

BLACKCRAIG & MARGREE WINDFARMS 132KV GRID CONNECTION

Addendum to the 2011
Environmental Statement

[JANUARY 2013]

VOLUME 1



SP TRANSMISSION

**Blackcraig and
Margree Grid
Connection,
South-West Scotland**

**Addendum to the 2011
Environmental
Statement
Volume I**

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**The Environmental
Dimension
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On behalf of:
**ScottishPower
EnergyNetworks**

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This document constitutes an addendum to the environmental statement prepared in respect of proposals for the development of a grid connection linking Blackcraig and Margree Windfarms to the national grid. The Environmental Statement was originally submitted in March 2011:

- Non-Technical Summary;
- Environmental Statement – Volumes 1 and 2 (March 2011); and
- Environmental Statement – Volume 3; Technical appendices (March 2011).

The environmental impact assessment process, and this environmental statement, was originally co-ordinated by Capita Lovejoy. This Addendum has been co-ordinated by EDP (The Environmental Dimension Partnership).

The updated technical work has been prepared by, and is the responsibility of, the following specialist and experienced consultants:

Chapter 6	Forestry	RTS
Chapter 7	Landscape and Visual Amenity	EDP
Chapter 8	Ecology	MBEC
Chapter 9	Ornithology	MBEC
Chapter 10	Archaeology and Cultural Heritage	CFA Archaeology

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Section 1 Introduction and Context

Introduction

- 1.1 This Addendum to the 2011 Environmental Statement (2011 ES) is provided following a number of revisions to the alignment of the Proposed Route for the 'Blackcraig and Margree Grid Connection' ('the grid connection'), as defined and assessed within the original ES for the project, submitted in support of the Section 37 application submitted to the Scottish Ministers in March 2011.
- 1.2 To account for minor deviations of the route that may be required during the post-planning stages, the ES defined an Infrastructure Location Allowance (ILA) of +/- 50m for the individual tower/wood pole locations. Since submission of the original planning application, deviations beyond this extent (50m) are anticipated in two locations along the route; at Bardennoch, near to Carsphairn and at Mossdale, near Dalmellington, as shown on **Plans EDP 1 and 2**.
- 1.3 A third, minor change is also proposed at Meiklehill substation which will involve one new tower adjacent to the substation (see drawing SP4078930). A subsequent review of the additional tower and span of overhead line has concluded that the assessment of effects will remain as stated in the 2011 ES. Further details of this review can be found in **Appendix EDP 1**.
- 1.4 In light of the extent of change to the route, it is necessary to update certain parts of the ES in order that any additional (or more geographically extensive) effects to those identified within the original ES are considered. This report therefore includes the following key stages:
- A description of the changes to the alignment of the original Proposed Route;
 - A description of the anticipated effects of the revised Proposed Route, with reference to the effects originally identified for landscape and visual, ecology and ornithology, forestry and archaeological receptors; and
 - A section providing an overall summary and conclusion for the update assessment.

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Section 2

Summary of Methodologies

Introduction

- 2.1 The methodologies used to undertake the revised assessment have generally followed those used in the 2011 ES. Where a summary is considered useful (such as for LVIA), or where changes/revisions to the original methodologies have been required, this is stated for each technical discipline.
- 2.2 The criteria for significance adopted within the 2011 ES remain unchanged. This used the following terminology to describe the level of effect, as is described in more detail within Chapter 2 of the 2011 ES:
- None - no detectable change to the environment;
 - Minor - a detectable but non-material change to the environment;
 - Moderate - a material but non-fundamental change to the environment; and
 - Major - a fundamental change to the environment.
- 2.3 Any effect of the proposed overhead lines (OHL's) or ancillary development assessed as major or moderate in terms of the criteria is considered to be **significant** within the terms of the EIA Regulations (2011). Other effects are considered to be **not significant**.

Landscape and Visual Impact Assessment

- 2.4 The methodology adopted for this updated LVIA follows that utilised within the original LVIA provided as part of the 2011 ES. This is provided in full within **Appendix EDP 2**.
- 2.5 Unless otherwise stated, all effects on the landscape resource, the perception of this, and visual amenity are considered to be long-term, adverse and reversible, with the introduction of an OHL providing a contrast to the previously existing characteristics, or where existing lines are present and retained, a reinforcement of these).
- 2.6 The revised assessment addresses both landscape and visual effects and focuses on the two areas of change at Bardennoch and Mossdale. Changes beyond these localised areas will remain as described within the original ES, and reference should be made to this where appropriate. To understand the effects of revising the route a comparative analysis of the Zones of Theoretical Visibility (ZTVs) and the Perceptibility Analysis has been undertaken.

Technical Productions

- 2.7 This update assessment has utilised a number of technical productions (ZTVs, Perceptibility ZTVs, wirelines and photomontages) to understand where different effects from those presented within the original ES may occur. A summary of the methodology for undertaking these productions is provided below. For a full description please refer to the original ES, section 7.2.4.

Zones of Theoretical Visibility

- 2.8 Zone of Theoretical Visibility maps have been produced based on the 10m digital terrain model (OS Landform Profile) to determine the maximum theoretical visibility of the proposed OHL. The ZTVs produced have been done so assuming a worst-case scenario and take no account of vertical landscape elements or built form which may reduce actual visibility, sometimes considerably.
- 2.9 The ZTVs are included within the assessment to illustrate the (theoretical maximum) visibility of the proposed OHL and have been used throughout the design and assessment process as a working tool to facilitate development of the revised route and to mitigate its potential effects. Comparative ZTVs have been produced for the areas of realignment and also the broad study area. The ZTV for the broad study area is shown at **Plan EDP 3**.

Backclothing/Skylining

- 2.10 Views of the proposed OHL are described employing the terms 'backclothing' and 'skylining'. Backclothing is a situation which occurs where the OHL is seen from a particular viewpoint against a solid backdrop. The backdrop will generally be provided by rising ground beyond the OHL although the presence of, for example, forest in the view beyond the line could also result in backclothing. Skylining on the other hand occurs where the OHL is seen from a particular viewpoint outlined against the sky with no solid backcloth. The visual effects resulting from sections of OHL that are skylined will generally be greater than the effects resulting from sections of the OHL that are backclothed.

Perceptibility Analysis

- 2.11 In the light of the field observations carried out for both wood poles and L7 Towers, perceptibility mapping has been carried out to identify the likely perceptibility of the route under a range of different scenarios. The following assumptions have been made:
- 2-3km (depending on lighting and nature of backclothing) is typically the limit of perceptibility when the OHL and support structures are fully backclothed; and
 - 10km is the outer limit of visibility/perceptibility when the OHL and support structures are seen fully skylined.

2.12 These distances provide a basis to understand the likely 'perceptibility' of the route. In many cases, although the OHL and support structures are theoretically visible (on the basis of the bareground digital terrain), the perceptibility of these will be appreciably diminished. In all cases the assessment has been undertaken on the basis of the bareground ZTV; however the moderating effects of 'perceptibility' must be considered. These, in addition to the screening provided by the extensive areas of commercial forest and other woodland will often serve to appreciably mitigate the presence of the OHL within the landscape. Comparative Perceptibility ZTVs have been produced for the areas of realignment and also the broad study area. The Perceptibility ZTV for the broad study area is shown at **Plan EDP 4**.

2.13 The metallic elements of the OHL and particularly the steel lattice towers are likely to become less perceptible with increasing age as the original polished galvanised finish on the steelwork dulls to a flatter grey colour which is more readily visually assimilated within the landscape.

Wirelines

2.14 In addition to the ZTVs prepared, computer generated line drawings (wirelines) indicating the appearance of the proposed OHL have been prepared for the three viewpoints that have been updated as part of this assessment. These wirelines are geometrically accurate and represent the form of the proposed OHL superimposed on a bareground digital terrain model (based on the OS 10m grid).

2.15 As noted above for ZTVs, the wirelines are representations of the maximum theoretical visibility of the proposed OHL. They are based on considerations of topography alone and take no account of the many other components of visibility in the landscape which will affect the perception of the proposed OHL.

2.16 In almost all cases atmospheric conditions will reduce the visibility of the proposals, and in many cases this reduction in visibility will be considerable. The actual visibility of any overhead transmission line will depend on both the weather and lighting conditions which, in this location in south-west Scotland, will frequently reduce the visibility to an appreciable degree.

Photographs and Photomontage

2.17 Photography has been undertaken at all of the identified viewpoints using a fixed focal length camera mounted on a tripod with a panoramic head. The individual images have been joined to produce a composite panoramic image in cylindrical projection. The correct viewing distance for these images is 250mm to replicate the view that will be obtained on site. These are presented within this study as a range of fields of view, but the correct viewing distance for the image remains constant.

- 2.18 Each view is presented as three components as follows:
- Component A - The panorama of photographs taken during the site visit;
 - Component B - The corresponding wireline image of the proposed OHL; and
 - Component C - The photomontage image of the viewpoint at 15 years post construction.
- 2.19 For all of the viewpoints a photomontage has been prepared and this is included on the viewpoint sheet alongside the original photograph in order to best represent the change to the view under consideration. Enlargement of the part of the photomontage containing the line (at a maximum of 130 degrees) is also provided and the extent of this enlargement is identified on the wireline image. These enlargements, provided at 200% of originals, are included to allow for the fact that having observed an OHL as a component within the view, the viewer will, in many cases, tend to focus on this feature. The correct viewing distance for these individual images is 500mm.
- 2.20 The locations of the three updated viewpoints are shown on **Plans EDP 1** and **2**. For each viewpoint, larger scale plans which detail the precise viewpoint location, elevation, and the direction of view are provided with the visualisations.
- 2.21 Although not currently consented/constructed at present, both Blackcraig and Margree windfarms and the SWS Project and associated windfarms are illustrated on the wireline images and photomontages where appropriate, as the provision of the OHL is dependent on the construction of these windfarms. The OHL would not feature within the landscape without the presence of these windfarms. The recently refused windfarm at Kyle is however not included within the images provided. The Dersalloch Windfarm is also shown where it features within the view.

Ecology and Ornithology

- 2.22 A desk-based review of each of the two proposed route diversions was completed, with this summarised in four stages as follows:
1. What are the relevant potential receptors for the diversion section (with particular focus on protected species)? Is there sufficient existing baseline ecological/ornithological data to enable a desk assessment of the proposed diversion route, are there any data gaps or limitations/uncertainties;

2. Could the proposed diversions result in appreciable change in magnitude of impact on any receptors, as previously assessed and reported in the ES, or affect new receptors not previously affected or considered during the EIA;
 3. If there is the potential for new receptors to be affected and/or impact magnitudes to increase from those reported in the ES how would this change the conclusions of the EIA in respect of impact significance and the proposed mitigation measures; and
 4. Having considered each of the diversions in isolation is there a cumulative effect which requires a change in any of the conclusions relating to impact significance for each receptor for the Blackcraig & Margree project as a whole?
- 2.23 In addition to the desk-based review, and following consultation with Scottish Natural Heritage (SNH), an update survey for European Protected Species (EPS) was completed in August 2012 at each of the proposed diversion sections. The results of this survey is reported here and fully considered within the review of the original impact assessment.

Archaeology and Cultural Heritage

- 2.24 This assessment has been carried out to the same scope and assessment methods as set out in Chapter 10 of the 2011 ES. The baseline conditions established during 2011 ES have been used without modification to inform this revised assessment. The whole of the proposed realignment is located within the 1km wide cultural heritage 'Broad Corridor' study area, within which a desk-based assessment was undertaken. The route realignment has not been subject to a full field survey.
- 2.25 The assessment has been made without reference to revised ZTV mapping or other visual aids, and therefore the assessment of likely operational and cumulative effects is based upon the author's professional judgement and experience gained in undertaking the initial cultural heritage assessment. This is not considered to have compromised the findings of the revised assessment, since the change to the original Proposed Route subject to assessment is minor.

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Section 3

Description of Development Revisions

Description of Development Revisions

- 3.1 At a strategic level, the alignment of the grid connection has remained broadly the same. Due to a number of localised issues, the L7 tower route between Dalshangan and the substation at Meikle Hill has required minor realignment at Bardennoch and Mossdale, such that proposed tower positions would fall outwith the Infrastructure Location Allowance of +/- 50m deviation. No changes are envisaged to other parts of the L7 route, and no changes are required to the wood pole section between Dalshangan and the substation at Blackcraig.
- 3.2 The changes at Bardennoch and Mossdale are described separately below, and illustrated in detail on **Plans EDP 1** and **2**. The revised route alignments are also presented on the comparative ZTV and Perceptibility drawings supporting the revised LVIA.

Bardennoch Revisions

- 3.3 As illustrated on **Plan EDP 1** the original Proposed Route (dashed green line) followed a direct line between Tower 89, to the south of the A713, and Tower 83 at North Liggat, thereby resulting in a straight section of OHL of some 1.43km. Due to localised issues relating to the field parcel to the north of the A713, immediately to the west of Cumnock Knowes plantation, the route has been realigned such that this area of land is entirely avoided by towers and is overflowed only in its extreme western portion. This results in a more complex route alignment, with more turning towers. The height of the OHL within the landscape, comparative to the original route, has altered little, meaning wider visibility is likely to be similar.

Mossdale Revisions

- 3.4 As illustrated on **Plan EDP 2** the revised route at Mossdale follows broadly the same alignment as the original Proposed Route, but passes further to the north, up the flank of Snabb Hill and the Mossdale Burn valley. In taking this route the route passes through a greater part of the Forestry Commission land on Snabb Hill, and being upslope of the original Proposed Route, has the potential to be more widely visible. The revised routeing additionally results in a greater offset to the property at Mossdale and results in no towers being present within the parcel of agricultural land to the north of the farmstead. In passing further upslope at Snabb Hill the route also infringes on the commercial forestry in this location, leading to the potential for greater effects upon the forestry resource.

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Section 4

Updated Assessment of Effects at Bardennoch

Introduction

- 4.1 This section of the Addendum considers the potential changes to the assessment of potential effects at Bardennoch, as presented at chapters 6 to 14 of the 2011 ES. Revised assessments are only provided for those environmental disciplines for which a change in effect magnitude, significance or extent are considered likely. The changes to the route in this location are shown on **Plan EDP 1**.
- 4.2 The following table provides a summary of the baseline for the revised Proposed Route amendment and confirms whether further review and assessment has been required for the range of technical areas assessed within the 2011 ES (for the original Proposed Route).

Topic	Baseline Comment/Description	Addendum Required?
Planning Policy	The same planning policies apply.	No. Refer to February 2011 Environmental Statement.
Ecology – Phase 1	Rough Grazing Land.	Yes. Revised assessment included within Addendum.
Ecology – Protected Species	Signs of otter along Water of Deugh.	Yes. Revised assessment included within Addendum.
Ornithology	Revised Proposed Route passes over the Water of Deugh and associated carse land which is potentially attractive to wintering/passage wildfowl.	Yes. Revised assessment included within Addendum.
Archaeology and Cultural Heritage	Seven cultural heritage sites have been recorded within the section of the Broad Corridor containing the proposed realignment.	Yes. Revised assessment included within Addendum.
Hydrology, Geology and Hydrogeology	One crossing of Water of Deugh required – same as original Proposed Route.	No. Refer to February 2011 Environmental Statement.
Agriculture	Rough Grazing.	No. Refer to February 2011 Environmental Statement.
Landscape	Revised Proposed Route passes through same landscape character type.	Yes. Revised assessment included within Addendum.
Visual	Minor changes to number of towers, turning points and elevation in the landscape.	Yes. Revised assessment included within Addendum.
Forestry	Route will cross immediately west of proposed woodland planting area.	No. Refer to February 2011 Environmental Statement.

Topic	Baseline Comment/Description	Addendum Required?
Traffic & Transport	Same access points will be used.	No. Refer to February 2011 Environmental Statement
Socio-economic and Tourism	Broadly similar alignment is followed. No material change to receptors.	No. Refer to February 2011 Environmental Statement
Operational Noise & Electric Magnetic Fields	Closest receptor will experience no change.	No. Refer to February 2011 Environmental Statement

Table EDP1: Bardennoch Route Deviation Summary - Assessment of Effects

Landscape and Visual Amenity Effects at Bardennoch

Effects on the Landscape and Visual Resource

- 4.3 This section provides an assessment of the likely effects on landscape and visual receptors arising from the construction and operation of a proposed c.2.5km long realignment of the Proposed Route between Bardennoch and Carsphairn.
- 4.4 In order to understand the spread of such effects it is first necessary to understand the change in theoretical visibility and perceptibility predicted to occur within the landscape local to the changes; any increase or decrease in effect magnitude or significance will relate directly to this.
- 4.5 **Plans EDP 5, 6 and 7** illustrate the changes to the extent of theoretical visibility and perceptibility within the 10km Study Area, with key areas of colouration as follows:
- Blue: The original Proposed Route, but not the revised Proposed Route, visible/perceptible, resulting in a potential reduction in effects in these locations;
 - Orange: The revised Proposed Route, but not the original Proposed Route, visible/perceptible, resulting in a potential increase in effects in these locations; and
 - Green: Areas where both the original and revised Proposed Routes are theoretically visible/perceptible, and where effects will remain (largely) the same.
- 4.6 Those areas coloured orange are therefore of primary importance in the context of this assessment as they correspond to those locations where potential additional/greater effects will be evident. As is illustrated, such areas are extremely limited within the 10km Study Area.

Effects on the landscape resource

- 4.7 Such effects are concerned with the potential physical and experiential effects of placing the OHL within its receptor landscape context. Effects upon the following landscape receptors would potentially result due to the realignment:
- Effects upon landscape character type 10a (Upper Dale);
 - Effects upon the perception of the landscape resource within landscape character types within 10km of the revised route;
 - The Galloway Hills Regional Scenic Area (RSA); and
 - The Non-Inventory Designed Landscape (NIDL) at Knockgray, near to Bardennoch.

Landscape Character

- 4.8 The physical changes to the landscape character type 10a will be the same for the original and revised Proposed Routes. Both would result in an addition of electrical infrastructure of an increased size, but of a largely similar character, to the existing N-Route OHL. The effects would remain at a minor neutral and **not significant** level.
- 4.9 Regarding the effects upon the perception of the landscape resource within those landscape character types adjacent to 10a, the changes apparent in theoretical visibility and perceptibility as illustrated on **Plans EDP 5, 6, and 7** would not be of sufficient extent to result in an increase or decrease in the magnitude, nature or significance of any effects previously identified. As presented at section 7.5.2.1.16 (Table 7.05) of the original ES all effects predicted are of a **not significant** level.

Loch Doon Valley SLA and Galloway Hills RSA

- 4.10 The original ES presented no effects upon the RSA as a result of the proposed development. The very minor changes to the route alignment at Bardennoch and extent of wider visibility are not considered of sufficient magnitude to change the nature or significance the effects originally presented. The effects will remain **not significant**.

Knockgray NIDL

- 4.11 The assessment of the original Proposed Route found that minor adverse (not significant) effects were likely from parts of the Non-inventory Designed Landscape (NIDL). Whilst theoretical visibility and perceptibility extend over the entire NIDL, large areas of deciduous and evergreen tree planting serve to moderate any actual visibility from large parts of the

NIDL, and any views that are evident would already be desensitised to some degree by the presence of the existing N-Route OHL.

- 4.12 Compared to the original Proposed Route, the revised route would be somewhat more visually complex, as it contains more angle towers, but would also be more distant in views resulting in a reduction in visual effect. On balance it is considered that the revised Proposed Route would not increase the level of effect from the minor and **not significant** level originally identified at this receptor.

Effects upon Visual Amenity

- 4.13 Changes to the visual amenity as a result of the proposed OHL will be experienced by a variety of different receptors at a variety of different scales. With regards to the route revisions, those receptors with the potential to experience a change in effect are as follows:

- Route corridors, including the A713 and the B729; and
- Local walking routes and informal access areas.

Route corridors

- 4.14 The A713 will experience effects resulting from the proposed OHL from near Dalshangan to the north-west of Carsphairn, a length of circa 4.5km. This part of the A713 (Galloway Tourist Route) currently runs alongside the existing N-Route OHL and is therefore already desensitised to the presence of overhead electrical infrastructure. The original and revised Proposed Route alignments at times pass closer to, and at times further away from, the road than the N-Route.
- 4.15 The areas of realignment at Bardennoch are adjacent to parts of the A713 where effects of minor adverse and **not significant** are predicted within the 2011 ES. The limited changes in these areas are not considered sufficient to raise this level of effect, notwithstanding the more complex route alignment.
- 4.16 Although the alignment of the route has altered when viewed from parts of the B729 in proximity to Bardennoch, the change in magnitude compared to the original Proposed Route is limited. Any change would be experienced within a landscape context which already contains the existing N-Route OHL, and the effects would remain minor adverse and **not significant** (locally moderate and **significant**) from this route as a whole, as identified within the original ES. **Viewpoint 16** illustrates a close range view (with **significant** effect) from this road.

Local Walking routes and Public Access

- 4.17 Limited formal walking routes are evident in close proximity to the area of realignment, although the landscape generally is one visited by proportionately high numbers of tourists, with nearby attractions including Loch Doon, the Galloway Forest Park and the Heritage Centre at Carsphairn. Those exercising the right to roam also form potential receptors. Whilst such receptors are of an elevated sensitivity, many of those using the area will do so in a transient manner, and will already be somewhat desensitised as a result of the N-Route OHL which already exists on broadly the same alignment as the revised Proposed Route. The magnitude of change resulting from the revised Proposed Route compared to the original route will not be sufficiently different to elevate or change any effects as originally assessed.

Updated Viewpoint Assessment

- 4.18 A single LVIA assessment viewpoint from the 2011 ES has been updated in support of this revised assessment at Bardennoch. The viewpoint is that on the B729 at North Liggat (**Viewpoint 16**), and this replaces that presented at Figure set 7.58, pages 213 to 218 of the 2011 ES. For this viewpoint, updates are provided to all elements; that is the baseline photography, the wireline and the photomontage. The full viewpoint description is provided within **Appendix EDP 3**, with a summary provided below.

Viewpoint 16

- 4.19 Compared to the existing Proposed Route, the change within the view will be of a comparative magnitude, albeit the layout of elements within the view will differ. The main changes will see the closest tower being 168m distant, compared to 144m for the original Proposed Route, and the route appearing as a slightly more complex route arrangement with more turning towers and more towers in the middle distance being backclothed. Overall, there is expected to be the same magnitude of change as originally assessed, which in the context of the wider view, and in particular the existing presence of the N-Route, is limited, and but very limited in some instances. The effect will remain major and **significant**.

Summary of Effects on Landscape and Visual Amenity

- 4.20 In no instances would the changes brought about by the revisions to the Proposed Route at Bardennoch, result in additional landscape resource effects over and above those identified for the original Proposed Route. The route still passes through a landscape partially desensitised by the existing N-Route and the changes in visibility are of such limited magnitude as not to result in additional effects upon the perception of the landscape resource.
- 4.21 Whilst there will be variances between the original and revised Proposed Routes in terms of the extent of backclothing and skylining as perceived from identified receptors, and

occasional increases in complexity to the route, the changes are not sufficient to raise (or reduce) the level of effect identified within the original ES.

Ecology and Ornithology Effects at Bardennoch

- 4.22 This section provides an assessment of the likely effects on ecological and ornithological receptors arising from the construction and operation of a proposed c.2.5km long realignment of the Proposed Route between Bardennoch and Carsphairn.

Relevant Receptors

- 4.23 The diversion would not directly affect any statutory or non-statutory designated sites (i.e. sites designated, solely or in part, for the purposes of nature conservation).
- 4.24 The diversion would not require any more watercourse crossings than the original Proposed Route. Access tracks would follow amended routes from that shown in the 2011 ES (see **Plan EDP 1** for revised access routes).
- 4.25 As shown on **Plan EDP 8** the revised Proposed Route passes through a similar suite of habitats (i.e. M25 modified blanket bog, M23 rush pasture, bracken stands, semi-improved and improved pasture) to the original Proposed Route. The proposed diversion will not affect any additional habitat receptors from those identified and considered in the 2011 EIA for the original Proposed Route.
- 4.26 There are no known bat roosts within c.250m of the proposed diversion. There are scattered mature trees and buildings rated as having moderate to high potential to support roosting bats within 250m of the proposed diversion. However, no mature trees would be directly affected by the proposed diversion route.
- 4.27 Otter are known to be present on the Water of Deugh. No evidence of their presence was noted for this section of the river during the baseline survey for the 2011 EIA. During an update survey in August 2012 otter sign (prints and fresh spraint) were recorded on the southern bank of the Water of Deugh close to the proposed revised crossing point of the overhead line (see **Plan EDP 9**). This evidence was likely to be related to an otter moving along the watercourse as part of its wider territory; there was no evidence to indicate any resting sites (e.g. otter holts, couches) present along this section of the Water of Deugh. Pre-construction protected species surveys were proposed in the 2011 ES. This area would be re-surveyed in advance of construction works to determine if the baseline situation had changed. If any evidence of otter resting sites was found then works would be postponed for that area until appropriate mitigation is implemented (under an EPS licence, where appropriate) in consultation and agreement with SNH.
- 4.28 No evidence of water vole was found for this section of watercourse.

- 4.29 No evidence of the presence of badger was noted during the survey of this area for the 2011 EIA. There are records of badger in the wider area but these are distant enough not to be at risk of any direct effects from the construction of the Proposed Route.
- 4.30 No Annex 1 or Schedule 1 bird species were recorded breeding in this area during surveys in 2008 or 2009. This section of the route passes over the Water of Deugh and associated carse land which is potentially attractive to wintering/passage wildfowl (e.g. whooper swan have occasionally been recorded using fields in this area). The Water of Deugh is also a movement corridor for wildfowl. Because of this it was proposed in the 2011 ES that bird flight diverters would be fitted to this section of the route. This proposed mitigation would still be appropriate for the revised Proposed Route.
- 4.31 Flight activity by target bird species (i.e. those species considered to be at relatively high risk of collision with overhead lines and which are also of conservation concern) recorded during flight activity surveys completed in 2008 and 2009 is shown on **Plan EDP 10**. The revised Proposed Route would not increase the number of estimated annual transits of target species across the OHL in comparison to the route that was assessed for bird collision mortality risk in the 2011 ES. There would be a change to the angle of the route of the OHL (c.45 degrees) relative to the broad alignment of flight activity by birds following the path of the floodplain of the Water of Deugh. This would result in target species flights along the valley bottom being more perpendicular to the OHL under the proposed diversion in comparison to the original Proposed Route. Taking into consideration the proposed line marking to increase the visibility of the OHL to birds, and thereby reduce the risk of collisions, this change is considered unlikely to appreciably increase collision risk. Therefore the proposed diversion should not result in any greater risk to target species to that assessed and reported in the ES.
- 4.32 Adder are known to be present in this general area from historical desk study records.
- 4.33 No notable flora were recorded for this area during the Phase 1 and NVC surveys for the EIA.

Baseline Data Gaps or Limitations

- 4.34 The diversion is well within the desk study and baseline survey areas for the EIA completed in 2011. The EIA was based on field surveys completed in 2008 and 2009. There are considered to be no significant data gaps to inform this review of the revised Proposed Route.

Potential for New Effects/Changes in Effect Magnitude from the ES

- 4.35 There are considered to be no appreciable changes to effect magnitude for any habitat receptor for this diversion in comparison to the assessment of the original Proposed Route.

- 4.36 There is considered to be no increased risk of significant pollution to watercourses occurring from the original Proposed Route (which also crossed the Water of Deugh c.130m upstream from the deviation route).
- 4.37 No additional effects or change in effect magnitude are identified for any protected species, flora or fauna receptor.

Conclusions in Relation to Effect Significance and Mitigation

- 4.38 SPEN have committed to best practice construction and site restoration measures which are detailed in the 2011 ES and are considered to be appropriate for the habitats that would be affected by the proposed diversion at Bardennoch. These measures will help to reduce any short or long-term effects on terrestrial habitats along the revised Proposed Route and associated access routes. Best practice in construction pollution management measures detailed in the ES would apply to the works in this area, and should, if implemented effectively, monitored and maintained, avoid any significant effect from pollution during construction affecting this watercourse and associated aquatic flora and fauna.
- 4.39 Having reviewed the potential effects of the proposed diversion, in comparison to the original Proposed Route, there is considered to be no change necessary to the original conclusions of the EIA in terms of the residual effects on the relevant habitat, flora and fauna receptors (i.e. no greater than minor adverse and not significant in the long-term). No additional mitigation measures are proposed or considered necessary.

Archaeology and Cultural Heritage Effects at Bardennoch

- 4.40 This section provides an assessment of the likely effects on cultural heritage assets of the construction and operation of a proposed c.2.5km long realignment of the Proposed Route between Bardennoch and Carsphairn.
- 4.41 Effects specifically arising from the proposed dismantling of the existing N-Route are not considered here, since that aspect of the proposals has not changed from that assessed in the 2011 ES. In dealing with an area designation (Bardennoch to Garryhorn Archaeologically Sensitive Area) the assessment of effects below considers the effect of the proposals on the designated area as a whole, not just that part within which the proposed realignment is located.

Baseline Conditions

- 4.42 Sixteen cultural heritage sites have been recorded within the section of the Broad Corridor containing the revised Proposed Route alignment:
- **Field bank at Carsphairn (129).** Field survey identified a c.100m length of field bank;

- **Field bank at Carsphairn (130).** Field survey identified a c.25m length of field bank;
- **Carsphairn Parish Church (131;** HER ref MDG13025; HBNum 3677), a Category C listed church;
- **Carsphairn Parish Churchyard (132;** HER ref MDG13025; HBNum 3678), a Category B listed churchyard;
- **Cairnsmore House (133;** RCAHMS ref NX59SE 64). This building is recorded as a manse associated with the parish church;
- **Knockgray (134),** recorded by Dumfries and Galloway Council as a Non-Inventory Designed Landscape and consisting of woodland, parkland and agricultural land;
- **Gravel pit at North Liggat (135).** A gravel pit depicted on the first edition Ordnance Survey map survives as a quarry pit up to 10m across and 3m deep;
- **Track at North Liggat (136;** HER ref MDG3473). This length of former trackway is now used as a property access;
- **Field system at Liggat Bridge (137;** HER ref MDG13635). A system of 'old fences' is recorded on the first edition Ordnance Survey map, but field survey identified no trace of it within the field survey corridor;
- **Sheep ree at Dalbonniton Knowe (138).** A sheep ree is recorded on the first edition Ordnance Survey map, but is absent from later editions. The site is now located within an arable field, but it appears not to survive;
- **Gravel pit at Liggat Bridge (139).** This feature is recorded on the first edition Ordnance Survey map, but was not visited during field survey;
- **Rig-and-furrow at North Liggat (140).** An area of rig-and-furrow cultivation was recorded by field survey, over an area c.100m by 30m;
- **Mound and former site of cross-incised stone at Cumnock Knowes (141;** HER ref MDG3480). The stone had been moved to Dalshangan House by 1911;
- **Hay ree at Bardennoch (142).** Field survey identified the poorly preserved rectangular foundations of what may be a hay ree, as depicted on the first edition Ordnance Survey map;

- **Field system and sheepfold at Bardennoch (143)**, HER ref MDG17316). Field survey identified a sheepfold and the remains of a field system, as depicted on the first edition Ordnance Survey map; and
- **Archaeologically Sensitive Area (ASA), Bardennoch to Garryhorn (152)**. This designation contains an expanse of moorland and farmland, its extents defined to wrap around heritage walks promoted by the Carsphairn Heritage Group. The ASA contains a considerable number of features of archaeological significance, principally of prehistoric and medieval or later date. Several Scheduled Monuments and other unscheduled sites considered by Dumfries and Galloway Council to be of national importance are present within the ASA, but not within the Broad Corridor study area relevant to the proposed realignment. Nine of the sites listed above are within the ASA (**131-3**, **135-7**, **139**, and **142-3**).

4.43 The cultural heritage receptors within the ZTV study area relevant to this assessment are as set out in Chapter 10 of the 2011 ES.

Felling and Construction Effects (Physical Effects)

Likely effects

- 4.44 No felling would be required in the area of the proposed realignment, and therefore only construction effects are relevant.
- 4.45 The site of a sheepfold at Dalbonniton Knowe (**138**) is intersected by the revised Proposed Route (and also by the original Proposed Route assessed in the 2011 ES, although on a different alignment). As the sheepfold appears to have been destroyed, it is considered to be of negligible sensitivity and **no impact** is predicted.
- 4.46 The proposed realignment provides for a tower (86R) located adjacent to the site of a gravel pit of negligible sensitivity located at Liggat Bridge (**139**). The current condition of this feature is not known, but the worst case scenario is that the feature survives and could be substantially disturbed by construction works. On that basis the likely effect is assessed as being direct, permanent and adverse, and minor and **not significant**.
- 4.47 The remains of a hay ree at Bardennoch (**142**) are located within c.20m from the revised Proposed Route (and within the Infrastructure Location Allowance), and within c.30m of proposed tower 88R. Therefore a physical effect on this site could arise as a result of construction works. The hay ree relates to post-medieval or modern farming practice, and is of a functional type commonly occurring in the locality. It is considered to be of negligible sensitivity, principally as it is poorly preserved (see 2011 ES section 10.5.1.3/8 for further justification). There is the potential for the construction works to disturb substantially the fabric and character of this feature, which would result in a high magnitude change to the

condition of this site, resulting in a direct, permanent, adverse, minor and **not significant** effect.

- 4.48 Within the Bardennoch to Garryhorn ASA (**152**) it is proposed to construct five new L7 towers and dismantle 13 existing N-Route towers. The ASA has been designated at regional level and is therefore assessed as being of medium sensitivity. The construction and dismantling works are predicted to have physical effects on nine features identified within the ASA, with effects assessed as being none or minor in each case – they are the eight sites identified in the 2011 ES (section 10.5.1.2/2) and additionally site **139** as identified above. They include six old gravel pits (including **139**), an old track, a hay ree (**142**) and a field system and sheepfold (**143**). On that basis the proposed works within the ASA as a whole are anticipated to result in at most a low magnitude change to the character and archaeological interest of the ASA. The likely effect is therefore assessed as being direct, permanent, adverse, minor and **not significant**.
- 4.49 The other relevant features identified within the Broad Corridor (**129-137**, **140-1** and **143**) are not expected to experience any construction effects from the proposed realignment.
- 4.50 There is a moderate possibility that field survey in areas not yet surveyed would result in the discovery of additional visible cultural heritage features, although based upon the existing baseline in the vicinity any such features would likely be of no more than low sensitivity. As set out in the 2011 ES (Section 10.4.4) the potential for undiscovered buried archaeological remains to be preserved within the proposed tower/infrastructure locations is considered to be moderate in areas of farmland and moorland. However the probability of the proposed construction works encountering buried sites or features of archaeological importance, given the limited and non-intensive ground disturbing nature of the works, is considered to be low. Based upon the baseline and the archaeological potential, a minor and **not significant** effect is considered most likely to result, although confidence in this prediction is limited by the lack of knowledge of what buried remains are present within the proposed working areas.

Mitigation

- 4.51 Overarching mitigation included in the 2011 ES (section 10.5.1.6), relating to the production and contents of a Written Scheme of Investigation (WSI) and arrangements for dealing with unforeseen archaeological discoveries, will apply to this proposed realignment. The WSI to be submitted to Dumfries and Galloway Council will include the following measures relating specifically to the proposed Bardennoch to Carsphairn realignment:
- Archaeological field survey of the revised Proposed Route, including construction works locations and revised access routes, to identify and record any previously unknown features that are visible. Any newly identified features will be demarcated by a temporary visible barrier for the duration of the construction works wherever possible, to protect them against unintended damage occurring, or will be recorded

appropriately (to a specification to be agreed with Dumfries and Galloway Council) if disturbance cannot be avoided;

- Demarcation of the hay ree at Bardennoch (**142**) by a temporary visible barrier for the duration of felling and construction works, to protect it from unintended damage occurring; and
- Preparation of a construction methods statement that will ensure that construction and dismantling operations minimise any damage to cultural heritage features (upstanding or buried) situated within Bardennoch to Garryhorn ASA (**152**). An archaeological watching brief will be conducted on all ground-breaking construction operations within the ASA.

4.52 The site-specific mitigation (**142**, **152**) is already committed to in the 2011 ES (section 10.5.1.6).

4.53 No mitigation is proposed in relation to the sheepfold at Dalbonniton Knowe (**138**), which does not survive and where no effect is anticipated. Following the approach to mitigation set out in the 2011 ES (section 10.5.1.6/4) no mitigation is proposed in relation to the old gravel pit at Liggat Bridge (**139**), which is of minimal cultural heritage interest.

Residual effects

4.54 The residual construction effect on the old gravel pit at Liggat Bridge (**139**) remains at worst adverse, minor and **not significant**, since no mitigation has been proposed.

4.55 The protection of the Bardennoch hay ree (**142**) for the duration of construction works will ensure that there would be no construction effect on that feature.

4.56 Taking into account the mitigation proposed above a minor and **not significant** adverse residual effect on the ASA (**152**) is predicted, since it is recognised that avoidance of all archaeological features within the ASA may not be possible.

4.57 The residual effect on any previously undiscovered sites and features that may be discovered through conducting surveys or watching briefs at proposed works locations is most likely to be adverse, minor and **not significant**, based upon professional judgement, although confidence in this assessment is limited by a lack of knowledge as to what is present at proposed works locations.

Comparison with assessment made in Environmental Statement

Site	Assessment ID	Effect before mitigation	Mitigation proposal	Residual effect
Liggat bridge gravel pit (139)	2011 ES	No effect	None	No effect
	This assessment	Minor	None	Minor
Bardennoch hay ree (142)	2011 ES	Minor	Demarcation/protection of feature	None
	This assessment	Minor	Demarcation/protection of feature	None
Bardennoch to Garryhorn ASA (152)	2011 ES	Minor	Construction methods statement; watching brief	Minor
	This assessment	Minor	Construction methods statement; watching brief	Minor
Unrecorded archaeology	2011 ES	Minor	Watching briefs; reporting procedures set out in Environmental Management Plan	Minor
	This assessment	Minor	Watching briefs; reporting procedures set out in Environmental Management Plan	Minor

Table EDP2: Comparison of Effects between Addendum and 2011 ES

- 4.58 The table above compares the construction effects identified here with those for the same area reported within the 2011 ES. They relate to sites **139**, **142** and **152** and undiscovered archaeology, since neither the original nor revised proposals for the new overhead line would have any effect on the remaining sites.
- 4.59 The 2011 ES identified two minor and not significant adverse residual construction effects on cultural heritage interests within the original Proposed Route study area (on the ASA and on unrecorded archaeology), whereas the assessment of the revised Proposed Route identifies three (on site **139**, the ASA and unrecorded archaeology). On that basis the grid connection if constructed on the revised Proposed Route would have one more residual effect on cultural heritage assets than if constructed on the route assessed in the 2011 ES.

Operational Effects (Effects on Setting)

- 4.60 The realigned towers would follow a slightly higher altitude route across the lower slopes of Bardennoch Hill than those identified in the 2011 ES, which results in a slight increase in theoretical visibility of the overhead line when viewed from the surrounding landscape. The realigned route nevertheless would follow a lower route than the matching section of the N-Route proposed for dismantling.

4.61 There are several cultural heritage receptors in proximity to the Bardennoch route section. However only in the case of the following three cultural heritage receptors is the (relatively minor) Proposed Route deviation considered to have the potential to affect materially the findings of the assessment of operational effects reported in the 2011 ES (section 10.5.2, and Appendices E2 and E3).

- Cairn Avel Scheduled Monument (**1006**), a prehistoric long cairn with a highly sensitive setting located on the northern slopes of Bardennoch Hill and from where there are extensive views to the west, north and east. The 2011 ES predicted a low magnitude but not an appreciable change to the character of the landscape surroundings of the cairn resulting from the replacement of the N-Route with the new route between Bardennoch and Brockloch, in particular on the slopes of Craig of Knockgray. A minor but not adverse and not significant effect was anticipated. The proposed realignment section would run slightly closer to the cairn than the route assessed in the 2011 ES, but still at a distance of over 1km from it and further away from it than the N-Route proposed for dismantling. On that basis it is considered that the revised Proposed Route would not affect the assessment of operational effect made in the 2011 ES: the change would be detectable but the revised proposals would not affect the setting of the monument materially. A minor and **not significant** effect of the proposals is anticipated on the setting of Cairn Avel, taking into account the proposed Bardennoch to Carsphairn realignment;
- Bardennoch to Garryhorn ASA (**152**), an historic landscape with a highly sensitive setting, described further above. The 2011 ES recognised that the revised Proposed Route would run at a lower altitude on the east side of Bardennoch Hill than the N-Route proposed for dismantling and for a considerably shorter distance through the ASA (c.1.3 km) than the N-Route (c.3.5km). A minor, beneficial and not significant effect was predicted on the setting of the ASA, since the proposed works would improve the appearance of the ASA, although the revised routeing would still run through part of it. The realignment would lead to the revised Proposed Route running on a slightly higher route than that proposed in the 2011 ES, and would increase to c.1.45km the length of new line within the ASA. These modifications arguably would reduce somewhat (but not remove) the beneficial aspect of the proposed works upon the setting of the ASA, but the effect would remain minor and **not significant**; and
- Knockgray Non-Inventory Designed Landscape (**NIDL, 134**), an area of woodland stands and pasture surrounding Knockgray, which is considered to have a medium sensitivity setting and forms a locally distinctive historic landscape feature within a moorland environment on the north side of the Water of Deugh. The 2011 ES identified a low magnitude of change to baseline resulting from the proposals, since the new towers would be visible between Bardennoch Hill and Craig of Knockgray, running up to c.200m closer to the NIDL than the N-Route proposed for dismantling, and would stand c.5m taller, but would generally follow a lower altitude route than the N-Route. The 2011 ES

predicted an adverse, minor and not significant effect on the setting of Knockgray, on the basis that the new route would be more prominent than the existing N-Route in some places, but less so in others (including the area of the proposed realignment), which overall would not affect materially the wider landscape surroundings of the NIDL. The effect of the proposed realignment would be to slightly increase the altitude and visibility of the proposed new route on Bardennoch Hill when viewed from Knockgray, but also slightly increase the distance between receptor and proposed development. However, these changes are considered not to make a material difference to the assessment presented in the 2011 ES, and the effect of the revised proposals on Knockgray NIDL are assessed as adverse, minor and **not significant**.

Secondary Effects

- 4.62 Secondary effects are defined in the 2011 ES (section 10.5.3) as relating to effects on tourism and damage caused by windthrown trees blown over as a result of their increased exposure to wind as a direct consequence of felling for the proposed works.
- 4.63 The 2011 ES noted that there is a potential for the proposed development to have effects on tourism in relation to the heritage walks promoted through the Carsphairn Heritage Centre, and that since these walks are located primarily within ASAs these potential secondary effects are indistinguishable from the effects on the character and setting of the ASAs. On that basis it is predicted that the potential secondary effect of the proposals on heritage walks would remain as stated in the 2011 ES, minor and **not significant**, since the assessments of construction and operational effects of the revised Proposed Route on Bardennoch to Garryhorn ASA remain at the same levels of significance as reported in the 2011 ES.

Cumulative Effects

- 4.64 The 2011 ES identified no cumulative effects in this area (2011 ES, section 10.5.4), and the proposed realignment does not alter that finding in any way.

Summary of Effects upon Archaeology and Cultural Heritage

- 4.65 An assessment of the likely effects on cultural heritage interests of a realignment of a section of the proposed overhead line between Bardennoch and Carsphairn has been undertaken, and the findings compared with those assessed in the 2011 ES. Three minor and **not significant** residual construction effects have been identified, which is one more than reported in the 2011 ES for the same area. The proposed realignment does not alter materially the assessment of operational, secondary and cumulative effects reported in the 2011 ES. Overall, the effect of the revised Proposed Route on cultural heritage interests would be very slightly increased from that reported in the 2011 ES.

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Section 5

Updated Assessment of Effects at Mossdale

Introduction

- 5.1 This section of the Addendum considers the potential changes to the assessment of potential effects at Mossdale, as presented at chapters 6 to 14 of the 2011 ES. Revised assessments are only provided for those environmental disciplines for which a change in effect magnitude, significance or extent are considered likely. The changes to the route in this location are shown on **Plan EDP 2**.
- 5.2 The following table provides a summary of the baseline for the revised Proposed Route amendment and confirms whether further review and assessment has been required for the range of technical areas assessed within the 2011 ES (for the original Proposed Route).

Topic	Baseline Comment/Description	Addendum Required?
Planning Policy	The same planning policies apply.	No. Refer to February 2011 Environmental Statement.
Ecology – Phase 1	Rush pasture and acid grassland habitats.	Yes. Revised assessment included within Addendum.
Ecology – Protected Species	Signs of otter along Mossdale Burn and red squirrel in nearby plantation woodland.	Yes. Revised assessment included within Addendum.
Ornithology	Revised Proposed Route passes through an area containing a number of important bird species, including black grouse, barn owl and buzzard.	Yes. Revised assessment included within Addendum.
Archaeology and Cultural Heritage	Five cultural heritage sites have been recorded within the section of the Broad Corridor containing the proposed realignment.	Yes. Revised assessment included within Addendum.
Hydrology, Geology and Hydrogeology	One crossing of Mossdale Burn required – same as original Proposed Route.	No. Refer to February 2011 Environmental Statement.
Agriculture	No longer passes through improved pasture land.	No. Refer to February 2011 Environmental Statement.
Landscape	Revised Proposed Route passes through same landscape character type.	Yes. Revised assessment included within Addendum.
Visual	Minor changes to route alignment and elevation in the landscape.	Yes. Revised assessment included within Addendum.
Forestry	Route will pass through a more extensive area of commercial forestry on Snabb and Brown Hills.	Yes. Revised assessment included within Addendum.

Topic	Baseline Comment/Description	Addendum Required?
Traffic & Transport	Same access points will be used.	No. Refer to February 2011 Environmental Statement.
Socio-economic and Tourism	Broadly similar alignment is followed. No material change to receptors.	No. Refer to February 2011 Environmental Statement.
Operational Noise & Electric Magnetic Fields	Closest receptor will experience no change.	No. Refer to February 2011 Environmental Statement.

Table EDP3: Mossdale Route Deviation Summary - Assessment of Effects

Forestry Effects at Mossdale

- 5.3 This section provides an assessment of the likely effects on forestry receptors resulting from the construction and operation of a proposed c.2km long realignment of the proposed overhead line route at Mossdale.
- 5.4 Provided below is an addendum to the Forestry Site Note 015 (Kyle (South) Forest) supplied within Technical Appendix B, section B.16.
- 5.5 The route diversion involves routeing the line between 35m and 115m north of the original Proposed Route as assessed within the 2011 ES, over a distance of some 1.65km along the section of routeing immediately north of Mossdale farm. This leads to the route pushing slightly further into the lower edges of the Snabb and Brown Hill areas of the larger Kyle (South) Forest.
- 5.6 The affected area is between OS Grid reference 250444 603990 and 249060 650476 (1.65km)
- 5.7 In the southern and middle sections of the proposed diversion, the land slopes moderately northwards, and much of the forestry area affected by the proposed diversion is bare or failed¹ plantation, with minimal additional loss of tree cover, confined to small areas of locally p1991 Sitka Spruce affected adjacent to where the potential diversion diverges from the original Proposed Route.
- 5.8 After crossing the Mossdale Burn some 180m upstream, the potential diversion enters the Kyle (South) Forest block approximately 180m east of the entry point of the original Proposed Route, and at a higher elevation.

¹ The original areas described as 'burnt' are basically un-stocked: those few hardwoods that still survive are few and far between, and all identifiable on the aerial photographs and Google Earth

- 5.9 At this point, and directly north/north-west of Mossdale farmhouse, the ground rises relatively sharply within the forest, which results in clearance above the potential diversion in excess of the minimum 80m clearance corridor.
- 5.10 Whilst much of the forestry area remains open or failed plantation, where there are growing tree crops they are of p1991 Larch, and the estimated effect is that some 1.14ha of additional tree clearance would be required, of which 0.86 (ha) would be within the 80m corridor, and 0.28ha additional felling outwith the corridor.
- 5.11 Neither figure is considered significant in their own right, nor sufficiently significant that the previous conclusions on significance, mitigative measures and residual significance require revision.
- 5.12 A summary of the local forest parcels affected by the proposed diversion is provided in **Table EDP 4** below, with a comparison of forestry loss relative to the original Proposed Route illustrated on **Figure EDP 1**.

(Map polygon)	Title	Original area (ha)	Revised area (ha)	Change (ha)
1350	LA93	0.05	0.13	0.08
1347	LA93	0.14	0.36	0.22
768	LA93	(NEW)	0.41	0.41
769	LA93	(NEW)	0.14	0.14
1337	SS93	0.28	0.57	0.29
	TOTALS	0.47ha	1.61ha	1.14ha

Table EDP4: Comparison of Effects between Addendum and 2011 ES

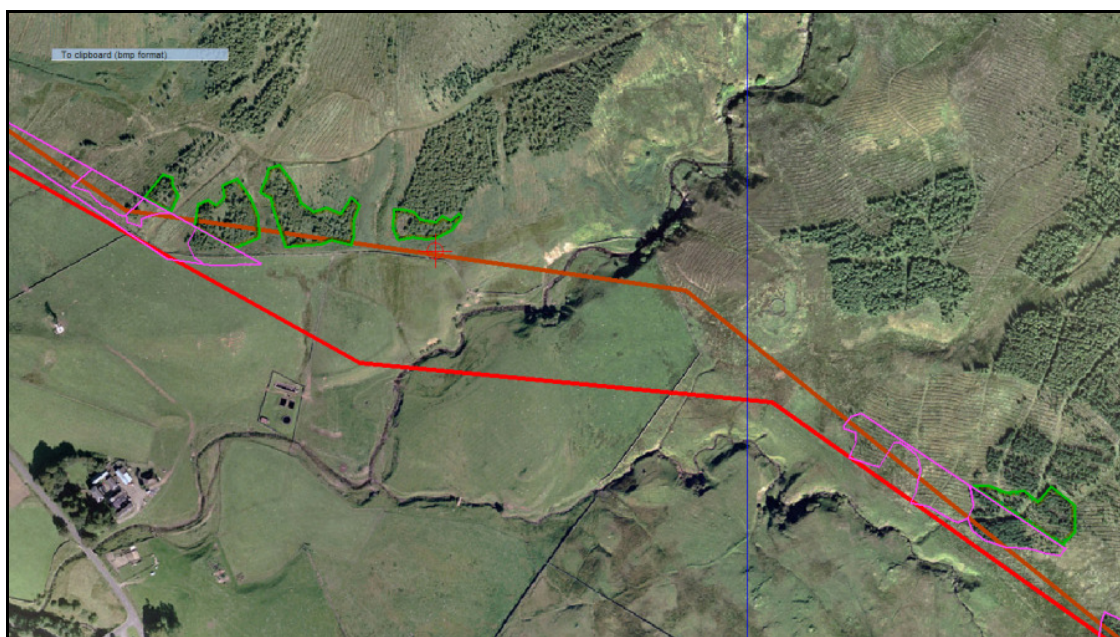


Figure EDP 1: Additional felling areas (shown in green outline)

Landscape and Visual Amenity Effects at Mossdale

Effects on the Landscape and Visual Resource

- 5.13 This section provides an assessment of the likely effects on landscape and visual receptors resulting from the construction and operation of a proposed c.2km long realignment of the proposed overhead line route at Mossdale.
- 5.14 In order to understand the spread of such effects it is first necessary to understand the change in theoretical visibility and perceptibility predicted to occur within the landscape local to the changes; any increase or decrease in effect magnitude or significance will relate directly to this.
- 5.15 **Plans EDP 11, 12 and 13** illustrate the changes to the extent of theoretical visibility and perceptibility within the 10km Study Area, with key areas of colouration as follows:
- Blue: The original Proposed Route, but not the revised Proposed Route, visible/perceptible, resulting in a potential reduction in effects in these locations;
 - Orange: The revised Proposed Route, but not the original Proposed Route, visible/perceptible, resulting in a potential increase in effects in these locations; and
 - Green: Areas where both the original and revised Proposed Routes are theoretically visible/perceptible, and where effects will remain (largely) the same.
- 5.16 Those areas coloured orange are therefore of primary importance in the context of this assessment as they correspond to those locations where potential additional/greater effects will be evident. As is illustrated, such areas are extremely limited within the 10km Study Area.

Effects on the landscape resource

- 5.17 Such effects are concerned with the potential physical and experiential effects of placing the OHL within its receptor landscape context. Effects upon the following landscape receptors would potentially result due to the realignment:
- Landscape character type 8a (Southern Uplands with Forest);
 - The landscape resource (the perception of) within landscape character types within 10km of the revised route;
 - The Loch Doon Valley Special Landscape Area (SLA); and
 - The Galloway Hills Regional Scenic Area (RSA).

Landscape Character

- 5.18 The minor changes to the route alignment at Mossdale, within landscape character type 8a, would not be of sufficient magnitude to result in an increase or decrease of the moderate adverse, and **significant**, effect identified previously.
- 5.19 Regarding the effects upon the perception of the landscape resource within those landscape character types adjacent to 8a, the changes apparent in theoretical visibility and perceptibility as illustrated on **Plans EDP 11, 12 and 13** would not be of sufficient extent to result in an increase or decrease in the magnitude, nature or significance of any effects previously identified. As presented at section 7.5.2.1.16 (Table 7.05) of the original ES in all instances effects would be of a **not significant** level.

Loch Doon Valley SLA and Galloway Hills RSA

- 5.20 The original ES presented **not significant** effects upon the RSA and locally moderate **significant** beneficial effects upon the SLA as a result of the proposed development (which included the removal of the N-Route OHL north of Dalmellington). The very minor changes to the route alignment at Mossdale and extent of wider visibility are not considered of sufficient magnitude to change the nature or significance of either of these effects.

Effects upon Visual Amenity

- 5.21 Changes to the visual amenity as a result of the proposed OHL will be experienced by a variety of different receptors at a variety of different scales. With regards to the route revisions, those receptors with the potential to experience a change in effect are as follows:
- Effects upon route corridors, including the A713 and the minor road leading to Loch Doon; and
 - Effects upon local walking routes and informal access areas.

Route corridors

- 5.22 The A713 will experience effects resulting from the proposed OHL from a short length local to the area of revision. This part of the A713 (Galloway Tourist Route) currently runs in proximity to the existing N-Route OHL and is therefore already desensitised to the presence of overhead electrical infrastructure.
- 5.23 The areas of realignment at Mossdale are adjacent to parts of the A713 where effects of minor adverse and **not significant** are predicted within the original ES. The limited changes in these areas are not considered sufficient to raise this level of effect, notwithstanding the more elevated nature of the route in this location. The photomontage provided for

Viewpoint 24 supporting this assessment illustrates the view from a car park adjacent to the A713 at Mossdale.

Local Walking routes and Public Access

- 5.24 Limited formal walking routes are evident in close proximity to the areas of realignment, although the landscape generally is one visited by proportionately high numbers of tourists, with nearby attractions including Loch Doon, the Galloway Forest Park and the town of Dalmellington. Those exercising the right to roam would also be potential receptors. Whilst such receptors are of an elevated sensitivity, many of those using the area will do so in a transient manner, and will already be somewhat desensitised as a result of the N-Route OHL which already exists on broadly the same alignment as the revised Proposed Route. The magnitude of change resulting from the revised Proposed Route compared to the original route will not be sufficiently different to elevate or change any effects as originally defined. **Viewpoint 23** supporting this assessment illustrates the view from a newly deforested area to the east of the Mossdale valley.

Updated Viewpoint Assessments

- 5.25 Two of the 2011 ES LVIA assessment viewpoints have been updated in support of the revised assessment at Mossdale. The viewpoints are those at Court Knowes (**Viewpoint 23**), to the east of Mossdale, and Mossdale Car Park, adjacent to the A713 (**Viewpoint 24**) from where the areas of realignment would be visible. For each viewpoint updates are provided to all elements; that is the baseline photography, the wireline and the photomontage. The full viewpoint descriptions are provided within **Appendix EDP 3**, with a summary provided below.

Viewpoint 23

- 5.26 Compared to the original Proposed Route the changes are limited, with only the few towers flanking Snabb and Brown Hills having any alteration in position. The towers in this location would remain backclothed and at broadly the same distance from the viewpoint. The resulting magnitude of change to this view, therefore, remains appreciable. The effect remains major and **significant**.

Viewpoint 24

- 5.27 Compared to the original Proposed Route the towers within the middle part of the view will be further away and will appear smaller, although the level of skylining remains broadly the same. In this context the magnitude of change at this viewpoint would be slightly less than for the original Proposed Route, although given the lack of other infrastructure within the view (the N-Route runs to the rear of this viewpoint), the change to the view is still considered to be appreciable. The effect would remain major and **significant**.

Summary of Effects on Landscape and Visual Amenities

- 5.28 In no instances would the changes brought about by the revisions to the Proposed Route at Mossdale result in additional landscape resource effects over and above those identified for the original Proposed Route. The route still passes through a landscape partially desensitised by the existing N-Route and the changes in visibility are of such limited magnitude to not result in additional effects upon the perception of the landscape resource.
- 5.29 Whilst there will be variances between the original and revised Proposed Routes in terms of the extent of backclothing and skylining as perceived from some receptors, and occasional increases in complexity to the route, the changes are not sufficient to raise (or reduce) the level of effect identified within the original ES.

Ecology and Ornithology Effects at Mossdale

- 5.30 This section provides an assessment of the likely effects on ecological and ornithological receptors resulting from the construction and operation of a proposed c.2km long realignment of the proposed overhead line route at Mossdale.

Relevant Receptors

- 5.31 The diversion would not directly affect any statutory or non-statutory designated sites (i.e. sites designated, solely or in part, for the purposes of nature conservation).
- 5.32 The diversion would not require any additional watercourse crossings than the original Proposed Route. Access tracks would follow amended routes from that shown in the 2011 ES (see **Plan EDP 2** which shows revised access routes).
- 5.33 As shown on **Plan EDP 14** the route diversion would move the Proposed Route out of an area of primarily improved pasture into an area of conifer plantation, M23 rush pasture, U4 species-poor acid grassland and bracken. The revised Proposed Route would not affect any new habitat types and receptors from those identified and considered in the 2011 ES.
- 5.34 There are no known bat roosts or trees, buildings or other structures rated as having moderate to high potential to support roosting bats within 250m of the revised Proposed Route. This was confirmed during an update survey of the revised route in August 2012.
- 5.35 Otter are known to be present on the Mossdale Burn from sprainting sites noted during the baseline survey for the 2011 EIA but no resting sites (e.g. holts, couches, hovers) were found during the 2009 survey of this watercourse. This was confirmed during an update walkover survey completed in August 2012. There was also no evidence indicating the presence of a water vole population on this section of the Mossdale Burn from the EIA baseline survey.

- 5.36 No evidence of the presence of badger was noted during the survey of this area for the 2011 EIA.
- 5.37 Red squirrel are present in low densities within the South Kyle forest. Habitat quality for red squirrel is generally low in the vicinity of the revised Proposed Route and no evidence of the presence of red squirrel was noted for this area during the 2011 EIA baseline surveys.
- 5.38 No evidence of breeding Annex 1 or Schedule 1 bird species were recorded in the area that would be directly affected by the revised Proposed Route during surveys in 2008 or 2009. A pair of common buzzard were recorded in 2009 with a territory centre located within the section of plantation which the revised Proposed Route would pass through. However, the relatively young age and low height of the conifer plantation here suggests that this particular section of plantation is of low suitability for nesting. Barn owl (a Schedule 1 species) is known to breed in the general area, however there is no expectation that the revised Proposed Route would result in an appreciable increased risk of impacts than the original Proposed Route.
- 5.39 This section of the Proposed Route passes through an area that has historically supported a black grouse population. The closest known lek site is located to the north-east, c.500m upstream along the Mossdale Burn. The proposed diversion would bring the overhead line slightly closer to this lek site and also affect a slightly increased amount of potential brood-rearing habitat for this species than the original Proposed Route. Primarily due to the presence of black grouse it was proposed in the 2011 ES that bird flight diverters would be fitted to this section of the route (from Glenmuck Craig to Clawfin Hill). This proposed mitigation, along with timing works to avoid disturbance to this site, would still be implemented for the revised Proposed Route section.
- 5.40 There was no flight activity by target bird species (i.e. those species considered to be at relatively high risk of collision with overhead lines and which are also of conservation concern) in this area during flight activity surveys completed in 2008 and 2009.
- 5.41 No notable flora were recorded for this area during the Phase 1 and NVC surveys for the EIA.

Baseline Data Gaps or Limitations

- 5.42 The diversion is well within the desk study and baseline survey areas for the 2011 EIA. The 2011 EIA was based on field surveys completed in 2008 and 2009. An update survey of the revised Proposed Route for evidence indicating the presence of relevant EPS (i.e. potential bat roost sites and otter resting sites) was completed in August 2012. There are considered to be no significant data gaps to inform this review of the proposed diversion as Mossdale.

Potential for New Effects/Changes in Effect Magnitude from ES

- 5.43 There would be a small increase in conifer plantation, M23 rush pasture and U4 acid grassland habitats affected by the revised Proposed Route in comparison to the original Proposed Route. However, taking into consideration the relatively low sensitivity and abundance of these habitats within the survey area and wider region and the relatively small areas that would be permanently affected by the proposal this increase in effects on these habitat types is considered to be negligible (i.e. in the context of the original assessment if the magnitude of habitat loss/disturbance effects).
- 5.44 There is the potential for conifer plantation felling and construction-related siltation to adversely affect the nearby Mossdale Burn. However, there is considered to be no increased risk of significant pollution occurring relative to that assessed for the original Proposed Route (which also crossed the Mossdale Burn, c.200m downstream of the revised Proposed Route).
- 5.45 No additional effects or change in effect magnitude are identified for any protected species, flora or fauna receptor.

Conclusions in Relation to Effect Significance and Mitigation

- 5.46 SPEN have committed to best practice construction and site restoration measures which are detailed in the 2011 ES and are considered to be appropriate for the habitats that would be affected by the route diversion at Mossdale. These measures will help to reduce any short- or long-term effects on terrestrial habitats along the revised Proposed Route and associated access routes. Best practice in construction pollution management measures detailed in the 2011 ES would apply to the works in this area, and should, if implemented effectively, monitored and maintained, avoid any significant effect from pollution during construction affecting this watercourse and associated aquatic flora and fauna.
- 5.47 Having reviewed the potential effects of the revised Proposed Route, in comparison to the original Proposed Route, there is considered to be no change necessary to the original conclusions of the 2011 EIA in terms of the residual effects on the relevant habitat, flora and fauna receptors (i.e. no greater than minor adverse and not significant in the long-term). No additional mitigation measures are proposed or considered necessary.

Archaeology and Cultural Heritage Effects at Mossdale

Introduction

- 5.48 This section provides an assessment of the likely effects on cultural heritage assets resulting from the construction and operation of a proposed c.2km long realignment of the proposed overhead line route at Mossdale.

Baseline Conditions

- 5.49 Five cultural heritage sites have been recorded within the section of the Broad Corridor containing the revised Proposed Route realignment:
- **A cairn at Snabb (55).** A small cairn was recorded by field survey associated with the Kyle South Wind Farm proposals;
 - **Enclosure, field system and hollow-way at Mossdale (56; HER ref 14176-77).** Field survey identified that a complex of turf and stone field banks extend around the SW slopes of Snabb, forming at least five fields. Possible house platforms, a trackway, a rectangular enclosure and rig-and-furrow cultivation are also present;
 - **Sheep rees at Corbie Craig (57).** A large single-compartment sheepfold was recorded by field survey at a location where sheep rees are recorded on the first edition Ordnance Survey map;
 - **Hollow-way or head dyke and rig-and-furrow cultivation at Brown Hill (58).** A length of bank and ditch with a patch of rig-and-furrow cultivation adjacent was recorded by field survey; and
 - **Building at Mossdale (59; HER ref 47408).** An unroofed building is recorded on the first edition Ordnance Survey map, but this site was not subject to field survey due to its distance from the grid connection route as identified in the Environmental Statement.
- 5.50 The cultural heritage receptors within the ZTV study area relevant to this assessment are as set out in Chapter 10 and Appendices E2-E3 of the 2011 ES.

Felling and Construction Effects (Physical Effects)

Likely effects

- 5.51 The extensive earthwork remains at Mossdale (56) are located in an area intersected by the revised Proposed Route, and where some forestry felling would be required. The site is a residue of local medieval or later rural settlement, and is considered to be of low sensitivity (see 2011 ES section 10.5.1.3/1 for the reasoning behind this). Disturbance caused by felling and construction activities is predicted to lead to a medium magnitude of change to the character and fabric of this site. On that basis the likely effect is assessed as being direct, permanent and adverse, and minor and **not significant**. However, the creation of a more open aspect by felling may have a beneficial effect on the ability of observers to understand and appreciate the remains. The confidence placed upon this assessment is reduced as the current condition of this site has not been established fully.

- 5.52 The sheepfold at Corbie Craig (**57**) is located within a clearing c.20m from the revised Proposed Route (and within the Infrastructure Location Allowance), but over 50m from the nearest proposed tower location (26R). A physical effect on this site could arise as a result of construction works, for example from provision of felling and construction access. The sheepfold relates to post-medieval or modern farming practice, has been modified since the middle of the 19th century, and is of a functional type commonly occurring in the locality. It is therefore considered to be of low sensitivity. There is the potential for the construction works to disturb substantially the fabric and character of this feature, which would result in a high magnitude change to baseline and a direct, permanent, adverse, moderate and **significant** effect. However, the sheepfold could be readily avoided by felling and construction works.
- 5.53 The other relevant features identified within the Broad Corridor (**55**, **58** and **59**) are not expected to experience any felling or construction effects from the proposed realignment, although there is a theoretical possibility that one (**58**) could be intersected by a revised access route.
- 5.54 There is a moderate possibility that field survey in areas not yet surveyed would result in the discovery of additional visible cultural heritage features, although based upon the existing baseline any such features would likely be of no more than low sensitivity. As set out in the 2011 ES (section 10.4.4) the potential for undiscovered buried archaeological remains to be preserved within the proposed development locations is considered to be moderate in areas of farmland and moorland, and low in areas of commercial forestry. Based upon the baseline and the archaeological potential, a minor and **not significant** effect is considered most likely to result, although confidence in this prediction is limited by the lack of knowledge of what buried remains are present within the proposed working areas.

Mitigation

- 5.55 Overarching mitigation included in the 2011 ES (Section 10.5.1.6), relating to the production and contents of a Written Scheme of Investigation (WSI), the protection of archaeological sites within forestry, and arrangements for dealing with unforeseen archaeological discoveries, will apply to the revised Proposed Route. The WSI to be submitted to East Ayrshire Council will include the following measures relating specifically to the proposed Mossdale realignment:
- Archaeological field survey of those parts of the realignment works locations and revised access routes not yet surveyed, including post-felling survey, to identify and record any previously unknown features that are visible. Any newly identified features will be demarcated by a temporary visible barrier for the duration of the construction works if possible, to protect them against unintended damage occurring, or will be recorded appropriately (to a specification to be agreed with East Ayrshire Council) if disturbance cannot be avoided;

- At Mossdale enclosure, field system and hollow-way (**56**) mapping of the archaeological remains that are located within the felling and construction locations; avoidance of key features by construction works and access routes and their demarcation by a temporary visible barrier for the duration of construction works; archaeological investigation and recording of features which will be unavoidably and directly affected by the works; and conducting a watching brief on any ground-breaking construction works within the archaeological site area. This proposed mitigation is the same as included in the 2011 ES for this site; and
- Demarcation of the sheepfold at Corbie Craig (**57**) by a temporary visible barrier for the duration of felling and construction works, to protect it from unintended damage occurring.

Residual effects

- 5.56 Taking into account the mitigation proposed above, a minor and **not significant** adverse residual effect on the site at Mossdale (**56**) is predicted, since it is recognised that avoidance of all elements of this site may not be possible and the archaeological investigations proposed as mitigation in such circumstances would offset, but not reduce, the significance of effect.
- 5.57 The protection of the Corbie Craig sheepfold (**57**) for the duration of construction works would ensure that there would be no residual felling or construction effect on that feature.
- 5.58 The residual effect on any previously undiscovered sites and features that may be discovered through conducting surveys or watching briefs at proposed works locations is most likely to be adverse, minor and **not significant**, based upon professional judgement, although confidence in this assessment is limited by a lack of knowledge as to what is present at proposed works locations.

Comparison with assessment made in Environmental Statement

Site	Assessment ID	Effect before mitigation	Mitigation proposal	Residual effect
Mossdale (56)	2011 ES	Minor	Survey and mapping of remains; avoidance and demarcation of key features; investigation and recording of features where avoidance not possible; watching brief	Minor
	This assessment	Minor	As above	Minor
Corbie Craig (57)	EIA	No effect	None	No effect
	This assessment	Moderate	Demarcation/protection of feature	No effect

Site	Assessment ID	Effect before mitigation	Mitigation proposal	Residual effect
Brown Hill (58)	2011 ES	Minor	Demarcation/protection or investigation and recording where avoidance not possible	Minor
	This assessment	No effect	None	No effect
Unrecorded archaeology	2011 ES	Minor	Watching briefs; reporting procedures set out in Environmental Management Plan	Minor
	This assessment	Minor	As above	Minor

Table EDP 5: Comparison of effects between Addendum and 2011 ES

- 5.59 The table above compares the felling and construction effects identified here with those for the same area reported within the 2011 ES. They relate to sites **56-58** and undiscovered archaeology, since neither the original nor revised proposals would have any effect on sites **55** and **59**.
- 5.60 The 2011 ES identified three minor and **not significant** adverse residual felling and construction effects on cultural heritage interests within the original Proposed Route study area (on sites **56** and **58**, and on unrecorded archaeology), whereas the assessment for the revised Proposed Route identifies only two (on site **56** and on unrecorded archaeology). On that basis the grid connection if constructed on the revised Proposed Route would have fewer residual effects on cultural heritage than if constructed on the original Proposed Route assessed in the 2011 ES.

Operational Effects (Effects on Setting)

- 5.61 The towers on the revised Proposed Route would run further up the slopes of Snabb than those proposed on the original Proposed Route assessed in the 2011 ES, which results in a slight increase in theoretical visibility of the overhead line when viewed from the surrounding landscape. However, there are no relevant cultural heritage receptors in close proximity to the Mossdale route section, the nearest theoretically visible and within an open aspect (i.e. not located within conifer plantation) being over 1km distant. Some receptors at greater distance to the north-west and west around Dalmellington, Waterside and Craigengillan may have a slighter greater visibility of the revised Proposed Route than of the original Proposed Route, but at such distances the relatively minor route modification is considered to not materially affect the assessment of operational effects reported in the 2011 ES (section 10.5.2).

Secondary Effects

- 5.62 Secondary effects are defined in the 2011 ES (section 10.5.3) as relating to effects on tourism and damage caused by windthrown trees blown over as a result of their increased exposure to wind as a direct consequence of felling for the proposed works. The 2011 ES identified no specific secondary effects relating to the route section at Mossdale, and the revised Proposed Route at Mossdale in no way changes that conclusion.

Cumulative Effects

- 5.63 The minor realignment of the Proposed Route at Mossdale would not materially affect the assessment of cumulative effects reported in the 2011 ES (section 10.5.4).

Summary of Effects upon Archaeology and Cultural Heritage

- 5.64 An assessment of the likely effects on cultural heritage interests of a realignment of a section of the proposed overhead line at Mossdale has been undertaken, and the findings compared with those in the 2011 ES. Two minor and **not significant** residual felling and construction effects have been identified, which is one less than reported in the 2011 ES for the same area. The revised proposed realignment does not alter the assessment of operational, secondary and cumulative effects reported in the 2011 ES. Overall, the effect of the revised Proposed Route on cultural heritage interests would be very slightly reduced from that reported in the 2011 ES.

Section 6

Summary and Conclusions

Overall Summary and Conclusions

- 6.1 As identified at **Section 3**, revised sections of the route are proposed at Mossdale and Bardennoch, and it is only these sections of the route that have been assessed as part of this update assessment; elsewhere along the route, the assessment of effects will remain as stated in the original ES (this includes the minor revision at Meiklehill). The new route is identified as the 'revised Proposed Route'.
- 6.2 The assessment of the revised Proposed Route has assessed the range of receptors identified within the original ES, and also takes account of any additional receptors identified during the assessment of the revised route alignment. It has done so for landscape, visual, ecology, ornithology and cultural heritage receptors. **Section 4** and **5** of the addendum presents the revised assessments at Bardennoch and Mossdale respectively.
- 6.3 In terms of landscape receptors, at both Bardennoch and Mossdale, the changes to the route are not of sufficient magnitude to result in additional effects over and above those identified within the ES. The route remains within a landscape partially desensitised by the existing N-Route and the changes in visibility are of such limited magnitude to not result in additional effects upon the perception of the landscape resource.
- 6.4 For visual receptors, there will be instances where the extent of backclothing or skylining will vary relative to the original Proposed Route. There are also instances where the visual complexity of the route, such as where the increased numbers of turning towers are visible around Bardennoch, will result in a variance compared to the original route. These changes, when considered in the context of the existing views available, and with regard to the sensitivity of the receptors, are not sufficient to raise (or reduce) the level of effect identified within the original ES at either location.
- 6.5 Having reviewed the potential effects of the proposed diversion at Bardennoch and Mossdale, on ecological and ornithological receptors, in comparison to the original Proposed Route, there is considered to be no change necessary to the original conclusions of the EIA in terms of the residual effects on the relevant habitat, flora and fauna receptors (i.e. no greater than minor adverse and not significant in the long-term). No additional mitigation measures are proposed or considered necessary.
- 6.6 An assessment of the likely effects on cultural heritage interests of the realignment of a section of the proposed overhead line at Bardennoch has found that three minor and not significant residual construction effects have been identified. This is one more than reported in the 2011 ES for the same area. The proposed realignment does not alter materially the

assessment of operational, secondary and cumulative effects reported in the 2011 ES. Overall, the effect of the revised Proposed Route on cultural heritage interests would be very slightly increased from that reported in the 2011 ES.

- 6.7 An assessment of the likely effects on cultural heritage interests of the realignment of a section of the proposed overhead line at Bardennoch has found that two minor and not significant residual felling and construction effects have been identified, which is one less than reported in the 2011 ES for the same area. The revised proposed realignment does not alter the assessment of operational, secondary and cumulative effects reported in the 2011 ES. Overall, the effect of the revised Proposed Route on cultural heritage interests would be very slightly reduced from that reported in the 2011 ES.
- 6.8 In terms of forestry effects at Mossdale (there are no changes at Bardennoch), whilst much of the forestry area remains open or failed plantation, where there are growing tree crops they are of p1991 Larch, and the estimated effect is that some 1.14ha of additional tree clearance would be required, compared to that presented within the 2011 ES, of which 0.86 (ha) would be within the 80m corridor, and 0.28ha additional felling outwith the corridor. Neither figure is considered significant in their own right, nor sufficiently significant that the previous conclusions on significance, mitigative measures and residual significance require revision.
- 6.9 It can therefore be concluded that the changes required to the alignment of the Proposed Route as a result of the changes to the baseline situation within the identified landscape and visual, ecology, ornithology and cultural heritage study areas, will not result in any additional effects over and above those presented within the 2011 ES supporting the application for Section 37 consent.

Appendix EDP 1 Review of Change at Meiklehill Substation

Meiklehill Route Amendment

- A1.1 In March 2011 SP Transmission (SPT) submitted a Section 37 application to the Scottish Ministers for consent to construct and operate a 132, 000 volt (132kV) overhead line between the proposed Blackcraig and Margree windfarms and the proposed Meiklehill substation.
- A1.2 Due to the nature and size of the proposed route it was recognised that there was potential for significant effects on the environment. On this basis SPT considered that the overhead line (OHL) would fall under “Schedule 2 Development” as defined by the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2000 and would therefore require the submission of an environmental statement in support of the Section 37.
- A1.3 Since the submission of the Section 37 application and environmental statement, SPT has identified the need to change the line entry into the Meiklehill substation. This will require construction of an additional span of overhead line with one new terminal tower adjacent to the substation NS521080 (see drawing SP4078930).
- A1.4 Given the amendment to the proposed route, and as the original application was supported by an environmental statement, it has been necessary to undertake a review to determine whether or not there would be any change to the significance of effects previously reported on in this document. This review is summarised in table 1 (below) and has concluded that the amended route would not give rise to any additional environmental effects.

Topic	Description	Difference to original line	Addendum Required?
Planning Policy	The same planning policies apply.	None	None – refer to Chapter 4, February 2011 Environmental Statement
Ecology – Phase 1	Coniferous Plantation Woodland	None	None – refer to Chapter 8 February 2011 Environmental Statement
Ecology – Protected Species	Red Squirrel present in wider area	None	None – refer to Chapter 8, February 2011 Environmental Statement
Ornithology – Vantage Points	Vantage Point at Meiklehill covers deviation	None	None – refer to Chapter 9, February 2011 Environmental Statement
Ornithology – Breeding Birds	Vantage Point at Meiklehill covers deviation	None	None – refer to Chapter 9, February 2011 Environmental Statement
Archaeology	No archaeological	None	None – refer to Chapter 10,

Topic	Description	Difference to original line	Addendum Required?
	records identified along deviation		February 2011 Environmental Statement
Hydrology	No water crossings required – same as original route	None	None – refer to Chapter 11, February 2011 Environmental Statement
Tourism & Recreation	Crosses same land classes as original route	One additional tower	None – refer to Chapter 12, February 2011 Environmental Statement
Landscape	Crosses same landscape character type.	One additional tower	None – refer to Chapter 7, February 2011 Environmental Statement
Visual	Vantage point 26 covers this deviation	One additional tower	None – refer to Chapter 7, February 2011 Environmental Statement
Operational Noise & Electric Magnetic Fields	Closest receptor will experience no change.	None	None – refer to Chapter 15, February 2011 Environmental Statement
Traffic & Transport	The same access points will be used	None	None – refer to Technical Appendices i.1 and i.2, February 2011 Environmental Statement

Table EDPA1: Review of Environmental Statement (February 2011) against proposed route amendment

Summary

- A1.5 It is proposed to amend a one kilometre section of the proposed Ewe Hill to Gretna OHL route (submitted to the Scottish Ministers in March 2011) in order to connect the overhead line to the proposed Meiklehill substation.
- A1.6 A review of the assessment of effects in the original environmental statement, submitted in support of the March 2011 application, has concluded that the amended route would not give rise to any additional environmental effects. It is therefore considered that no further environmental assessment is required and the February 2011 environmental statement should be referred to in support of for the amended section of the route.

Appendix EDP 2

Landscape and Visual Impact Assessment Methodology

LVIA Methodology

General

A2.1 Capita Lovejoy undertook the original LVIA for the development and employed a robust methodology suitable to assess the effects of the overhead line. In order to provide consistency EDP will adopt the same methodology, updated as necessary where more recent publications exist. This methodology respects the advice contained within:

- National planning policy, guidance and best practice;
- Guidelines for Landscape and Visual Impact Assessment Second Edition The Landscape Institute and Institute of Environmental Management and Assessment (2002);
- ‘Landscape Character Assessment Guidance for England and Scotland’. Scottish Natural Heritage and The Countryside Agency (2002);
- ‘Visual Assessment of Windfarms Best Practice’ University of Newcastle for Scottish Natural Heritage (commissioned report F01AA303A) (2002);
- ‘Guidelines on the Environmental Effects of Windfarms and Small Scale Hydroelectric Schemes’ Scottish Natural Heritage (2001);
- Visual Representation of Windfarms Good Practice Guidance – SNH (2006); and
- SNH’s Landscape Character Assessments.

Study Area

A2.2 The Study Area for the assessment of landscape and visual effects is defined as the area containing all of the likely significant effects of the proposals on any element of the landscape or visual resource.

A2.3 The Study Area for this grid connection extends to a maximum of 10km from the revised Proposed Route. This 10km limit has been adopted (& illustrated) for effects pertaining to landscape character and other landscape issues. For effects pertaining to visibility, a Study Area relating specifically to L7 Towers has been adopted, this again being 10km. Further detail on this is provided subsequently.

A2.4 The approach to the assessment is however flexible, and if potential significant effects had been identified at or close to the edges of the Study Area during the assessment process the Study Area would have been incrementally extended such that it contained all of the likely significant effects identified.

A2.5 The landscape and visual assessment is carried out in three stages.

Baseline (1)

A2.6 The initial stage, which records the existing situation, including:

- Factual description of the landscape conditions throughout the Study Area (typically to include geography, geology, topography, land use patterns, population distribution, patterns of communication, history, etc.);
- Establishment of baseline conditions for the assessment to incorporate project assumptions for the development of the two application windfarms (Blackcraig and Margree), the SWS Project and the windfarms to be connected by this (Dersalloch, Brockloch Rig, Hare Hill Phase 2, Afton);
- Review of landscape planning policies and designations;
- Review of landscape character documentation (with on-site corroboration); and
- Review of visual amenity of the Study Area and general visibility of the route.

Project description and design (2)

A2.7 Details of the project and design including mitigation measures embedded into the design will be provided as an independent section of the assessment, however, a summary will be provided within the LVIA chapter to focus upon those elements of the proposed OHL likely to give rise to landscape or visual effects.

Assessment of the effects of the development (3)

A2.8 For the purpose of the assessment, the potential effects on the landscape and visual resource are divided into three categories:

- Effects on landscape resource that will result from the development, and resultant changes to landscape character that may arise from these changes;
- Effects on the perception of the landscape resource throughout the Study Area, whereby the perceived character or experience of the landscape resource (including designated areas) may be altered through the proposed development; and

- Effects on visual amenity as assessed through a series of representative viewpoints and routes within the landscape from which general conclusions are then drawn regarding the overall visual effects of the proposed development.

A2.9 It is likely that each of these categories will include several different key elements and components (each of which is termed a landscape receptor), or in the latter case, viewpoints and routes such as roads, paths, etc. (visual receptors), that may be affected by the proposed development. The assessment of the effects of the development proposal on routes within the area is often particularly important with the extended linear form of OHL developments. This is particularly the case with much of the central part of the proposed grid connections following the corridor of the A713 between Dalmellington and Kendoon.

A2.10 Following the identification of each of the various landscape receptors and viewpoints, the effect of the development on each of them is assessed through a combination of the sensitivity of the receptor and the predicted magnitude of change. The combined consideration of these factors results in the determination of the effect of the proposed development upon each landscape receptor and view/route.

A2.11 The sensitivity of the landscape receptor or view/route relates to its ability to accommodate the development in terms of existing development, the pattern and scale of the landscape and the potential for mitigation. This includes consideration of both:

- The quality of the landscape receptor or view/route available, in terms of its physical state and condition, its integrity, and the extent to which it displays a distinctive character; and
- The value of the landscape receptor or view/route, based on any designations that may apply, on its importance to users, and on the presence of intrinsic aesthetic characteristics such as scenic quality or sense of place;

A2.12 The magnitude of the change prescribed at each landscape receptor and view/route is based upon the nature, scale and degree of the change that will result from the proposed development, on that receptor.

A2.13 In order to provide a consistent approach through the assessment of the different topics, the effects are categorised as follows:

- None – no detectable change to the environment;
- Minor – a detectable but non-material change to the environment;
- Moderate – a material but non-fundamental change to the environment; and

- Major – a fundamental change to the environment.
- A2.14 Any effect of the proposed OHLs or ancillary development assessed as major or moderate in terms of the criteria is considered to be **significant** within the terms of the EIA Regulations. Other effects are considered to be **not significant**.
- A2.15 The assessment of landscape effects requires the consideration of a wide range of attributes of the baseline condition and the likely changes to this. The diversity of receptors and issues which potentially affect these indicate that each effect and the considerations relevant to it are likely to be unique. On this basis it is not considered possible or desirable to define categories of sensitivity and magnitude and use a matrix to combine these together to identify and categorise the effects.
- A2.16 The assessment is undertaken through reasoned professional judgement of the individual component elements of any effect and how they combine together to result in an effect. It is useful however to identify the broad relationship between sensitivity and magnitude in assessing an effect. In general terms a sensitive receptor might only require a limited magnitude of change to result in an effect which is assessed as Moderate or Major, where a greater magnitude of change is likely to be required to result in a similar effect on a receptor that was considered to be less sensitive.
- A2.17 In addition to their significance, effects are described according to their nature, which can be beneficial, neutral or adverse. In general:
- Beneficial effects occur where the development (or some aspect of it) will complement or contribute to the landscape receptor or view/route, strengthening it or adding positive qualities and characteristics that were not previously available, or removing existing detractors;
 - Neutral effects occur where the development (or some aspect of it) will neither contribute to nor detract from the landscape receptor or view/route, and will be comfortably assimilated into the existing landscape or visual context; and
 - Adverse effects occur where the proposed development (or some aspect of it) will introduce elements that are detrimental to, or discordant with, a landscape receptor or view/route or attribute thereof, or which detract from the existing condition.
- A2.18 The timescale of each effect is also assessed as being short-term, medium-term or long-term, and permanent or reversible. In the case of this OHL development the effects will in general be considered permanent but reversible. Each effect will be described in detail with reference to its timescale.

- A2.19 Unless otherwise stated, all effects on the landscape resource, the perception of this, and the visual amenity are considered to be adverse, with the introduction of an OHL providing a contrast to the previously existing characteristics (or a reinforcement of these where existing lines are present and retained).
- A2.20 The landscape and visual assessment provides an evaluation of a wide range of considerations relevant to a specific series of landscape receptors and representative viewpoints. This process allows conclusions to be drawn regarding the more general effects of the proposed development on the landscape and visual resource throughout the Study Area, and these conclusions are presented as the final stage of the assessment.

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Appendix EDP 3 Detailed Viewpoint Assessments

Viewpoint 16 – North Liggat (GR 257134, 593120)

Within: Upper Dale

Looking across: Upper Dale; Foothills with Forest; Rugged Granite Upland

Description of Baseline

- A3.1 This viewpoint is located alongside the B729, just to the east of the village of Carsphairn. This minor road links Carsphairn to Knowehead, and then beyond to Glenhoul and Earlstoun, and eventually St John's Town of Dalry. Given the presence of the parallel running A713 (to the west), this route is relatively lightly travelled save for people using the road for access to individual properties within the small hamlets/settlements listed above, and also a number of more distant farmsteads and properties.
- A3.2 The view experienced is in a south through north orientation, and includes within the view some of the mature woodland associated with the Knockgray Park Non-Inventory Designed Landscape which sits to the left of the view, takes in the Upper Dale landscape within the centre of the view, and provides long distance views towards the massif of the Galloway Forest Park in the right of the view. The panorama provided allows the transition between the differing landscape types within the view to be understood, through both the land use and land cover prevalent, and also takes in a large area of the Galloway Hills RSA landscape designation.
- A3.3 There is a varied topography within the view, from the more subtle rolling landscape of the Upper Dale in the fore- and middle ground, through the occasionally forested Foothills with Forest landscape type, and rising towards the much more upland type landscape, characterised by steep slopes and a uniform moorland landscape, of the Rugged Granite Upland within the Galloway Forest Park. The wide expanse of the view allows this varied topography to be clearly visible, and the variance between it identified.
- A3.4 The wide expanse of the view and the slightly elevated nature of the viewpoint relative to the surrounding landscape permit far reaching views of up to 10km over approximately half of the view. Elsewhere across the view the topography at Bardennoch Hill and the forest at Cumnock Knowes restrict views to between 1 and 2km.
- A3.5 Key features within the view include the Water of Deugh and its riparian environment running through the centre middle ground of the view, and the massif of Galloway Forest Park in the more distant portions of it. The distinct, vibrant colours evident within this riparian zone illustrates the more fertile nature of this part of landscape and highlights the variances between this and the more barren and hardy upland landscapes surrounding it.

The existing N-Route crosses the view at a distance of between approximately 400m and 1km, but only where the line is skylined, to the left of the view near Bardennoch Hill and on the right hand side as it crosses the flank of Craig of Knockgray, is it a noticeable constituent of the view. Elsewhere across the view, the line is backclothed and is thus much less perceptible. The view from this location in fact demonstrates effectively the difference in visibility between an element that is skylined and one that is backclothed.

- A3.6 Aside from the existing N-Route, built features or other infrastructure within the view is limited. The A713 with its traffic can be seen in the middle of the view, and the minor road from which the view is taken in the left and right hand extremes of the view, whilst the cottages at North Liggat can be seen amongst the trees in the right of the view. The new development at White Crook would be visible, as shown on the photomontage for Viewpoint 16, within the middle ground of the view.

Sensitivity

- A3.7 The view is one of a rural, and in some distant parts, an increasingly remote landscape, containing little in the way of either built form or infrastructure given the expanse of the view. This apparent lack of built form and infrastructure, combined with the settled portion of the landscape within the fore- and middle ground of the view and the long distance views available of the Galloway Forest Park, suggest an elevated sensitivity to the development of the OHL. A moderating factor is however the presence of the existing (but to be removed) N-Route.
- A3.8 The presence of the viewpoint within, and the view experienced over, the Galloway Hills RSA confirm this elevated sensitivity.

Change to the view

- A3.9 The change to the view from this location is twofold. The existing N-Route will be removed from the view, whilst the L7 Tower route which replaces this will be present within the view, although in closer proximity than the existing. The overall change to the view is therefore relatively limited, with the principal change being the proximity of the L7 Towers, and the additional skylining of a number of the closer elements of the grid connection that result from this. There will also be a slight decrease in the number of skylined elements in the more distant portions of the view, near to Bardennoch. With visibility of the OHL restricted to 1–2km, any visibility available of the OHL will be perceptible, whether backclothed or skylined, and bird flight diverters will be visible on some sections of it.
- A3.10 The nearest L7 Tower to the viewpoint would be circa 167m, compared to 340m for the existing N-Route and 144m for the original Proposed Route. This change results in both the visibility and influence of this structure being appreciably more marked compared to the N-Route but of comparable magnitude compared to the original Proposed Route.

- A3.11 The felling required for the wayleave to the south will be evident, with a small block of skyline forest (beyond Bardennoch) being felled to accommodate the new line (this area is already divided from the larger forest area to the east by the wayleave of the distribution line).
- A3.12 Compared to the original Proposed Route, the change within the view will be of a comparative magnitude, albeit the layout of elements within the view will differ. The main changes will see the closest tower being marginally further away, a slightly more complex route arrangement with more turning towers and more towers in the middle distance being backclothed. Overall, there is expected to be the same magnitude of change as originally assessed, which in the context of the wider view, and in particular the existing presence of the N-Route, is limited but very limited in some instances.
- A3.13 In addition to the changes brought about by the proposed OHL, the view will ultimately contain the new residential property at White Crook, and its associated landscape proposals. Although this development is not associated in any way with the proposed OHL, it is likely to be built in advance of the OHL as progress on the build has already begun, and it will constitute major change in this area in its own right and is therefore shown in the photomontage provided.

Effect

- A3.14 The viewpoint has an elevated sensitivity to the proposed development, and considering this, and the locally more appreciable change that is expected to result from the addition of the grid connection elements, there is considered to be a **major** effect upon this viewpoint, which is consequently **significant**. This effect will be adverse in nature.

Viewpoint 23 – Court Knowes (GR 250888, 603567)

Within: Southern Uplands with Forest

Looking across: Southern Uplands; Southern Uplands with Forest; Foothills; Foothills with Forest; Rugged Granite Uplands; Rugged Granite Uplands with Forest; Upland River Valleys

Description of Baseline

- A3.15 This viewpoint is located within the forested area at Court Knowes, approximately 3km to the south-east of Dalmellington, at an elevation of 410m AOD. This elevated portion of landscape sits to the north-east of the Glenmuck valley, and is distinctly upland, and remote, in nature. There are no pathways or obvious rights of way through, or in proximity, to this area, although the right to roam status of Scotland's landscape ensures that it is publicly accessible.

- A3.16 The viewpoint is located within a recently felled portion of forest, on a craggy outcrop, and as such allows appreciable open and long range views to the wider landscape. The view illustrated is a 180° view, and takes in large tracts of land up to, and beyond, 20km from the viewpoint. The landscapes clearly identifiable include the diverse foothills landscape of South Ayrshire in right hand portion of the view, the massif of the Galloway Forest Park in the distant centre of the view, and taking in the forested upland landscape around Benbrack Hill in the left hand portion of the view. Loch Doon is also identifiable in the distant portions of the view.
- A3.17 Foreground views across the panorama include large tracts of forest typical of the landscape type over which the view is orientated (Southern Uplands with Forest), with appreciable areas of this being recently felled, and thus having a distinctly different appearance to that which surrounds it.
- A3.18 The view takes in such a large panorama, and is over such a long distance, that varied topography would be expected. In line with the different landscape types evident within the view, this diversity in topography is appreciable, from the rounded hills and heathland/forest of the Foothills landscape types, to the rugged landscapes associated with the Galloway Forest Park. Intervening foreground topography is locally diverse, with hills and valley features typical of the Foothills and Southern Upland with Forest landscape types.
- A3.19 Within the centre and extreme left of the view, remaining forest blocks restrict visibility to within 0.5km, although the main focus of the view is not generally restricted.
- A3.20 Features within the view include, in the foreground, the existing forest blocks at Glenmuck Craig and the recently felled areas around this forest block and the viewpoint location, and in the distance, the impressive massif of the Galloway Forest Park and the wider southern uplands, which extend across much of the view. These upland areas form the distant horizon to the view.
- A3.21 The most distinct man-made features within the view include the retained forest areas and the areas of recent felling in the foreground of the view, and limited evidence of sporadic outlying hill farms and short sections of the A713 in the more distant portions of the view. Limited evidence of the coal mining operations and the existing N-Route are evident in the extreme right and left hand portions of the view, although these are little perceived when seen in the context of the entire view.

Sensitivity

- A3.22 The view is located within the forested upland landscape to the south-east of Dalmellington, and has open and expansive views towards the Galloway Forest Park and wider Southern Uplands. The view is striking in both its expanse and diversity (in terms of both landscape features and landscape types), with the rugged uplands in the distance drawing the eye to this horizon. Man-made features within the view are limited, with the forest in the fore and

middle ground the most distinctive elements. These elements all serve to suggest an elevated sensitivity to the proposed development.

- A3.23 This elevated sensitivity is further confirmed in that the view takes in large tracts of land which falls within the Loch Doon Valley SLA and the Galloway Hills Regional Scenic Areas and also the Tairlaw SLA.

Change to the view

- A3.24 The existing view contains only limited existing infrastructure in the form of the existing N-Route in distant south-eastern and northern portions of the view, where the elements of this feature are backclothed at a distance of circa 2km, and are therefore towards the limit of perceptibility. The proposed OHL will be a visible element across a large proportion of the view, at distances of between 100m and 3km. Over the range of this visibility, the line will be backclothed, so at times will be imperceptible, and some of the sections will have bird flight diverters which will be visible.
- A3.25 Although part of a forested landscape, considerable felling has occurred within this landscape, and it has a temporary open and barren character, which serves to increase the visibility, and therefore the magnitude of change, to be experienced from this viewpoint. Individual towers will be visible at very close range, and will form visual detractors within the immediate foreground of this expansive view. Whereas before the existing N-Route formed very much a peripheral element within the view, the proposed OHL will constitute one, if not the, main feature within it. This influence would extend from the distant upland landscapes around Glenmuck in the south-eastern portions of the view, across to the more settled landscape of the Mossdale Burn in the north-western portion.
- A3.26 There will be evident changes to the forest within the view as a result of the OHL. To the south in the far-middle distance a large forest block adjacent to (and east of) the A713 will be felled, although the narrow strip of tree cover adjacent to the road will be retained (as described for viewpoint 21). There will be no change to the foreground forest area, and further north there will be limited felling required to a number of areas of tree cover extending west toward the proposed OHL, and limited felling to the north of Mossdale, where the route rejoins the A713.
- A3.27 Compared to the original Proposed Route the changes are limited, with only the few towers flanking Snabb and Brown Hills having any alteration in position. The towers in this location would remain backclothed and at broadly the same distance from the viewpoint. The resulting magnitude of change to this view, therefore, remains appreciable.

Effect

- A3.28 In consideration of the appreciable magnitude change, and the elevated sensitivity of the viewpoint, the effect upon this viewpoint as a result of the proposed development is considered to be **major**, and therefore **significant**. This effect will be adverse in nature.

Viewpoint 24 – Mossdale Visitor Point (GR 249363, 604044)

Within: Foothills

Looking across: Southern Uplands with Forest; Upland River Valleys

Description of Baseline

- A3.29 This viewpoint is taken from the visitor point/car park at Mossdale, which lies on the junction between the A713 and the minor road linking this main tourist route to the cafe and shoreline of Loch Doon, a popular tourist location. The car park is situated approximately 2km to the south of Dalmellington, and is a well-used resource for people travelling along this route. The road in this location runs alongside the Muck Water, in the frequently narrow, incised valley of this watercourse.
- A3.30 The view experienced looks up the Mossdale Burn Valley, in a north-easterly direction, and includes within it part of the A713 road corridor, the visitor point car park and the farm and adjacent land at Mossdale Farm. This specific location sits on the boundary between three distinct landscape types: Foothills, Southern Uplands with Forest and Upland River Valleys. The view experienced does not immediately provide an indication of these differing character types, however.
- A3.31 The viewpoint sits within the boundary zone of the Loch Doon Valley SLA, with circa half of the landscape within the view falling within this designation. The rough boundary of this designated area follows the line of the Mossdale Burn up the centre of the view.
- A3.32 The land cover within the view is very much indicative of its underlying use. The land surrounding Mossdale Farm, and specifically to its north-east, indicates a very settled and pastoral landscape, and one which is clearly used for grazing and other farming practices. Conversely, the more upland areas surrounding this are characterised by forest planting on a commercial scale.
- A3.33 As a result of the combination of the low elevation of this viewpoint, the presence of more elevated surrounding areas with forest blocks and proximal mature tree planting, visibility is generally restricted to within circa 1.5km.
- A3.34 Key features within the view include the visitor car park and the road corridor, with longer distance views up the Mossdale Burn Valley. Other features within the view which are

identifiable, but which don't characterise or define it include the small scale telecommunications infrastructure and Mossdale Farm and its associated outbuildings.

Sensitivity

- A3.35 Although containing a number of man-made elements, this view is pastoral in nature and contains a view of some scenic quality, from which these elements are considered not to detract appreciably. The presence of landscapes within the view subject to the Loch Doon Valley SLA designation would confirm that the viewpoint has an elevated sensitivity.

Change to the view

- A3.36 The current view from this location contains little in the way of electrical infrastructure, except the foreground low voltage lines, and is generally a settled view with few real detractors. The development of the revised Proposed Route would result in the L7 Tower route being evident across the view, at a distance of approximately 0.5km, and both backclothed and skylined, and at times with bird flight diverters visible. Up to six L7 Towers will be visible, whilst the tree planting around Mossdale Farm and bordering the road will provide some screening of other proximal towers.
- A3.37 There will be felling required to the lower blocks of trees as the route crosses the edge of the forested landscape to the north (above the barn in the foreground). This felling will be required beyond the immediate 80m corridor to allow for windthrow.
- A3.38 Compared to the original Proposed Route the towers within the middle part of the view will be further away and will appear smaller, although the level of skylining remains broadly the same. In this context the magnitude of change at this viewpoint would be slightly less than for the original Proposed Route, although given the lack of other infrastructure within the view (the N-Route runs to the rear of this viewpoint), the change to the view is still considered to be appreciable.

Effect

- A3.39 The combination of the appreciable change expected within the view from this location, and the elevated sensitivity of the viewpoint as described above, the resulting effect upon the viewpoint is considered to **major**, and therefore **significant**. This effect will be adverse in nature.

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