference in scale would likely be barely perceptible, and it is considered that there would be no increase in the level of effect identified for the Consented Development.	Medium	Hubs: 16 Blades: 16	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 5 2018 EIA Report	Gigha (South Pier) <i>This VP illustrates open views from the coast of southern Gigha, on the South Pier, to the north of the Site (but is not representative of views from Ardmish).</i>	The main view is panoramic to the south and east, towards the islands of Gigha and Cara in the midground and the Kintyre coast and uplands in the distance. The Operational Development turbines and Beinn an Tuirc (Phases 1 and 2) are visible on the skyline. Views west are across Gigha, including existing wind turbines and scattered properties.	16.9km	The Consented turbines would be visible on the skyline in southerly panoramic main views above coniferous forest plantation. The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase when compared with the existing wind farm. The turbines would appear larger in the view than the Operational Development turbines. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.	Medium	Hubs: 15 Blades: 16	Low - medium	Low - medium	Minor - moderate (not significant)	Minor - moderate (not significant)
VP 5 Proposed Varied Development	Gigha (South Pier)	Beinn an Tuirc (Phase 3), Auchadaduie and Blary Hill turbines are now visible on the Kintyre peninsula in views to the south-east.	16.9km	The Proposed Varied Development turbines would continue to be visible on the skyline in southerly panoramic views. Due to their increased height, the turbines would appear somewhat more prominent on the skyline than the Consented Development turbines, slightly extending the horizontal spread of the turbines. An additional turbine hub would also be visible from this viewpoint in comparison to the Consented Development. Other permanent elements of the Proposed Varied Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance. It is considered that this would not result in an increase in the level of effect for receptors at this VP.	Medium	Hubs: 16 Blades: 16	Low - medium	Low - medium	Minor - moderate (not significant)	Minor - moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP6 2018 EIA Report	Machrihanish (Little Scone) <i>This VP represents views from Machrihanish settlement, taken from a coastal location by Little Scone and the B843, to the south-west of the Site.</i>	Main views to north across Machrihanish Bay along the sandy beach and west coastline of Kintyre. Views include scattered properties along the distant coast and more concentrated development visible at Campbeltown airport. The southern edge of Kintyre's interior upland forms the skyline beyond with large blocks of conifer woodland and the Operational Development visible on the skyline. Oblique, side and rear views also include buildings of Machrihanish settlement and the B843 road. Side and oblique views to the north-west and west extend across the sea, including the islands of Gigha, Islay and Jura.	8.3km	The Consented turbines would be visible in main northerly views on the skyline in front of coniferous forest plantation. The number of turbines theoretically visible would decrease while the horizontal spread would increase when compared with the existing wind farm. The composition of the wind farm would be an improvement to the existing composition; however, they would appear noticeably larger in the view than the Operational Development turbines. Construction activities would be visible in main views and it is also likely that the removal and replanting of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.	High	Hubs: 16 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 6 Proposed Varied Development	Machrihanish (Little Scone)	Beinn an Tuirc (Phase 3) turbines are now visible on the skyline to the north-east.	8.2km	The Proposed Varied Development turbines would be visible in views northward on the skyline. Due to their increased height, the turbines would appear more prominent than the Consented Development turbines, although their horizontal spread of would not increase. It is considered that this would result in a slight increase in the level of effect for receptors at this VP. As for the Consented Development, construction activities would be visible in main views and it is also likely that the removal and replanting of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.	High	Hubs: 16 Blades: 16	Medium	Medium	Moderate - major (significant)	Moderate - major (significant)
VP7 Stewarton	VP 7 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 8 2018 EIA Report	Southend Road <i>This VP represents elevated views from the B842 approaching Stewarton, including those nearby scattered properties with similar views, to the south of the Site.</i>	Main elevated expansive northerly views across Aros Moss. Views are panoramic but directed north along road and include scattered farmsteads and settlement amongst low flat fields with dry stone walls or post and wire fences. The upland skyline in the distance consists of conifer plantation and moorland. The Operational Development turbines are visible on the skyline to the north, above coniferous forest plantation. Oblique views south-east and north-west are of enclosing foreground hill sides with moorland and/ or enclosed fields. Rear views to south-west are of the elevated road with mature hedgerows and wooded hill skyline in background.	10.8km	The Consented turbines would be visible in main northerly panoramic views on the skyline. The number of turbines theoretically visible would decrease while the horizontal spread would increase compared to the existing wind farm. The turbines would appear more prominent on the skyline. Other permanent elements of the Consented Development (e.g. felling/replanting) and construction activity would be visible, but tracks would not be, at this angle.	Medium	Hubs: 15 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)
VP 8 Proposed Varied Development	Southend Road	Beinn an Tuirc (phase 3) turbines are now visible on the skyline to the north. Tips of the Blary Hill turbine are theoretically visible from this VP to the north, however they are barely perceptible behind the landform.	10.8km	The Proposed Varied Development Turbines would appear taller and more noticeable on the skyline to the north-west than the Consented Development. The Proposed Varied Development would very slightly extend the horizontal spread of turbines in comparison with the Consented Development, and turbine hubs would become more clearly visible above the ridgeline. It is considered that the level of effect would increase slightly.	Medium	Hubs: 16 Blades: 16	Medium	Medium	Moderate – major (significant)	Moderate – major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 9 2018 EIA Report	Campbeltown (Ralston Road) <i>This VP illustrates open views from south-western periphery of Campbeltown, to the south-east of the Site (but is not representative of views from most of Campbeltown).</i>	Main views are to the north-west across Ralston Road, over adjacent fields with areas of low-lying housing and further rolling pasture beyond. Rugged open moorland and conifer plantation, characteristic of Kintyre's upland interior can be seen on the skyline. The Operational Development turbines are barely perceptible in the distance. Views in other directions are contained and framed by nearby housing.	9.0km	Consented Development turbine blades would be noticeable on the skyline in main views, with hubs likely to be screened by landform or coniferous forest plantation. Turbine tips visible would occupy a larger horizontal spread than the Operational Development turbines but would be unlikely to be distracting. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 1 Blades: 14	Medium	Medium	Minor – moderate (not significant)	Minor – moderate (not significant)
VP 9 Proposed Varied Development	Campbeltown (Ralston Road)	One turbine tip of Beinn an Tuirc (Phase 3) Wind Farm is theoretically visible in views to the north, but it is barely perceptible.	9.0km	The Proposed Varied Development turbines would appear taller and more noticeable on the skyline to the north-west than the Consented Development. The Proposed Varied Development would very slightly extend the horizontal spread of turbines in comparison with the Consented Development, and more hubs would be visible become visible above the skyline. It is considered the level of effect would increase slightly as a result.	Medium	Hubs: 5 Blades: 15	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 10 2018 EIA Report	Beinn Ghulean <i>This VP illustrates elevated views from a hillside seating area south of Campbeltown and south-east of the Site.</i>	Main panoramic views are north over Campbeltown, with Campbeltown Loch and Crosshill Loch prominent in views. Beyond this area, there is an attractive juxtaposition between Aros Moss and the upland interior of Kintyre beyond. The Operational Development turbines are visible here along with several agricultural scale turbines. To the east, Arran is visible in some conditions but distant. Topography and coniferous plantation contains long range views to the east, south and west.	10.5km	The Consented turbines would be visible in main panoramic views. The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase compared to the Operational Development. The turbines would appear larger and more prominent on the skyline than the Operational Development turbines. Construction activities would be visible in main views. It is also likely that the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following reinstatement measures.	Medium	Hubs: 16 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 10 Proposed Varied Development	Beinn Ghuilean	Beinn an Tuirc (Phase 3) and Blary Hill turbines are now visible on the skyline to the north	10.4km	The Proposed Varied Development turbines would appear taller and more noticeable in main panoramic views to the north, very slightly extending the horizontal field of view to the west, compared to the Consented Development. They would be seen in the context of Blary Hill and Beinn an Tuirc (Phase 3) turbines on the skyline further east but would appear larger and closer in the view than these operational developments. As for the Consented Development, construction activities would be visible in main views. It is also likely that the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following reinstatement measures. It is considered that the overall influence of the Proposed Varied Development turbines would increase slightly.	Medium	Hubs: 16 Blades: 16	Medium	Medium	Moderate - major (significant)	Moderate - major (significant)
VP 11 High Peninver	VP 11 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 12 2018 EIA Report	Bord a Dubh (Kintyre Way) <i>This VP illustrates views from an elevated point north-east of the Site on the Kintyre Way near Bord a Dubh, which include views of Lussa Loch (on the Carradale to Campbeltown section).</i>	Main elevated views are to the south-west along a forested valley, towards Lussa Loch and loch-side property with meandering river along valley floor. Rear and side views are contained by valley sides and mature plantation. The Operational Development turbines are not visible.	4.0km	There is currently no visibility of the Operational Development turbines from this viewpoint, so all changes would represent an increase in visibility when compared with the existing view. The Consented turbine blades and hubs would be noticeable on the horizon of main, framed views to the south-west above coniferous forest plantation and they would be relatively large in scale. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	High	Hubs: 2 Blades: 11	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 12 Proposed Varied Development	Bord a Dubh (Kintyre Way)	Some conifer growth in the foreground of the view - slightly obscuring visibility of the Proposed Varied Development. Beinn an Tuirc (Phase 3) turbine tips are now visible behind forest to the north.	4.0km	The Proposed Varied Development turbines would become more noticeable on the skyline with additional hubs and tips becoming visible. Further to this, the horizontal spread of the turbines would increase to the north. As a result, it is considered that the visual effect for receptors at this viewpoint would increase slightly. Other permanent elements of the Proposed Varied Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible. It is considered the level of effect will increase slightly.	High	Hubs: 5 Blades: 12	Medium	Medium	Moderate – major (Significant)	Moderate – major (Significant)
VP 13 A' Cruach (Kintyre Way)	VP 13 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
VP 14 Allt a Choire	VP 14 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
VP 15 Ballywilline (Kintyre Way)	VP 15 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 16 2018 EIA Report	Kilbrannan <i>This VP illustrates views from a point on the ferry route between Ardrossan and Campbeltown, an important transport route for residents and tourists, to the south-east of the Site.</i>	There are 360° open panoramic views in multiple directions. The nearest view of land is in westerly views to the east coast of Kintyre. Here, Island Davaar with Campbeltown beyond are prominent along with the large rounded hills separating the Campbeltown / Aros Moss area from Southend further south. To the north-west, the upland interior 'spine' of Kintyre forms the skyline with various points of interest marking out the coast (e.g. Peninver, Glen Lussa and Carradale). Vertical structures visible here include radio transmission towers near Belnabraid Glen, lighthouses near Campbeltown and existing wind turbines are visible near Kildaloig (small) and Beinn an Tuirc (Phases 1 & 2) (large). The Operational Development is not visible. To the north-east, Arran is visible relatively nearby, its contrast between the rounded hills and lowlands with the granitic uplands particularly striking.	16.0km	The Consented turbines would be visible on the skyline in a dip in the landform (where the existing Operational Development turbines are currently not visible). They would be noticeable, given their scale, but seen as a small part of a relatively distant panoramic view. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.	Medium	Hubs: 10 Blades: 13	Low	Low	Minor (not significant)	Minor (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 16 Proposed Varied Development	Kilbrannan	Beinn an Tuirc (Phase 3) turbines are now visible on the skyline to the north-west.	16.0km	The Proposed Varied Development turbines would appear somewhat taller and more prominent on the skyline in a dip in the landform compared to the Consented Development, with more tips and an additional hub visible above the landform to the south, extending the horizontal spread of the turbines. Although they would continue to be seen as a small part of a relatively distant panoramic view, the difference in scale would be noticeable, slightly increasing their overall influence. The turbines would be seen in context of the operational Beinn an Tuirc (Phase 3) turbines further to the north, appearing similar in scale. Other permanent elements of the Proposed Varied Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.	Medium	Hubs: 11 Blades: 16	Low	Low	Minor - moderate (not significant)	Minor - moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 17 2018 EIA Report	Breakachy <i>This VP represents close-range elevated views from the south-west of the Site.</i>	Main views are to the north, towards the existing Operational Development turbines which are prominent and nearby in the view. To the north and east, the transition from pastoral fields to open moor and the characteristic plantation of the uplands can be seen clearly. This features a rolling topography with broadleaf woodland adjacent to valleys and scattered farmsteads. There is a narrow view to the nearby coast, channelled west along a valley. Nearby intervening topography prevents this visual connection elsewhere.	1.3km	The number of turbines theoretically visible and the horizontal spread would be unchanged when compared to the Operational Development. However, the Consented turbines would be noticeably larger in main views to the north, in close proximity. Construction activity and removal of conifer plantation would be noticeable and some access tracks and ancillary elements such as transformers would be visible.	Medium	Hubs: 16 Blades: 16	High	Medium - high	Major (significant)	Moderate – major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 17 Proposed Varied Development	Breakachy	Beinn an Tuirc (Phase 3) turbines are now visible on the hillside to the north-east, partially behind forest.	1.2km	The Proposed Varied Development turbines would appear taller and more prominent in main views to the north. The Proposed Varied Development would slightly extend the horizontal spread of turbines in comparison with the Consented Development, and the larger scale of the turbines compared to the Consented Development turbines would be noticeable, making them appear closer in the view. However, it is considered that their overall influence would remain comparable to that of the Consented Development. The Proposed Varied Development would be seen in front of/adjacent to the operational Beinn an Tuirc (Phase 3) turbines, but appearing much closer in the view.	Medium	Hubs: 16 Blades: 16	High	Medium - high	Major (significant)	Moderate – major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 18 2018 EIA Report	Skeroblingarry (Kintyre Way) <i>This VP represents views from a section of public road and the Kintyre Way near Skeroblin Cruach, to the south-east of the Site.</i>	360° views of undulating fields and farmsteads within the agricultural fringe of Kintyre's upland interior. Coniferous plantations and moorland, characteristic of the upland forest-moor mosaic, are visible nearby. In views to the north-west, areas of felled coniferous forest plantation and new planting are visible.	2.7km	Some turbine blades would be visible on the skyline in views to the north-east. They would occupy a small part of the overall view. This would be a perceptible change, since currently the Operational Development turbines are not visible, but they are unlikely to be a distracting feature. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 0 Blades: 5	Low	Low	Minor (not significant)	Minor (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 18 Proposed Varied Development	Skeroblingarry (Kintyre Way)	A large area of conifer felling on the skyline creating a noticeable gap in the trees in the direction of the Proposed Varied Development.	2.7km	Additional turbine tips and hubs would be visible on the skyline in views to the north-west compared to the Consented Development, although some may be screened by forest, with the Proposed Varied Development appearing more prominent and taller than the Consented Development. The horizontal spread of the turbines would increase; making them a more noticeable feature in the view. Other permanent elements of the Proposed Varied Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 0 Blades: 8	Low	Low	Minor – moderate (not significant)	Minor – moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 19 2018 EIA Report	Drumlemble <i>This VP represents views from the northern periphery of Drumlemble settlement on the A83 road, to the south of the Site.</i>	Orientation of properties within the settlement is such that the main view is north across Aros Moss. This includes flat, low-lying and open pastoral fields with occasional farmsteads and Kintyre's upland interior beyond the distinct hills which mark its southern extent. Campbeltown Airport and the Operational Development turbines are also in this view. The pattern of open farmland and rounded hills continues to the east. Nearby properties largely contain views to the south and west.	8.5km	The Consented turbines would be visible in main northerly views on the skyline and would be noticeably larger in comparison with the Operational Development turbines. The change in visual composition would also be noticeable. These changes would be seen as part of a panoramic view. Construction activities and the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.	High	Hubs: 16 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 19 Proposed Varied Development	Drumlemble	To the north-east, Beinn an Tuirc (Phase 3) turbines can be seen.	8.4km	The Proposed Varied Development turbines would appear taller and more prominent on the skyline to the north compared to the Consented Development, becoming a more noticeable feature in the view. The horizontal spread of the turbines would extend. Construction activities and the removal of conifer plantation and some ancillary elements such as transformers may be perceptible. The turbines would be seen to the west of the Beinn an Tuirc 3 turbines but would appear larger in scale and closer in the view.	High	Hubs: 16 Blades: 16	Medium	Medium	Moderate - major (significant)	Moderate - major (significant)
VP20 Rhunahaorine Point (Kintyre Way)	VP 20 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 21 2018 EIA Report	B842 North of Peninver <i>This VP illustrates views from a short section of the coastal B842 road to the east of the Site and views from some scattered properties to the north of Peninver settlement.</i>	Main open coastal views to the east, across Kilbrannan Sound to Arran. Side views to the west along Glen Lussa, across open pastures with occasional woodland blocks near the Lussa Water or scattered farmsteads. Several wood pole lines converge on this area. Coniferous plantation, a characteristic of the adjacent Upland Forest-Moor Mosaic LCT, has been planted on the valley slopes and can be seen extending along the upland interior to the north. The Operational Development is not visible. To the south, views are along the road towards the settlement of Peninver, with rocky coastline visible beyond.	8.0km	Several turbine blades would be visible on the skyline in side views, framed by the valley. Some blades would be screened by the coniferous forest plantation. Whilst not in main view, the view is pleasing and likely to be valued. There would be a perceptible change to the current view which does not include the Operational Development turbines. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 1 Blades: 11	Low	Low	Minor (not significant)	Minor (not significant)
VP 21 Proposed Varied Development	B842 North of Peninver	No change to the visual baseline since 2018 EIA Report.	8.0km	The Proposed Varied Development turbines would become more noticeable on the skyline, with more hubs and tips visible, appearing larger than the Consented Development turbines. The horizontal spread of the turbines would increase to the north and slightly to the south. As a result, it is considered the visual effect for receptors at this viewpoint would increase slightly.	Medium	Hubs: 6 Blades: 13	Low - medium	Low - medium	Minor – moderate (not significant)	Minor – moderate (not significant)
VP 22 Campbeltown Airport	VP 22 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 23 2018 EIA Report	Beinn Bharrain <i>This VP illustrates elevated views from a mountain summit on Arran, to the north-east of the Site.</i>	Elevated 360° panoramic views from rounded hilltop. Open westerly views across Kilbrannan Sound to the Kintyre peninsula with Islay and Jura visible on the horizon beyond. The undulating upland 'spine' of Kintyre can be seen with its characteristic mosaic of plantation and moorland. Several existing wind farms are clearly visible whereas, owing to the greater intervening distance and context, the Operational Development turbines are barely perceptible. To the north, the coasts of Arran and mid Argyll are visible, but Arran's mountains dominate views here and to the east. Southern Arran, greener and with a less imposing landform, is seen to the south with the settled areas by Tormore and Blackwaterfoot visible on the Arran Coast. In clear conditions, Sanda Island and the Mull of Kintyre can be seen across Kilbrannan Sound.	24.0km	The Consented turbines may be perceptible in the distance, as they are larger in scale than the Operational Development turbines, which are currently barely perceptible. However, given the intervening distance and visibility of the existing wind farm, it is assessed that such change may only be perceptible in certain weather conditions. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be perceptible at this distance.	Medium	Hubs: 14 Blades: 16	Negligible - low	Negligible - low	Negligible - minor (not significant)	Negligible - minor (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 23 Proposed Varied Development	Beinn Bharrain	In the main view to the west, Beinn an Tuirc (Phase 3) is now visible in addition to Beinn an Tuirc Phase 1 and 2. Blary Hill and Auchadaduie turbines are also visible further to the north.	24.0km	Due to their larger scale more of the Proposed Varied Development, including two additional hubs would be visible to the south-west on the skyline from this VP, appearing slightly taller than the Consented Development turbines, although the difference in scale would be barely perceptible at this distance. It would be seen behind Beinn an Tuirc 3 turbines, in the context of other operational wind turbines on the skyline in a similar part of the view. It is considered this is unlikely to result in an increase in the level of effect.	Medium	Hubs: 16 Blades: 16	Negligible - low	Negligible - low	Negligible - minor (not significant)	Negligible - minor (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 24 2018 EIA Report	Sea near Machrihanish <i>This VP illustrates views from water-users in Machrihanish Bay, to the south-west of the Site.</i>	360° panoramic main views from open water representative of views for those aboard recreational watercrafts. The nearest view of land is to the west coast of the Kintyre, particularly the beach at Links of Machrihanish. To the north is a more rugged stretch of coastline and the island of Gigha is visible on the skyline. The settlement of Machrihanish is visible to the south and there are also views to the north coast of Ireland. Beyond the links there are views of Campbeltown Airport and associated infrastructure and to the north, the Operational Development turbines can be seen.	7.2km	The Consented turbines would be visible in northerly views on the skyline in front of coniferous forest plantation. They would appear noticeably larger and more prominent in the view than the Operational Development turbines. Construction activities would be visible, and it is also likely that the removal of conifer plantation and some ancillary elements such as transformers would be visible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.	Medium	Hubs: 15 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)
VP 24 Proposed Varied Development	Sea near Machrihanish	Beinn an Tuirc (Phase 3) turbines would now be visible to the north-east from this viewpoint.	7.1km	The Proposed Varied Development turbines would be visible in panoramic views northward in front of Beinn an Tuirc (Phase 1 and 2). Due to their increased height, the turbines would appear more prominent than the Consented Development turbines, although they would not further extend the horizontal spread of the turbines. It is considered that this would not result in an increase in the level of effect for receptors at this VP.	Medium	Hubs: 16 Blades: 16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 25 Ranachan Hill	VP 25 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
VP 26 Westport Beach	VP 26 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
VP 27 2018 EIA Report	Machrihanish Dunes <i>This VP represents views from Machrihanish Dunes golf course, taken from near the clubhouse.</i>	Wide panoramic main views across open dunes and coastal views to west and south. Northerly views are towards the Kintyre uplands. The Operational Development turbines are visible on the horizon, occupying a small part of the view.	4.2km	In northern views, Consented turbines would be visible on the skyline. The number of turbine tips and hubs theoretically visible would decrease while the horizontal spread would increase compared to the Operational Development. The Consented turbines would be noticeably larger than the existing turbines, but they would take up a relatively small portion of the overall view. Other permanent elements of the Consented Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would not be visible.	Medium	Hubs: 12 Blades: 16	High	High	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP 27 Proposed Varied Development	Machrihanish Dunes	No change to the visual baseline since 2018 EIA Report.	4.1km	The Proposed Varied Development turbines would appear taller and more prominent on the skyline in northern views. Additional hubs would be visible, but the turbines would not extend the horizontal field of view occupied by turbines in comparison with the Consented Development turbines. However, the larger scale of the turbines would make them look more imposing in the view, increasing their overall visual influence. Other permanent elements of the Proposed Varied Development (e.g. felling/replanting, new tracks or ancillary elements) and construction activity would still not be visible.	Medium	Hubs: 16 Blades: 16	High	High	Moderate – major (significant)	Moderate – major (significant)
VP28 Consented Development (Retrospective Assessment)	Dougarie Point <i>This VP represents low level views within the northwest of Arran, along the A841 road.</i>	No baseline description included within 2018 EIA Report.		There would be no visibility of the Consented Development from this viewpoint.		Hubs: 0 Blades: 0	No view	No view	No view	No view

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
VP28 Proposed Varied Development	Dougarie Point	Low level coastal views out across Kilbrannan sound towards the Kintyre peninsula, featuring partially forested moorland hills, with small settlements and farmed fields along the shoreline. Wind turbines, including Beinn an Tuirc (Phase 1, 2 and 3), feature on the skyline. To the east, views are enclosed by wooded hills.	20.2km	One turbine tip of the Proposed Varied Development is theoretically visible from this viewpoint and would be barely perceptible on the skyline to the south-west in between the Beinn an Tuirc (Phase 3) turbines which are visible in closer proximity.	High	Hubs: 0 Blades: 1	Negligible	Negligible	Negligible (not significant)	Negligible (not significant)

1.3 Residential Locations and Settlements Assessment

Table 1.3.1: Residential Locations and Settlements Assessment (refer also to Figure V3a-5.8: Visual Receptors)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R1 Ardminish (Gigha)	R1 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
R2 Campbeltown 2018 EIA Report	Campbeltown <i>This is a harbour town with a historic cross and high street arrangement. Outside of this core, distilleries, agricultural suppliers and civic amenities for the area have developed with more recent housing phases beyond.</i>	The town has developed in low-lying areas adjacent to the coast and so many views are contained by buildings. The majority of main views are orientated with views overlooking the bay and coastal areas and eastwards toward Arran. Views from the western periphery of Campbeltown are more elevated, looking across undulating farmland towards hills, including north-west towards the Operational Development (although existing turbines are not visible). Some elevated views from the edge of Campbeltown have views over the town.	7.2km	The Consented turbines would not be visible from the majority of Campbeltown. From the south-western edge of Campbeltown (e.g. Tomaig Rd., Ralston Rd., Crosshill Av., upper storeys of Meadows Av. and Campbeltown Grammar School), the Consented turbines would be visible on the skyline as blades, although hubs may be visible from more elevated locations.	High	1-16	Low - medium	Low - medium	Minor – moderate (not significant)	Minor – moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R2 Campbeltown Proposed Varied Development	Campbeltown	There is now some theoretical visibility of Beinn an Tuirc (Phase 3) from elevated locations to the south of Campbeltown comprising small numbers of tips, which are barely perceptible.	7.2km	The Proposed Varied Development would not be visible from the majority of Campbeltown. The Proposed Varied Development turbines would appear more prominent than the Consented Development turbines from the south-western edge of Campbeltown (e.g. Tomaig Rd., Ralston Rd., Crosshill Av., upper storeys of Meadows Av. and Campbeltown Grammar School). Some additional hubs and tip would be visible from more elevated locations; however the overall effect remains comparable to that of the Consented Development.	High	1-16	Low - medium	Low - medium	Minor – moderate (not significant)	Minor – moderate (not significant)
R3 Drumlemble 2018 EIA Report	Drumlemble <i>A settlement which appears to have originally developed along the south side of the B843 as a row of semi-detached cottages, in close proximity to one another, oriented to the north. A former village hall and farm are positioned to the north of the road and partially restrict views from these cottages.</i>	Main views are north across Aros Moss towards Campbeltown Airport and the Operational Development on the skyline. From properties south of the B843, views are across the B843 road, parking area with roadside properties in foreground. Similar views are obtained from some other scattered properties situated to the east and west of the main settlement core, along the B843.	8.5km	The Consented turbines would be visible on the skyline (in a manner similar to that shown by VP19 - Drumlemble) principally from those properties adjacent to the B843. The change in scale and visual composition would be noticeable in comparison with the existing turbines. They would not be visible from the newer properties to the south, due to screening from other buildings.	High	16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R3 Drumlemble Proposed Varied Development	Drumlemble	Beinn an Tuirc (Phase 3) turbines are now visible on the skyline to the north-east.	8.4km	The Proposed Varied Development turbines would appear taller and more prominent on the skyline (in a manner similar to that shown by VP19 - Drumlemble) principally from those properties adjacent to the B843 when looking northward compared to the Consented Development. The horizontal spread of the turbines would extend slightly. The Proposed Varied Development would continue to not be visible from the newer properties to the south, due to screening from other buildings.	High	16	Medium	Medium	Moderate - major (significant)	Moderate - major (significant)
R4 Glenbarr 2018 EIA Report	Glenbarr <i>Properties located to the east of the A83 divided into two distinct clusters.</i>	Main views from receptors in northern Glenbarr are elevated and to the south, across an adjacent field, to the forested ridge and slopes at Blary Hill, south of Barr Glen, with the Operational Development seen above coniferous forest plantation. Main views from receptors in southern Glenbarr are more contained and are oriented east-west. There are some views of the Operational Development in views from side windows and from public areas.	6.4km	The Consented Development would not be visible from Glenbarr Abbey or southernmost properties in Glenbarr. From properties in the more elevated part of southern Glenbarr, the Consented turbines would be visible on the skyline as full turbines above the coniferous forest plantation. They would be seen in side views from properties partially screened by neighbouring buildings and/or vegetation and in main views from the road. From northern Glenbarr, full turbines would be visible on the skyline, above coniferous forest plantation in a manner similar to that indicated by VP2. They would appear noticeably larger in the view than the Operational Development and would create more of a focal point but would be a small part of the overall view.	Medium - High	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R4 Glenbarr Proposed Varied Development	Glenbarr	Auchadaduie and Blary Hill turbines are now visible to the east from some receptors within this settlement.	6.4km	From properties in the more elevated part of southern Glenbarr, an additional hub and some tips of Proposed Varied Development turbines would be visible and more prominent on the skyline above the coniferous forest plantation in comparison to the Consented Development. They would be seen in side views from properties partially screened by neighbouring buildings and/or vegetation and in main views from the road and the larger scale of the turbines compared to the existing turbines would result in them being more noticeable. However, it is considered that their overall influence would remain comparable to that of the Consented Development.	Medium - High	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)
R5 Kilchenzie 2018 EIA Report	Kilchenzie <i>Group of properties situated on either side of the A83 forming two distinct clusters. Several properties appear to be dual aspect and the majority are orientated towards the main road.</i>	Main views are in a mixture of directions, generally open onto the surrounding pastoral farmland. Main views from some properties are north-east towards hills in front of the Operational Development (which is not visible). Oblique views to the west include two agricultural scale turbines on the skyline at nearby Drum Farm. These views are likely to be reflective of views from some other scattered properties along this section of the A83 (e.g. Drum).	4km	Turbine blades would be perceptible on the skyline in main and side views to the north, and small part of the overall view.	High	1-7	Low	Low	Minor (not significant)	Minor (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R5 Kilchenzie Proposed Varied Development (New varied residential receptor grouping)	Kilchenzie	No change to the visual baseline since 2018 EIA Report.	2.2km	The Proposed Varied Development turbines would be visible from those properties and garden grounds which experience north-easterly views. Higher numbers of turbine blades would be visible along the skyline due to the increase in size on the turbines. This would create a more perceptible feature along the skyline in comparison to the Consented Development. As a result, it is considered that the overall influence of the turbines would remain comparable to that of the Consented Development.	Medium	1-10	Low	Low	Minor (not significant)	Minor (not significant)
R6 Killeonan / Knocknaha	R6 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
R7 Machrihanish 2018 EIA Report	Machrihanish <i>Linear coastal settlement, located on the B843, by Machrihanish Bay.</i>	Main open views are north along the coast, across the Links of Machrihanish, towards Aros Moss, the Kintyre Uplands and the Operational Development. Main views from properties to the south of the clubhouse and hotel are largely introverted views. These views are likely to be reflective of views from some other scattered properties around Machrihanish, along and near the B843.	7.8km	The Consented turbines would be visible in main views on the skyline, in front of the coniferous forest plantation and would be noticeably larger in scale than the existing turbines. The proposed turbines would be screened by buildings from receptors in properties in southern Machrihanish.	High	16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R7 Machrihanish Proposed Varied Development	Machrihanish	Turbines at Beinn an Tuirc (Phase 3) are now visible in main views to the north-east. Tips of the Auchadaduie turbines are theoretically visible from the westernmost part of this grouping.	7. km	The Proposed Varied Development would be visible in main views on the skyline, with the taller turbines being more prominent in views and potentially appearing closer. Intervening buildings would continue to provide some screening from more southern properties.	High	16	Medium	Medium	Moderate - major (significant)	Moderate - major (significant)
R8 Peninver	R8 has been scoped out from further assessment. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
R9 RAF Machrihanish 2018 EIA Report	RAF Machrihanish <i>This settlement, comprising generally terraced and semi-detached two storey properties, appears to have been developed in a single phase on both sides of a local access road between Craigs and the former air base facilities.</i>	Due to the settlement pattern, it is mostly the case that only those properties on the fringes have open views out to their surroundings. Such properties have main views across open fields to the Kintyre Uplands or to Aros Moss and nearby airport / base infrastructure. Properties on the northern and northern-east fringe with views to the north have limited views of the Operational Development turbine tips.	4.3km	The Consented turbines would be visible from those properties and open spaces which experience northerly views. Moving turbine blades would be visible above the skyline from dwellings on the edge of the settlement and their surroundings and would be more visible in main views than the existing turbines which are fairly imperceptible for the most part.	High	2-16	Low	Low	Minor - moderate (not significant)	Minor - moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R9 RAF Machrihanish Proposed Varied Development	RAF Machrihanish	No change to the visual baseline since 2018 EIA Report.	4.2km	More tips and hubs would be visible above the skyline from those properties and open spaces with northerly views, with the larger turbines appearing more prominent above the skyline. However considering the orientations of the majority of properties, this is unlikely to increase the overall influence of the turbines for this receptor location.	High	9-16	Low	Low	Minor - moderate (not significant)	Minor - moderate (not significant)
R10 Stewarton 2018 EIA Report	Stewarton <i>A group of buildings mainly occupying an area around the junction of B842 and the B843.</i>	For the majority of properties are orientated such that main views are mostly in an east/west direction. Properties in the northernmost part of Stewarton, near the junction with the B843, have open main or oblique views to the north, across Campbeltown Plain towards Aros Moss, with the Operational Development visible on the skyline and two agricultural scale turbines in the foreground associated with a nearby farm. Views from public areas and other outlying properties also obtain this northward view.	8.6km	The Consented turbines would be visible from properties and open spaces in the northern part of Stewarton in oblique views, and some main views. They would appear more prominent on the skyline than the Operational Development turbines and would occupy a larger part of the view to either side of Ranachan Hill. Other properties in Stewarton would experience fully/partially screened side or oblique views.	Medium	10-14	Low - medium	Low - medium	Minor - moderate (not significant)	Minor - moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R10 Stewarton Proposed Varied Development	Stewarton	Turbines at Beinn an Tuirc (Phase 3) are now visible in elevated side views to the east from the north.	8.5km	The Proposed Varied Development turbines would be visible from those properties and open spaces which experience northerly views. A small number of additional turbine blades would be visible along the skyline behind Ranachan hill due to the increase in size on the turbine, with some of the hubs becoming more noticeable. This is unlikely to create a more noticeable feature along the skyline in comparison to the Consented Development. As a result, it is considered the level of effect will remain unchanged.	High	14-16	Low - medium	Low - medium	Minor - moderate (not significant)	Minor - moderate (not significant)
R11 Tangy Village and other properties to the east of the A83 Consented Development (Retrospective Assessment)	Tangy Village <i>Properties located to the east of the A83 consisting of a row of single storey terraced houses, individual detached properties and farms.</i>	For the majority of receptors in properties, buildings are orientated such that main views are mostly in an east/west direction with eastern views over agricultural land and western views of the sea. Views to the east are generally contained by hills.	0.5km	The Consented Development turbines would appear prominent in views to the east for northern properties of this grouping. Their larger scale in comparison to the Operational Development turbines would make them appear closer and more prominent along the skyline, and they would be visible from a few additional properties where the Operational Development turbines are currently not visible. Construction and decommissioning activities would be experienced from the majority of the properties, including the removal of conifer plantation, and construction traffic. Views of the Consented Development from properties in the southern part of the receptor grouping may be somewhat more screened but would still appear prominent in views northwards.	High	1-16	High	High	Major (significant)	Major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
R11 Tangy Village and other properties to the east of the A83 Proposed Varied Development	Tangy Village		0.5km	The Proposed Varied Development turbines would appear prominent in views to the east for northern properties of this grouping, with additional hubs and tips being visible above the skyline. Their larger scale in comparison to the Consented Development would make them appear closer and more imposing in the view. For some properties to the east of the receptor grouping, additional hubs and tips are likely to be visible compared to the Consented Development and the Proposed Varied Development would become a prominent feature along the skyline. Visibility would be somewhat more limited for properties further to the south. As with the Consented Development construction and decommissioning activities will be experienced from the majority of these properties, including the removal of conifer plantation, and construction traffic. Views of the Proposed Varied Development from properties in the southern part of the receptor grouping may be somewhat screened but would still appear prominent in views northwards.	High	1-16	High	High	Major (significant)	Major (significant)

1.4 Routes Assessment

Table 1.4.1: Assessment of Views from Routes

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
A83, including Core Path C304 2018 EIA Report	A83, including Core Path C304 This is the principal road north and south for those on the Kintyre Peninsula and within the study area, connects Campbeltown with Corranbuie, near West Tarbert. Outside the study area, it runs via Tarbert on the shores of Loch Fyne to Tarbet near Loch Lomond.	Within the study area, the A83 runs from Campbeltown to Corranbuie by West Loch Tarbert in the north. This section carries traffic along (or close to) the west coast of Kintyre and, as such, views are often focussed out to sea, where the islands of Gigha, Islay and Jura are prominent features. It passes through an Area of Panoramic Quality (APQ) between Clachan and Westport Beach, minus a section around Glenbarr. Part of the route is also the Kintyre Way (between Clachan and Ronachan House) and part is also the National Cycle Route (NCR) 78 (between Kennacraig and the edge of the study area). A short section at Glenbarr is also Core Path C304 (Glenbarr School Route). In addition to the Operational Development turbines, there are several agricultural scale turbines visible from the route and, in the vicinity of Glenbarr War Memorial, turbines at Beinn an Tuirc (Phase 1) can also be seen. Given their prominent position within views from the coast, operational turbines on Gigha are noticeable from sections of the route.	Variable. 1.6km at closest point.	The ZTV suggests that the Consented turbines would potentially be visible from the relatively short section of the A83 between the area around Glenbarr War Memorial (also a Core Path) and south of Glenbarr Burial Ground and, intermittently, between the coastline south of Bellochantuy and Westport Beach. Turbines would appear on the skyline and would be noticeably larger in view than the Operational Development. The extent would be similar to that currently affected by the existing wind farm. In addition, there is new visibility in the vicinity of Drum Farm and Kilchenzie (although assessment has found that from the A83 at Kilchenzie, potential visibility arising at these locations would be minimal, with some blade tips on the horizon).	High	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
A83, including Core Path C304 Proposed Varied Development	A83, including Core Path C304	The addition of Blary Hill and Auchadaduie Wind Farms has created views of new additional turbines along this route near Glenbarr. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 1.6km at the closest point.	The comparative ZTV indicates that the extent of visibility of the Proposed Varied Development along this route would be similar to that of the Consented Development, although there would be some short sections of new theoretical visibility, for example to the north of Glenbarr, to the north of Bellochinty and within Campbeltown, although this would generally comprise only turbine tips. However, the Proposed Varied Development turbines would become more noticeable from parts of this route, with more tips and hubs visible. Near Glenbarr (see VP 2, Figures V3b-2.1 – V3b-2.6) the Proposed Varied Development turbines would appear taller and more noticeable on the skyline to the south than the Consented Development. Blary Hill and Auchadaduie turbines are visible further to the east around Glenbarr. The Proposed Varied Development would continue to be intermittent between the coastline south of Bellochinty and Westport Beach, where visible above the buff slopes, particularly when driving south, the turbines would appear more noticeable and closer in views. Further south, near Drum Farm and Kilchenzie, higher numbers of tips and an occasional hub would be visible, although visibility of the Proposed Varied Development would continue to be limited. Upon the approach to Campbeltown from the west, there is no visibility of the Proposed Varied Development.	Medium - High	1-16	Medium	Medium	Moderate (not significant)	Moderate (not significant)

842, including Core Path C084 and part of NCR78 2018 EIA Report	842, including Core Path C084 and part of NCR78 This road starts in the north at Claonaig (on the east coast of Kintyre), runs along the coast to Campbeltown (where it is also the National Cycle Route 78), turns west to Stewarton (where it is also Core Path C084) and then south to Southend (on the south coast of Kintyre).	North of Campbeltown, this is a narrow (single lane in places) and twisting route which rises and falls along the often rugged coastline. This northern section is a sinuous route with sharp changes in elevation around inlets and bays, combined with frequent woodland enclosure. There are some views out towards the island of Arran and, in clear conditions, the Ayrshire coast. Between the settlements of Grogport and Bridgend, the route moves away from the coast and passes through the wooded valley of the Carradale Water, resulting in a notable period of prolonged enclosure. In the vicinity of Campbeltown, the harbour, Island Davaar and historic core of the settlement create a sharp visual contrast to the northern section of the route. West and south-west of Campbeltown, the road is wider and follows much gentler curves along the edge of Aros Moss, where the roadside character is influenced by intensive agriculture with open views across Aros Moss, trees generally only limiting these where they are associated with roadside dwellings. As the elevation increases, south of Stewarton, agricultural land becomes less productive, resulting in smaller fields and areas of land being planted with woodland. It is in this area that the Operational Development and several agricultural scale turbines are clearly visible. Views inland are generally limited to points where the road passes across the mouths of several glens which join the coast along its route. At these points, agriculture dominates the valley floors with coniferous woodland visible on the Kintyre Uplands beyond. South-west of Campbeltown, South of Killellan, the ground drops towards the coast, the road passing through the Connieglen Water valley with views focussed out to sea beyond Southend.	8.0km	North of Campbeltown, a short section of the B842 (1 km approx.) at the mouth of Glen Lussa, north of Peninver, would potentially experience side views of turbines on the skyline, in a dip in the landform, where the Operational Development is not visible. Between Campbeltown and Killellan (which is south of Stewarton), the ZTV suggests that the Consented Development would be theoretically visible from the majority of the route. From the western periphery of Campbeltown to Stewarton, the Consented turbines would be seen as blades and some hubs on the skyline in side views, where the Operational Development is not visible. From Stewarton to Killellan, the Consented turbines would be seen on the skyline in main or rear views, depending on the direction of travel. Construction activities including the removal of conifer plantation and the introduction of tracks and ancillary elements may be visible in places (between Campbeltown and Killellan) but seen at a distance. In all views, it would be noticeably larger in scale than the Operational Development turbines, but for relatively short sections of the overall B842 route, and not always in the main view. It would be noticeable when in the main views, but perceptible or not visible for the majority of the route. Considering the range of other views obtained from this route (e.g. east or west along the coast), the change would not be significant in the long term, when considering the experience of the route as a whole.	Medium-High	1-16	Medium	Low - medium	Minor - moderate (not significant)	Minor - moderate (not significant)
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B842, including Core Path C084 and part of NCR78 Proposed Varied Development	842, including Core Path C084 and part of NCR78	The addition of Beinn an Tuirc (Phase 3) and Blary Hill Wind Farms has created views of new additional turbines along this route, mainly to the south of Stewarton. The views along this route are otherwise similar to those described for the 2018 EIA Report.	8.0km	The comparative ZTV indicates that the extent of visibility of the Proposed Varied Development along this route would be similar to that of the Consented Development, although there would be a couple of short sections of new theoretical visibility around the mouth of Glen Lussa, north of Peninver, where receptors would experience side views of turbines on the skyline, in a dip in the landform. In this area more hubs and tips would be visible, appearing larger than the Consented Development turbines (see VP21, Figures V3b-14.1 – V3b-14.5). Between Campbeltown and Stewarton, higher numbers of hubs and tips would be visible to the north-west, although visibility would continue to be partially screened by landform. From Stewarton to Killellan, the Proposed Varied Development would appear taller and more noticeable on the skyline in main or rear views, depending on the direction of travel, with hubs becoming more clearly visible above the ridgeline. While the Proposed Varied Development turbines may appear more prominent from localised sections of this route compared to the Consented Development, when considering the experience of the route as a whole, and the range of other views obtained, e.g. along the coast, the overall visual influence of the Proposed Varied Development would be similar to that of the Consented Development. As for the Consented Development, construction activities including the removal of conifer plantation and the introduction of tracks and ancillary elements may be visible in places from sections of the route, seen at a distance.	Medium-High	1-16	Medium	Medium	Minor - moderate (not significant)	Minor - moderate (not significant)
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Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
B843 and Core Path C085 2018 EIA Report	B843 and Core Path C085 This is a short road and Core Path C085 (Stewarton to Machrihanish) connecting the settlements of Stewarton and Machrihanish, passing through the settlement of Drumlembie. It lies entirely within the study area.	The route passes through the open fields of Aros Moss. Main views are generally in the direction of travel, to the east and west, but there are also open oblique and side views to the north and south: medium-range views to the southern hills and long-range views to the north towards the Kintyre Uplands and adjacent rounded hills beyond. These side views typically include intensive agricultural development, infrastructure associated with Campbeltown Airport and the Operational Development. This road used to form part of the Kintyre Way but no longer forms a part of it.	Variable. 7.3km at the closest point.	The ZTV suggests that the Consented turbines would be visible from the whole of this route. In the majority of areas, the Consented Development would be perpendicular to the direction of travel and the turbines would be visible on the skyline in mostly side/oblique views and some main views. Turbines would be noticeably larger than the Operational Development turbines but would be a small part of the overall view. In places, construction activities would be visible and it is likely that the removal of conifer plantation and some ancillary elements would also be visible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures.	Medium	10-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
B843 and Core Path C085 Proposed Varied Development	B843 and Core Path C085	The addition of Beinn an Tuirc (Phase 3) Wind Farm has created views of new additional turbines along this route. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 7.8km at the closest point.	The ZTV indicates that the Proposed Varied Development would be seen from all parts of this route. In the majority of areas, the Proposed Varied Development is perpendicular to the direction of travel and the turbines would be visible on the skyline in mostly side/oblique views and some main views. The Proposed Varied Development turbines would appear taller and more noticeable on the skyline to the north compared to the Consented Development particularly from the western sections of this route where the full extent of the wind farm would often be visible. There would be some screening from landform from areas further east, approaching Campbeltown. While they would often be seen in a similar context to the Beinn an Tuirc (Phase 3) turbines, they would appear larger and closer. Similarly to the Consented Development, construction activities would be visible, and it is likely that the removal of conifer plantation and some ancillary elements would also be visible. However, given the intervening distance it is not likely that access tracks would be seen following ground reinstatement measures. As a result, it is considered the level of effect will remain comparable to that of the Consented Development.	Medium	14-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Kennacraig to Port Askaig (Islay) Ferry	Kennacraig to Port Askaig (Islay) Ferry has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Kennacraig to Port Ellen (Islay) Ferry	Kennacraig to Port Ellen (Islay) Ferry has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Ardrossan to Campbeltown Ferry	Ardrossan to Campbeltown Ferry has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Tayinloan to Ardminish (Gigha) Ferry	Tayinloan to Ardminish (Gigha) Ferry has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Kintyre Way: Clachan to Tayinloan	Kintyre Way: Clachan to Tayinloan has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Kintyre Way: Tayinloan to Carradale	Kintyre Way: Tayinloan to Carradale has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									

Kintyre Way: Carradale to Campbeltown and Section of Core Path C088 2018 EIA Report	Kintyre Way: Carradale to Campbeltown and Section of Core Path C088 From Carradale, this section of the Kintyre Way follows minor roads and paths to rocky shore at Waterfoot and then passes Torrisdale Castle via access roads before joining forest tracks and climbing out of Torrisdale Glen and crossing hills before dropping back down and into Saddell Glen. It then runs west through Saddell Glen before climbing once again along forestry access tracks to A' Cruach and joining Core Path C088 (Campbeltown to Claonaig). It then follows the line of the Bordadubh Water, a small watercourse which feeds Loch Lussa. At Loch Lussa, the route joins a public road to the east of Tangy I and II Wind Farm, joins the A83 and passes into Campbeltown.	Visual focus shifts from the shoreline and broadleaf woodland estate in the north to broadleaf estate woodland and dense coniferous plantation. Both Saddell Glen and the grounds around Torrisdale Castle are particularly attractive. From A' Cruach to Lussa Loch, views are generally enclosed by coniferous forest plantation, but some elevated and more open views are afforded through felled areas and clearings, including across Lussa Loch. Turbines of Beinn an Tuirc Phase 2 are visible from some sections and occasional views of the Operational Development turbines. South of Lussa Loch, the route joins a public road and views change from being dominated by a landscape of managed coniferous forest plantation, to extending across agricultural fringe into an area of rounded hills with roadside quarries before dropping down into the bay farmland and meeting the A83 road, at which point Core Path C088 (Campbeltown to Claonaig) terminates. The Kintyre Way then runs along the A83 road into the settlement of Campbeltown.	Variable. 1.5km at the closest point.	ZTV analysis indicates that the Consented Development would theoretically be visible along this route between A' Cruach and the north of Lussa Loch and the south of Lussa Loch and Ballywilline. In reality, turbines would be visible in intermittent views but screened from views in other sections (for instance, near Lussa Loch) by coniferous forest plantation and landform. Where visible, turbines would appear large in scale, particularly at closest points (e.g. VP18 - Skeroblingarry) where receptors would feel very close to the wind farm. Turbines would therefore be glimpsed to varying degrees whilst travelling along this route, with the large turbines prominent at points.	Medium	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)
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Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Kintyre Way: Carradale to Campbeltown and Section of Core Path C088 Proposed Varied Development	Kintyre Way: Carradale to Campbeltown and Section of Core Path C088	The addition of Beinn an Tuirc (Phase 3) Wind Farm has created views of new additional turbines along large proportions of this route. There are also some glimpsed views of Blary Hill turbines from small sections of this route. Vegetation cover is constantly changing due to forestry operations. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 1.5km at the closest point	The ZTV indicates that the extent of theoretical visibility for the Proposed Varied Development would be relatively similar to that of the Consented Development, with the turbines being visible between A' Cruach and the north of Lussa Loch and the south of Lussa Loch and Ballywilline, although there would be some very small sections of new visibility, including at Lussa Loch, consisting of turbine tips. . In reality, it is likely that the Proposed Varied Development turbines would be intermittently screened and, in some areas, only a small number of hubs and tips would be visible. However additional hubs and tips are more likely to be visible in comparison to the Consented Development from some sections of this route (see VP12, Figures V3b-9.1 – V3b-9.5). From the northern section of this route, such as near A' Cruach, the Proposed Varied Development would be seen in the context of Beinn an Tuirc (Phase 3) turbines, which would be visible in the foreground. Construction activities will be experienced along sections of this route which run closely to the Proposed Varied Development (this is inclusive of VP18). The Proposed Varied Development turbines will appear larger than those of the Consented Development at this close proximity, however it is considered the experience for visual receptors will remain largely the same. As a result, it is considered the level of effect will remain the same.	Medium	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Kintyre Way: Campbeltown to Dunaverty and Section of Core Path C081	Kintyre Way: Campbeltown to Dunaverty and Section of Core Path C081 has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path IN05.11 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Appendix 8.7 for details of the assessment of the Consented Development.									
Kintyre Way: Southend to Machrihanish and Section of Core Path C090 2018 EIA Report	Kintyre Way: Southend to Machrihanish and Section of Core Path C090 This section of the Kintyre Way passes through remote moorland, atop exposed coastline where there is little shelter. From Southend, the route travels inland and then along the western coast past Ballygrogan farm and down into to Machrihanish. A section of Core Path C090 (Machrihanish to The Inneans and Southend) is considered as part of this route.	Views are directed out to sea, and along the coastal cliffs, and from the northernmost section, over Machrihanish Bay and north to Aros Moss and the Operational Development. From the southern part of the route, there are some more enclosed narrower vistas just south of Cnoc Moy, before views open to the south near Dunaverty.	Variable. 8.3km at the closest point.	ZTV analysis suggests that the Consented Development would be theoretically visible between the slopes north of Cnoc Moy and Machrihanish. This would generally be when travelling north only, when the turbines would be seen in the direction of travel. In the vicinity of Machrihanish and Ballygrogan, the Consented turbines would be seen in the context of Campbeltown Airport and Machrihanish, larger than the Operational Development turbines, which are currently visible. Construction activities would also be visible here, but in the distance. From the majority of the route, there would be no visibility of the Consented Development.	Medium	1-16	Medium	Medium	Minor – Moderate (not significant)	Minor – Moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Kintyre Way: Southend to Machrihanish and Section of Core Path C090 Proposed Varied Development	Kintyre Way: Southend to Machrihanish and Section of Core Path C090	There is now some distant visibility of turbines from Beinn an Tuirc (Phase 3) in north easterly views, and of Auchadaduie turbines which would be perceptible further to the west. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 8.5km at the closest point.	The ZTV indicates that the extent of theoretical visibility for the Proposed Varied Development would be similar to that of the Consented Development. The turbines would be visible in main views when travelling north along this route between the slopes north of Cnoc Moy and Machrihanish, appearing taller and somewhat more prominent in views than the Consented Development turbines. They would be seen in context with other wind farms including Beinn an Tuirc (Phase 3) in a similar part of the view, although the Proposed Varied Development turbines would appear larger and closer. Construction activities would still be visible in the distance. From the majority of the route, there would continue to be no visibility of the Proposed Varied Development, particularly when travelling south. It is considered that the overall influence of the Proposed Varied Development would remain comparable to that of the Consented Development.	Medium	1-16	Medium	Medium	Minor – Moderate (not significant)	Minor – Moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Path C086 2018 EIA Report	Core Path C086 (Links of Machrihanish) is a coastal path that runs along the Links of Machrihanish	There are open, panoramic views along the beach, across the golf course and out to sea. The Operational Development is visible on the skyline to the north and Machrihanish settlement is visible to the south. The buildings of Campbeltown Airport are visible from some sections of the path.	Variable. 2.5km at closest point.	ZTV analysis suggests that the Consented Development would be theoretically visible along the majority of this route, in open, panoramic views. Receptors on the northernmost section of this route at Westport Beach would experience limited views of Consented Development or no views. From the majority of the route, the Consented turbines would be seen in main views drawn along the coast, across Machrihanish Bay, appearing larger than the Operational Development turbines, which are currently visible. New tracks, ancillary features, forest felling and replanting may be perceptible from some locations, as would construction activities, but in the distance.	Medium	1-16	Medium	Medium	Moderate (significant)	Moderate (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Path C086 Proposed Varied Development	Core Path C086 (Links of Machrihanish) is a coastal path that runs along the Links of Machrihanish	There is now visibility of Beinn an Tuirc (Phase 3) turbines from the southern section of this route. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 2.4km at closest point.	The ZTV indicates that that the extent of theoretical visibility for the Proposed Varied Development would be similar to that of the Consented Development, although there would be a short section of additional visibility for the Proposed Varied Development from the northern section of this route. Overall, the Proposed Varied Development turbines would appear more noticeable in main views north along the coast, across Machrihanish Bay, with the larger turbines appearing closer in the view particularly from the southern sections of this route (see VP6, Figures V3b-5.1 – V3b-5.6), where the full extent of the wind farm would be seen. As for the Consented Development, visibility would gradually reduce further north, with receptors on the northernmost section of this route at Westport Beach experiencing limited views, although more tips and hubs would be visible from the northern end of Machrihanish Bay compared with the Consented Development. Overall, this would result in the influence of the Proposed Varied Development increasing in views from this route compared to the Consented Development.	Medium	1-16	Medium - high	Medium - high	Moderate - major (significant)	Moderate - major (significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Path C089 2018 EIA Report	Core Path C089 (Uisaed, Machrihanish circular, bird observatory) is a coastal path where there are open, slightly elevated views in all directions over the surrounding landscape.	Main views are north towards the sea, open fields, some properties and the Marine Environmental Research Laboratory Building. The Operational Development turbines are visible in the distance.	Variable. 8.6km at the closest point	ZTV analysis suggests that the Consented Development would be theoretically visible along the majority of this route, in open side, main and rear views, depending on direction of travel. The Consented turbines would be seen across Machrihanish Bay, larger than the Operational Development turbines, which are currently visible. New tracks, ancillary features, forest felling and replanting may be visible in the distance. Construction activities would also be visible here, but in the distance.	Medium	2-16	Low	Low	Minor – moderate (not significant)	Minor – moderate (not significant)
Core Path C089 Proposed Varied Development	Core Path C089	There is now some distant visibility of Beinn an Tuirc (Phase 3) turbines in north easterly views. The views along this route are otherwise similar to those described for the 2018 EIA Report. Auchadaduie turbines are barely perceptible on the skyline further west.	Variable. 8.4km at the closest point	The ZTV indicates that the extent of theoretical visibility for the Proposed Varied Development would be similar to that of the Consented Development. The turbines would be visible in main views across Machrihanish Bay when travelling north along this route and would be seen in the context of other wind farms including Beinn an Tuirc (Phase 3) turbines in a similar part of the view. The Proposed Varied Development Turbines would appear slightly larger and more prominent than the Consented Development turbines and would appear larger and closer than the operational Beinn an Tuirc turbines. Construction activities may be visible here, but in the distance. From the majority of the route, there would continue to be no visibility of the Proposed Varied Development, particularly when travelling south. While the turbines would appear slightly more prominent in views, the overall influence of the Proposed Varied Development would be comparable to that of the Consented Development.	Medium	2-16	Low	Low	Minor – moderate (not significant)	Minor – moderate (not significant)

Core Paths C087, C447 & C448 2018 EIA Report	Core Paths C087, C447 & C448 These Core Paths connect the coastal Core Path C086 (Links of Machrihanish) with the B843/Core Path C085, passing the 'RAF Machrihanish' settlement, and Airport terminal building. Core Path C087 (Sound of Kintyre housing to beach) runs from the beach, around the Machrihanish Dunes golf club clubhouse to join the C447 at Clochkeil (also referred to as 'RAF Machrihanish' in the Argyll and Bute Local Development Plan, adopted 2015). The C447 (Darlochan to Stewarton, Campbeltown) then runs along the public road between Clochkeil and West Darlochan and joins the C448 at a T-junction. The C448 (Stewarton to Clochkeil, Campbeltown) and public road then connects with the B843 to the south, passing the Campbeltown Airport terminal public.	Views vary along the route, but all views are generally long-range, extending across the flat bay farmland and scattered properties, sometime looking onto the airport, old army barrack buildings, or large warehouses. From the C087 (nearest the beach) views extend along the beach and out to sea; whereas further inland, on the C447/C448 some views of Machrihanish Bay are possible, but most views are across fields. The Operational Development is visible on the skyline to the north.	Variable. 3.8km at the closest point	ZTV analysis suggests that the Consented Development would be theoretically visible along the majority of this route. From C087 and C447, all turbines would be theoretically visible, but from most C448 (between West Darlochan and the B843) receptors would theoretically see between 5-12 turbines. The Consented turbines would be seen at varying distances, in broadly open, panoramic views and would be larger than the Operational Development turbines, which are currently visible. New tracks, ancillary features, forest felling and replanting, and construction activities may be visible at varying distances, to varying degrees.	Medium	1-16	Low – medium	Low – medium	Minor – moderate (not significant)	Minor – moderate (not significant)
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Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Paths C087, C447 & C448 Proposed Varied Development	Core Paths C087, C447 & C448	Beinn an Tuirc (Phase 3) turbines are now visible in north easterly views from the C448 section of this route. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 3.7km at the closest point	The ZTV indicates that the extent of theoretical visibility for the Proposed Varied Development would be similar to that of the Consented Development. The Proposed Varied Development turbines would appear larger than those of the Consented Development in views to the north, particularly from C087 and C447 as these routes are in relatively close proximity to the Proposed Varied Development turbines, with additional hubs likely to be visible, appearing closer in views. The ZTV indicates that from these sections of the route all 16 turbines would be visible. For the C448 section of the route, the Proposed Varied Development turbines would be seen in main views when travelling northward, although due to some screening by landform fewer turbines would be visible from this section (approximately 9 – 16). Overall, it is considered that the level of effect would remain comparable to that of the Consented Development.	Medium	1-16	Low – medium	Low – medium	Minor – moderate (not significant)	Minor – moderate (not significant)
Core Path C082	Core Path C082 has been scoped out from further assessment. Negligible (not significant) effects were identified for the Consented Development from Core Path C082 during construction and operation. See Tangy IV Wind Farm 2018 Environmental Impact Assessment Report (2018 EIA Report), Chapter 8 and Technical Appendix 8.7 for details of the assessment of the Consented Development.									

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Path C083 2018 EIA Report	Core Path C083 (Benguilan Forest circular walk) This core path runs from the B842 in Campbeltown uphill past properties at Tomaig and up the slopes of Beinn Guilean (to VP10) and then east to join the public road, Kintyre Way (Campbeltown to Dunaverty) and Core Path C081 (Campbeltown Pier to Davaar island car park).	Main views are generally elevated and to the north, looking over the settlement of Campbeltown, and east over Campbeltown Loch towards Island Davaar. The Operational Development is visible from some sections of the route. From some sections of the route, climbing up the slopes of Beinn Ghulean, views would be screened or filtered by coniferous forest plantation in the foreground.	Variable. 8.8km at the closest point	ZTV coverage indicates that there would be theoretical visibility of the Consented Development from some parts of this route, mostly the most elevated parts. The Consented turbines would be visible in intermittent views, to varying degrees and would appear larger and more prominent on the skyline in comparison with the Operational Development turbines. New tracks, ancillary features, forest felling and replanting, and construction activities may be perceptible in the distance.	Medium	1-16	Low - medium	Low - medium	Minor – moderate (not significant)	Minor – moderate (not significant)
Core Path C083 Proposed Varied Development	Core Path C083	There is now visibility of Beinn an Tuirc (Phase 3) and to a lesser extent Blary Hill turbines in north easterly views. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 8.7km at the closest point	The ZTV indicates that the extent of visibility for the Proposed Varied Development would be similar to that of the Consented Development. The Proposed Varied Development turbines would continue to be visible to the northwest in intermittent views, to varying degrees and would appear slightly larger and more prominent on the skyline in comparison with the Consented Development. However, it is considered that the overall influence of the Proposed Varied Development would be similar to that of the Consented Development.	Medium	1-16	Low - medium	Low - medium	Minor – moderate (not significant)	Minor – moderate (not significant)

Ref.	Name / Location / Type / Context	Nature of Existing View	Distance to nearest visible turbine ¹	Nature of Change	Visual Sensitivity	No. of turbines theoretically visible	Magnitude		Effect	
							Construction	Operation	Construction	Operation
Core Path C091 Consented Development (Retrospective assessment)	Core Path C091 (Old township, Ballygroggan) This core path forms a circular route which comes off from the Kintyre Way along the coast to the south of Machrihanish,	Views are directed out to sea, and along the coastal cliffs, with some visibility of the Operational Development turbines from the southern section of this route.	Variable. 11.0km at closest point.	The ZTV indicates that there would be theoretical visibility of the Consented Development from some of the southern and western parts of this route, largely from areas where the Operational Development turbines are already visible. The Consented Development would be seen on the hillside to the north-east and would appear larger and more prominent on in comparison with the Operational Development turbines, also extending the horizontal field of view. New tracks, ancillary features, forest felling and replanting, and construction activities may be perceptible in the distance.	Medium	1-16	Low	Low	Minor - moderate (not significant)	Minor - moderate (not significant)
Core Path C091 Proposed Varied Development	Core Path C091	There is now visibility of Beinn an Tuirc (Phase 3) turbines on the hillside to the north-east, with Auchadaduie turbines visible on the skyline further west. The views along this route are otherwise similar to those described for the 2018 EIA Report.	Variable. 10.9km at the closest point.	The ZTV indicates that the extent of visibility for the Proposed Varied Development would be similar to that of the Consented Development. The Proposed Varied Development turbines would continue to be visible on the hillside to the north-east, appearing somewhat larger and more prominent. However, the overall influence of the Proposed Varied Development is considered to be similar to that of the Consented Development. As for the Consented Development, new tracks, ancillary features, forest felling and replanting, and construction activities may be perceptible in the distance.	Medium	1-16	Low	Low	Minor - moderate (not significant)	Minor - moderate (not significant)