Chapter 6
Landscape and Visual Amenity

Introduction

6.1 This chapter presents the findings of the assessment of likely significant landscape and visual effects of the proposed Erskine to Devol Moor 132kV Replacement Project (EDM Project) on:

- landscape character and resources, including effects upon the physical elements, character and/or special qualities of the landscape (including landscape designations); and
- visual amenity, including effects upon potential receptors (people) and viewing groups caused by change in the appearance of the landscape.

6.2 Landscape character and resources are considered to be of importance in their own right and are valued independent of whether they are seen by people. Effects on views and visual amenity as perceived by people are clearly distinguished from, although closely linked to, effects on landscape character and resources. Landscape and visual impact assessment (LVIA) are therefore separate, although linked, processes.

6.3 The assessment methodology for the LVIA has been developed in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013) (GLVIA3), and is detailed in **Appendix 6.1: LVIA Methodology, ZTV Mapping and Visualisation Methodology.**

6.4 The assessment has been undertaken by Chartered Landscape Architects (Chartered Members of the Landscape Institute (CMLI)) at LUC with extensive experience in the assessment of landscape and visual effects.

6.5 This chapter deals with landscape and visual effects separately, including an assessment of cumulative landscape and visual effects, and is supported by **Figures 6.1.1 – 6.1.6** which follow the text at the end of this chapter. Accompanying visualisations are illustrated as **Figures 6.2.1 – Figure 6.2.11** contained in **Volume 2: Landscape and Visual Amenity Visualisations** and have been prepared in accordance with the methodology set out in **Appendix 6.1.**

6.6 This chapter should be read alongside the following appendices:

- **Appendix 6.1: LIVA Methodology, ZTV Mapping and Visualisation Methodology.**

6.7 Planning policies of relevance to this assessment are provided in **Chapter 5: Planning Policy Context**.

6.8 This chapter should be read in conjunction with the following chapters:

- **Chapter 3: Routeing and Design Strategy**;
- **Chapter 4: Project Description**; and
- **Chapter 9: Cultural Heritage**.

Scope of the Assessment

Effects Assessed in Full

6.9 The following effects have been assessed in full in relation to the construction and operation of the New 132kV OHL and the decommissioning of the Existing 132kV OHL:

- Effects on the physical landscape of the study area (which is defined as a 3km radius from the New 132kV OHL and includes the full physical extents of the Existing 132kV OHL);
- Effects on the landscape character of the study area;
- Effects which could be of relevance to the reasons for designation as described by key characteristics/special qualities of the designated landscapes within the study area;
- Effects on receptors at representative viewpoints;
- Effects on visual amenity experienced by receptors (people) at static locations within or moving around the study area, with reference to representative viewpoints;
- Effects on receptors at settlements and sequential effects from routes in the study area; and
- Cumulative landscape and visual effects (including combined, successive and sequential visual effects).

Effects Scoped Out

6.10 On the basis of the desk based and survey work undertaken; the professional judgement of the assessment team; experience from other relevant projects; policy guidance or standards; and feedback received from consultees, the following potential effects have been 'scoped out' of detailed assessment:

- Effects on visual receptors (including cumulative) beyond a 3km radius from the New 132kV OHL, where it is judged that significant visual effects are unlikely to occur;
- Effects on landscape character (including cumulative) beyond a 3km radius from the New 132kV OHL, where it is judged that significant effects on landscape character are unlikely to occur;
- Effects on designated landscapes beyond a 3km radius from the New 132kV OHL, from where it is judged that significant effects on key characteristics and/or special qualities, or key views are judged unlikely to occur;
- Effects on landscape and visual receptors that have minimal or no theoretical visibility (as predicted by the Zone of Theoretical Visibility (ZTV)) and/or very distant visibility, and are therefore unlikely to be subject to significant effects; and
- Effects on residential visual amenity. Due to the scale of the project (wood poles only) and through the routeing process, which has sought to provide sufficient offset from properties with potentially open views towards the New 132kV OHL, breaching the 'Residential Visual Amenity Threshold'[1] is considered unlikely. A residential visual amenity assessment has not been requested through the consultation process.

Assessment Methodology

6.11 This section sets out the methodology for the LVIA. The detailed methodology is included in **Appendix 6.1**. The methodology for the production of accompanying visualisations is based on current good practice guidance as set out by SNH[i] and the Landscape Institute[ii] [iii], and detailed information about the approach to viewpoint photography, and ZTV and visualisation production is also provided in **Appendix 6.1.**

6.12 Landscape and visual assessments are separate, although linked, processes. LVIA therefore considers the potential effects of a proposed development on:

[1] Terminology from the 'Residential Visual Amenity Technical Guidance Note 2/19 (landscape Institute March 2019) which states "*The threshold at which the visual amenity of a residential property is changed and adversely affected to the extent that it may become a matter of Residential Amenity and which, if such is the case, competent, appropriately experienced planners will weigh this effect in their planning balance.*"

- Landscape as a resource in its own right (caused by changes to the constituent elements of the landscape, its specific aesthetic or perceptual qualities and the character of the landscape); and
- Views and visual amenity as experienced by people (caused by changes in the appearance of the landscape).

6.13 Whilst landscape and visual effects are linked this LVIA deals with landscape and visual effects separately, followed by an assessment of cumulative landscape and visual effects where relevant.

Legislation, Policy and Guidance

Legislation and Policy

6.14 Information relating to relevant national and local planning policy and legislation is provided in **Chapter 5: Policy Context.**

Guidance

6.15 This assessment is carried out in accordance with the principles contained within the following documents:

- The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations (2017);
- Landscape Institute and the Institute of Environmental Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition ('GLVIA3');
- SNH (2018) A Handbook on Environmental Impact Assessment, Appendix 2: Landscape and Visual Impact Assessment, Version 5;
- Scottish Natural Heritage (SNH) (2012) Assessing the cumulative impact of onshore wind energy developments;
- Landscape Institute (2019) Technical Guidance Note 06/19 Visual representation of development proposals;
- SNH (2017) Visual Representation of Wind Farms, Version 2.2; and
- The Holford Rules: Guidelines for the Routeing of New High Voltage Overhead Transmission Lines (with National Grid Company plc (NGC) 1992 and Scottish Hydro-Electric Transmission plc (SHETL) 2003 Notes).

Consultation

6.16 An EIA Scoping Report was submitted to the Energy Consents Unit (ECU) of the Scottish Government in December 2018. A Scoping Opinion was received from ECU in January 2019 which included comments from statutory and non-statutory consultees, some of which were specifically relevant to the approach and scope of the LVIA.

6.17 In undertaking the assessment, consideration has been given to the scoping responses and other consultation undertaken as detailed in **Table 6.1** below.

Table 6.1: Consultation Responses

Consultee	Scoping/Other Consultation (Date)	Issue Raised	Response/Action Taken
SNH	Formal Scoping Consultation (30/01/19)	Advised that LVIA impacts could be scoped out of the assessment because advice was given during consultation for the routeing of the OHL in 2010, and the OHL is considered to be well routed. This advice reflected the advice given by SNH in their Pre Application Response (dated 17/10/2017 ref CNS/DC/NL/CEA147556) which stated that '*we consider the currently proposed OHL to be well routed'.*	An LVIA has been undertaken to allow Inverclyde and Renfrewshire Council to consider the landscape and visual effects.
	Post Scoping Cumulative Consultation (02/09/19)	Reiterated points raised in formal scoping consultation response dated 30/01/19.	-
Inverclyde Council (IC)	Formal Scoping Consultation (31/01/2019)	Confirmed the LVIA viewpoints and scope are acceptable Additional viewpoint request – requested consideration of views on the western approach to Kilmacolm.	A further viewpoint has been included in the LVIA, refer to Viewpoint 11: A716 junction with Auchenbothie Road.
	Post Scoping Cumulative Consultation (24/09/19)	Confirmed the CLVIA viewpoints and scope are acceptable. Provided details of projects to be included in the cumulative assessment: Corlick Hill (now named Inverclyde) and Cairncurran Farm Wind Farms. Referred to a potential wind farm application at pre-submission stage but did not request its inclusion in the cumulative assessment.	Inverclyde and Cairncurran Farm Wind Farms have been included in the cumulative assessment.
Renfrewshire Council (RC)	Formal Scoping Consultation (23/01/2019)	Confirmed the LVIA viewpoints and scope are acceptable.	-
	Post Scoping Cumulative Consultation (23/09/2019)	Confirmed the CLVIA viewpoints and scope are acceptable.	-

Definition of Study Area

6.18 The study area for the LVIA is defined as a 3km radius from the New 132kV OHL[2],as shown on **Figure 6.1.1**. This approach was agreed with SNH, IC and RC. The EDM Project is located within Renfrewshire Council and Inverclyde Council areas[3].

6.19 The study area has been informed by professional judgement reflecting the scale of the trident wood pole overhead line infrastructure, as described in **Chapter 4: Project Description**, and ZTV mapping. ZTV mapping has been used to illustrate areas from which the New 132kV OHL may be visible, refer to **Figure 6.1.2**. The ZTV has been generated based on individual pole heights, which range between 9.76m and 19.15m above ground level. The ZTV is based on bare ground topography and therefore does not take account of potential screening by vegetation or buildings. A ZTV indicates areas from where a development is theoretically visible, but they cannot show what it would look like, nor indicate the nature or magnitude of landscape or visual effects.

6.20 The ZTV is used as a tool for understanding where visual effects may occur. Receptors which are outside the ZTV will not be affected by the New 132kV OHL and are therefore not considered further in this LVIA. Whilst ZTV coverage extends beyond 3km in some directions, significant effects on landscape character, the special qualities of landscape designations and visual amenity at these distances (i.e. >3km) are unlikely.

Desk Based Research and Data Sources

6.21 The following data sources have informed the assessment:

- Ordnance Survey (OS) Maps;

[2] 3km radius also includes the Existing 132kV OHL
[3] Although the New 132kV OHL does not pass through West Dunbartonshire Council, part of the study area is located within the local authority's boundaries, and WDC is referred to where appropriate throughout the assessment.

- OS Terrain® 5 mid-resolution height data (DTM);
- Renfrewshire Council, Inverclyde Council and the Energy Consents Unit (websites) to provide information of projects considered in the cumulative assessment;
- Scottish Natural Heritage (2019) Scottish Landscape Character Types, Map and Descriptions; and
- Land Use Consultants in association with Glasgow University Archaeological Research Division (1999) SNH Landscape Character Assessment for Glasgow and Clyde Valley.

Field Survey

6.22 Field surveys were carried out to inform this assessment between early spring and summer 2019 over approximately six days. Visualisation photography was generally captured in spring prior to trees coming into leaf, to present maximum potential visibility. Site visits were undertaken during clear weather conditions on dry and bright days. This field survey is in addition to extensive fieldwork undertaken at the routeing stage.

Methodological Overview

6.23 Based on the proposed construction programme set out in **Chapter 4: Project Description** the assessment of landscape and visual effects arising from the EDM Project takes account of the sequence of construction and decommissioning/removal activities. The baseline against which the various phases of the assessment are assessed against in relation to the Existing 132kV OHL are set out below.

6.24 Construction: the construction phase for the New 132kV OHL is 13 months and the decommissioning phase of the Existing 132kV OHL is 12 months. Decommissioning of the Existing 132kV OHL will happen following commissioning of the New 132kV OHL, although certain construction and preliminary decommissioning tasks will overlap giving an overall duration of 19 months for construction and decommissioning works. The construction phase landscape and visual assessment assumes the worst case scenario point of the construction programme in which the wood poles of the New 132kV are in place and the steel towers of the Existing 132kV OHL have yet to be removed. The overall duration of the construction (including decommissioning) phase is therefore assumed to be the full extent of the construction programme i.e. 19 months. However, it is recognised that due to the nature of construction activities and phasing of works this worst case scenario point is not representative of effects across the full duration of the construction phase.

6.25 Operation: this assessment phase assumes the New 132kV OHL is in place and the Existing 132kV OHL has been removed. This is assessed against a baseline which includes the Existing 132kV OHL, so there are beneficial effects recognised due to the removal of this infrastructure.

6.26 Cumulative: the cumulative operational assessments assumes the New 132kV OHL is in place, the Existing 132kV OHL has been removed and consented and proposed projects (turbines associated with Inverclyde Wind farm and Cairncurran Farm) are operational.

6.27 The key steps in the methodology for assessing landscape and visual effects are as follows:

- the landscape of the study area is analysed, and landscape receptors identified, informed by desk and field surveys;
- the area over which the proposed development will potentially be visible is established through the creation of an initial ZTV plan;
- the visual baseline is recorded in terms of the different receptors (groups of people) who may experience views of the development (informed by the initial ZTV) and the nature of their existing views and visual amenity;
- potential assessment viewpoints are selected, as advocated by GLVIA3 to represent a range of different receptors and views, in consultation with statutory consultees;
  - **'Representative viewpoints**, selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ - for example, certain points may be chosen to represent the views of users of particular public footpaths and bridleways;
  - **Specific viewpoints**, chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, viewpoints in areas of particularly noteworthy visual and/or recreational amenity such as landscapes with statutory landscape designations, or viewpoints with particular cultural landscape associations; and
  - **Illustrative viewpoints**, chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations' (GLVIA3, Para 6.19, Page 109)
- likely significant effects (including cumulative) on both the landscape as a resource and visual receptors are identified; and
- the level (and significance) of landscape and visual effects are judged with reference to the nature of the receptor (commonly referred to as the sensitivity of the receptor), which considers both susceptibility and value, and the nature of the effect (commonly referred to as the magnitude of effect), which considers a combination of judgements including scale, geographical extent, duration and reversibility.

Direction of Effects

6.28 As required by the EIA Regulations[iv], the assessment must identify the direction of effect as either being beneficial (or positive), adverse (or negative) or neutral.

6.29 The direction of landscape, visual and cumulative effects (beneficial, adverse or neutral) is determined in relation to the degree to which the proposal fits with the existing landscape character or views, and the contribution to the landscape or views that the proposed development makes, even if it is in contrast to the existing character of the landscape or views. With regard to electricity transmission infrastructure, an assessment is required to take an objective approach. Therefore, to cover the 'maximum case effect' situation, potential landscape and visual effects relating to electricity transmission infrastructure are generally assumed to be adverse (negative). However, the removal of the Existing 132kV OHL as part of the EDM Project is likely to result in positive landscape and visual effects for some receptors.

Assessment Limitations

6.30 No substantial information gaps have been identified during the preparation of baseline information or undertaking of the assessment. It is considered that there is sufficient information to enable an informed decision to be taken in relation to the identification and assessment of likely significant effects on landscape and visual amenity. Bird diverters are proposed along two sections of the New 132kV OHL, refer to **Chapter 8 – Ecology and Ornithology**. These features have not been shown in the photomontages as the detail of their design has not been finalised and they are unlikely to alter the level of visual effect where visible.

Existing Landscape Baseline Conditions

6.31 This section presents an overview of the landscape baseline including current landscape character (including constituent landscape elements), landscape condition and any designations attached to the landscape.

Proposed Route of the New 132kV OHL

6.32 The proposed route of the New 132kV OHL is shown in **Figure 6.1.1**. The eastern part of the New 132kV OHL is located within the Renfrewshire Council area, and the western part is located within the Inverclyde Council area. The proposed route of the New 132kV OHL exits the Devol Moor substation in an easterly direction, following a similar alignment to the Existing 132kV OHL for approximately 400m through an upland landscape of moorland and rough pasture. The New 132kV then diverges south passing by the southern extents of Port Glasgow Golf Club.

6.33 Continuing in an easterly direction and passing through rolling pasture to the south of Port Glasgow, the New 132kV OHL crosses Auchenbothie Road and then passes between Auchendores and Leperstone Reservoir to the north of Kilmacolm before crossing Finlaystone Road and passing to the south of Knockmountain. Through this area the New 132kV OHL broadly follows a similar alignment to the Existing 132kV OHL for approximately 3km between Auchenbothie Road and Knockmountain.

6.34 Continuing in an easterly direction the proposed route passes through the Dargavel Burn valley, to the south of Barscube Hill (195m AOD). The proposed route then kinks in a more northerly direction passing to the west of Barmore Hill, before crossing the B789 (to the west of the Formakin Garden and Designed Landscape), Old Greenock Road, Greenock Road and the Inverclyde Railway Line. The proposed route then continues in a more easterly direction running parallel to the south of the M8 before crossing the motorway to the north of Bishopton. The proposed route of the New 132kV OHL differs from the Existing 132kV OHL through this section. The Existing 132kV OHL follows higher ground to the south of the Dargavel Burn valley, and kinks north further east than the proposed route of the New 132kV OHL. The Existing 132kV OHL then passes to the east of Barmore Hill and then kinks east

following the ridge of the escarpment to the north-west of Bishopton. The Existing 132kV OHL crosses the M8 further south than the proposed route of the New 132kV OHL.

6.35 To the north of the M8 the proposed route of the New 132kV OHL continues in a south-easterly direction, running broadly parallel to the M8, passing through lower lying farmland and crossing Golf Road, Erskine Ferry Road and Drumcross Road before linking into the existing Erskine substation. The proposed route of the New 132kV OHL broadly follows the route of the Existing 132kV OHL along approximately 1km of this stretch to the north-west of Erskine substation. In total, the proposed route is approximately 16km in length.

6.36 Existing electricity transmission infrastructure within the study area includes the Existing 132kV OHL, which runs in a generally west to east direction between Devol Moor and Erskine substation. In addition, a 400kV OHL also exits the Devol Moor substation heading south before running in a more easterly direction to the north of Kilmacolm and south of the Existing 132kV OHL. In addition, a further 132kV OHL exits Erskine substation on its south-eastern side, linking into a 400kV OHL to the east of Erskine.

Description of Study Area

6.37 The 3km study area (refer to **Figure 6.1.1**) comprises a varied landscape of undulating farmland and valleys; moorland; local hills with a more rugged character; areas of woodland and designed landscapes; coastal edges; settlement and industry. The highest points within the study area include Corlick Hill (303m Above Ordnance Datum (AOD)) in the west and Barscube Hill (195m AOD) in the east. The northern part of the study area includes the River Clyde, and a number of watercourses and waterbodies are located throughout the study area. From west to east these include the Gryfe Reservoir and Gryfe Water; Harelaw, Auchendores and Leperstone Reservoirs and the Dargavel Burn which flows west to east meeting the Gryfe Water beyond the south-eastern extents of the study area.

6.38 The southern boundary of the Kilpatrick Hills Local Landscape Area, a local landscape designation in West Dunbartonshire, lies within the north-eastern extent of the study area. The north-eastern fringes of the Clyde Muirshiel Regional Park are within the western extent of the study area.

6.39 Land use across the study area largely comprises mixed farmland with areas of broadleaf woodland and conifer forest. A large part of the eastern extents of the study area is characterised by the brownfield land associated with the former Royal Ordnance Factory (ROF) site at Bishopton. Part of the ROF site is currently being developed for housing, on the southern extents of Bishopton. A number of historic sites including Roman hill forts add cultural value to the landscape, refer to **Chapter 9: Cultural Heritage.**

6.40 Settlements in the study area are largely associated with the lower lying coastal fringes of the Clyde River. From west to east the largest settlements within the study area include Greenock, Port Glasgow, Langbank and Erskine, with Cardross and Dumbarton to the north of the Clyde. Larger inland settlements of note include Kilmacolm and Bishopton. Outside of the larger settlements a number of scattered individual properties and farmsteads, accessed by a network of minor roads, contribute to the settlement pattern. The density of farmsteads and properties notably decreases on the higher ground to the west and north-east of the study area.

6.41 Key transport routes within the study area include the M8, the A8 (Greenock Road), the M898, the A761 and a network of minor roads including the B815 and the B789.

Landscape Baseline Overview

6.42 With reference to the 2019 SNH Scottish Landscape Character Types (LCT)[v] the study area, from west to east, includes the following:

- Rugged Moorland Hills (126) LCT;
- Rugged Upland Farmland (202) LCT;
- Raised Beach – Glasgow and Clyde Valley (197) LCT; and
- Agricultural Plain – Glasgow & Clyde Valley (198) LCT.

6.43 The national suite of LCTs has informed a finer grain landscape assessment of the study area, undertaken by LUC, which sought to identify more localised areas of landscape character.

6.44 These finer grain Local Landscape Character Types (LLCTs) were considered during the routeing process, including consideration of the sensitivity of specific landscapes to accommodate the type and scale of development proposed. These LLCTs have been developed to cover the 3km study area for the LVIA, as the LVIA study area is wider than the routeing study area.

6.45 The LLCTs within the study area are listed in **Table 6.2** below and shown on **Figure 6.1.3. Figure 6.1.4** illustrates the ZTV coverage across the LLCTs. ZTV coverage, along with other criteria such as the consideration of landcover and distance, is used as a means of identifying which LLCTs require further detailed assessment. Where a LLCT is taken forward for further detailed assessment the key characteristics are described further in the assessment section.

Table 6.2: Local Landscape Character Types within study area

Local Landscape Character Type	Theoretical visibility of the New 132kV OHL
Escarpment	The New 132kVOHL will pass through this LLCT twice, to the west and east of the Cora Campus, which will result in direct landscape effects – **considered further within assessment.**
Raised Beach and Coastal Edge	The New 132kV OHL will pass through this LLCT to the east of Junction 31 on the M8, which will result in direct landscape effects – **considered further within assessment.**
Rolling Pastureland	Western, central and eastern parts of the New 132kV OHL will cross through this LLCT which will result in direct landscape effects – **considered further within assessment.**
Rocky Hills and Ridges	The New 132kV OHL will pass in close proximity / on the fringes of a number of these LLCT, which will result in direct landscape effects – **considered further within assessment.**
Pastoral Valleys	The central part of the New 132kV OHL will cross through two areas of this LLCT which will result in direct landscape effects – **considered further within assessment.**
Lowland Arable Farmland	The New 132kV OHL will not pass through this LLCT, so there will be no direct landscape effects. The ZTV identifies limited theoretical visibility from the north-western fringes of this LLCT – **not considered further within assessment.**
Improved Upland Pasture	The New 132kV OHL will pass through this LLCT to the west of the study area, which will result in direct landscape effects – **considered further within assessment.**
Forestry and Woodland	The New 132kV OHL will not pass through this LLCT, so there will be no direct landscape effects. The ZTV identifies some limited theoretical visibility from various parts of the LLCT however, actual visibility will be limited due to the vegetation cover characteristic of the LLCT – **not considered further within assessment.**
Moorland	The New 132kV OHL will pass through this LLCT to the west of the study area, which will result in direct landscape effects – **considered further within assessment.**
Settlement and Industry	The New 132kV OHL will not pass through this LLCT, so there will be no direct landscape effects. The ZTV indicates theoretical visibility from separate areas of the LLCT including Port Glasgow, Kilmacolm, Langbank, Bishopton and Dumbarton however, actual visibility is likely to be much reduced due to built form, which is characteristic of these LLCT. Any effects likely to be visual - **not considered further within assessment.**

Designated Landscapes

6.46 Designated landscapes within the study area are listed in **Table 6.3** below and shown on **Figure 6.1.5**. ZTV coverage, along with other criteria, is used as a means of identifying which designated landscapes require further detailed assessment. **Figure 6.1.5** shows ZTV coverage across the designated landscapes.

6.47 There are no National Scenic Areas (NSAs), National Parks (NPs), or Wild Land Areas (WLAs) within the study area.

6.48 Areas designated at a local level for their landscape quality within the study area comprise one Local Landscape Area (LLA) and one Regional Park, as detailed in **Table 6.3**. Kilpatrick Hills LLA is partially located within the northern part of the study area within West Dunbartonshire Council (WDC). Clyde Muirshiel Regional Park sits within the Inverclyde Council (IC), Renfrewshire and North Ayrshire Council areas. With regard to the study area for the EDM Project, the Regional Park is partially located within the western part of the study area, covering a large upland area adjacent to the west of Devol Moor substation within the IC area.

6.49 There are a number of Gardens and Designed Landscapes (GDL) within the study area, some of which are open to members of the public. These are considered in further detail in **Chapter 9: Cultural Heritage**.

Table 6.3: Designated Landscapes within study area

Area	Theoretical visibility of the New 132kV OHL
Local Landscape Areas	
Kilpatrick Hills LLA (WDC)	The ZTV indicates theoretical visibility of the New 132kV OHL, focussed to the southern facing hill flanks at a distance of approximately 2km. However, given the viewing distance and nature of change to views, with the existing larger steel towers generally seen on higher ground replaced with smaller wood poles generally seen on lower ground, the key characteristics of this LLA are unlikely to be significantly compromised – **not considered further within assessment.**
Regional Parks and Country Parks	
Clyde Muirshiel Regional Park (IC)	The boundary of the regional park is approximately 250m from the most westerly wood pole of the New 132kV OHL. There will be no direct effects on the regional park. The ZTV indicates that changes around Devol Moor substation will likely be apparent in closer proximity views from the north-eastern fringes of the regional park. These changes will be apparent from a very limited geographical extent of the overall park, around the Devol Burn Valley. Furthermore, these changes will be seen within the context and behind the existing substation with a wood pole OHL replacing a larger steel tower OHL. The key characteristics of the Regional Park ae unlikely to be significantly compromised – **not considered further within assessment.**

Identification of Schemes to be included in the Cumulative LVIA

6.50 Schemes identified for inclusion in the Cumulative LVIA (CLVIA) are shown on **Figure 6.1.6.** The under construction Inverclyde Wind Farm (eight turbines at 110m to tip) located to the far west of the study area and within 1km of the New 132kV OHL, and the consented Cairncurran Farm Wind Turbine (53.7m to tip), located to the south of Devol Moor, approximately 2.2km from the New 132kV OHL, are included in the CLVIA. The inclusion of these schemes has been agreed through consultation with IC and RC and the cumulative cut-off date was set at the 30th September 2019. Whilst schemes at construction stage are typically considered in the baseline when the photography for this LVIA was captured none of the turbines associated with Inverclyde Wind Farm were in place. As such, this wind farm has been considered in the cumulative assessment.

Existing Visual Baseline Conditions

6.51 This section identifies the extent of potential visibility of the proposed New 132kV OHL and identifies visual receptors that are assessed as part of the LVIA. This section also introduces the representational viewpoints that are used to inform the assessment of visual effects on receptors including reasons for their selection. For certain visual receptors the Existing 132kV OHL forms part of the baseline view and changes associated with its decommissioning and removal have played a role in determining which visual receptors are assessed and the selection of viewpoints.

Analysis of Visibility of the Proposed Development

6.52 **Figure 6.1.2** show ZTV coverage of the New 132kV OHL. The ZTV indicates generally widespread visibility through the core of the 3km study area. Notable areas with no theoretical visibility, due to intervening topography, include the far east of the study area on lower ground to the east of the M8; southern facing hill flanks to the south of the southern ridge of the subtle Dargavel Burn Valley landscape. To the east of Kilmacolm; the lower coastal edge around Port Glasgow to the north-west of the study area; and within Clyde Muirshiel Regional Park, to the west of the study area, where the landform of Corlick Hill and Cairncurran Hill provides screening also have no visibility.

6.53 Actual visibility will be further reduced by woodland cover, particularly through the more wooded parts of the landscape such as the pastoral valley to the west of Formakin Estate GDL and by larger areas of mixed and coniferous woodland around Knockmountain and Craigmarloch Wood. Built form in the larger settlements such as Port Glasgow, Kilmacolm, Langbank, Bishopton and Dumbarton will also notably reduce the extents of actual visibility.

Visual Receptors

6.54 Likely visual receptors include:

- residents, including views from isolated properties or settlements;
- those engaged in recreational activities (e.g. walkers and cyclists); and
- road users (including tourists) and people working outdoors.

Selection of Representative Viewpoints for Assessment

6.55 This section sets out the representative viewpoints that are used to inform the assessment of the visual effects. The viewpoint list is a representative selection of locations agreed through consultation with statutory consultees. It is not an exhaustive list of locations from which the New 132kV OHL will be visible. Where the Existing 132kV OHL is visible in the baseline view this is also noted.

6.56 A total of 11 viewpoints were selected through desk study, site work and consultation, detail of which is provided in **Table 6.4** below. These viewpoints are all in locations which can be accessed by the public. The viewpoints include:

- locations selected to represent the experience of different types of receptor;
- locations at different distances to provide a representative range of viewing angles and distances (i.e. short, medium and long-distance views);
- locations which illustrate key cumulative interactions with other existing, consented and/or proposed schemes (either in combination or successive views);
- locations which represent a range of viewing experiences (i.e. static views and points along sequential routes);
- specific viewpoints selected because they represent promoted views or viewpoints within the landscape; and
- illustrative viewpoints chosen specifically to demonstrate a particular visual effect or specific issue (which could include restricted visibility in particular locations).

Table 6.4: Viewpoint Locations

No.	Location	Reason for Selection	Grid Reference (NGR)	Approx. Distance (km)[4]
1	Old Greenock Road north of Bishopton	Represents sequential views for recreational users of Core Path and road users. The Existing 132kV OHL is apparent in near distance views to the north.	244619, 670902	0.18km
2	B815 Motorway overbridge	Represents residential views from northern edge of Bishopton, sequential views for road users (including the motorway) and recreational users of the Core Path. The Existing 132kV OHL crosses in proximity to the south of the viewpoint.	243541, 671760	0.27km
3	Dumbarton Castle	Represents recreational views for visitors to the castle and views from the north side of the River Clyde. The Existing 132kV OHL is apparent on the enclosing ridge in longer distance views to the south-east.	240036, 674320	1.64km
4	Old Greenock Road	Represents residential views from scattered properties along the road, including High Hatton, and views for road users.	240751, 672367	0.15km
5	B789	Represents views from the Core Path network to the north-west of the Formakin Estate GDL and sequential	240503, 671965	Adjacent

[4] Distance between viewpoint and the nearest wood pole of the New 132kV OHL

No.	Location	Reason for Selection	Grid Reference (NGR)	Approx. Distance (km)[4]
		views travelling south on the B789. The Existing 132kV OHL is apparent in near distance views to the south-east.		
6	Gallahill Road	Represents sequential views from the road and Core Path network north and above the Dargavel Burn Valley. The Existing 132kV OHL is apparent in middle distance views on the southern valley side.	238243, 671183	0.16km
7	Finlaystone Road	Represents elevated sequential views for road users travelling north. The Existing 132kV OHL crosses the road in near distance views to the north.	235742, 671566	0.043km
8	Port Glasgow	Represents views from southern edge of settlement looking south and sequential views for recreational users travelling south on NCR 75 and the Core Path network. The Existing 132kV OHL crosses in near distance views to the south.	233614, 672540	0.22km
9	Devol Road	Represents sequential views for recreational users of the Core Path network whilst travelling south and recreational users of the golf course (within its southern extents). The Existing OHL crosses in near distance views to the north.	232111, 672379	0.16km
10	B788 Auchenfoil Road	Represents views for residential receptors and road users to south of Devol Moor substation. The substation and Existing 132kV OHL is apparent in middle distance views to the north.	230784, 672004	0.54km
11	Auchenbothie Road	Represents views for recreational users of the Core Path along the disused railway line and on the western departure from Kilmacolm. This viewpoint was requested through the consultation process. The Existing 132kV OHL is apparent in middle distance views to the north-west.	234704, 670786	1.15km

Settlements

6.57 Settlements are those defined as such within the Renfrewshire Council Local Development Plan (2014), Inverclyde Council Local Development Plan (2019) and the West Dunbartonshire Local Plan (2010). Settlements considered in the assessment are detailed in **Table 6.5** below, focussing on those which fall within the 3km study area and with ZTV coverage (and which therefore have potential visibility as shown on **Figure 6.1.2)** with consideration as to which require further detailed assessment.

6.58 The ZTV does not take account of any screening or filtering of views by the built environment, which will substantially reduce visibility from the majority of most settlements. In order to focus on potentially significant effects, settlements from which there is no theoretical visibility are not considered further in this assessment. Furthermore, settlements with limited actual visibility or where views of the surrounding landscape are not important to its setting, and where it is unlikely that significant effects could occur, are not considered further in the assessment.

Table 6.5: Settlements within 3km Study Area

Settlement	Theoretical visibility of New 132kV OHL (ZTV Coverage)
Erskine	Located approximately 400m north-east of the New 132kV OHL at its closest point. The ZTV identifies limited visibility from the western fringes of this settlement. Screening by built form and roadside vegetation along the M8 and the eastern side of Erskine substation will further limit actual visibility. Significant visual effects are considered unlikely for this settlement – **not considered further within assessment**.
Bishopton	The New 132kV OHL passes in close proximity to this settlement, on the northern side of the M8 and in open fields to the north-west of the settlement. More open views from the north-western edge of the settlement are anticipated – **considered further within assessment.**
Langbank	Located approximately 1.9km north of the New 132kV OHL at its closes point, the ZTV indicates theoretical visibility across the majority of this settlement. However, woodland to the east and on higher ground to the south and built form within the settlement will greatly reduce actual visibility. Furthermore, views from this settlement tend to be orientated to the north, looking over the River Clyde towards the Kilpatrick Hills - **not considered further within assessment.**
Kilmacolm	Located approximately 650m south of the New 132kV OHL at its closest point, the ZTV indicates theoretical visibility across the majority of this settlement. However, woodland on higher ground to the north and built form within the settlement will greatly reduce actual visibility. From the limited areas with potential views the smaller wood poles associated with the New 132kV OHL will replace, and follow a similar alignment to, the larger steel towers of the Existing 132kV OHL - **not considered further within assessment.**
Port Glasgow	Located approximately 300m north of the New 132kV OHL at its closest point, the ZTV indicates some theoretical visibility to the southern edge of the settlement. Some larger flats within the settlement in this area have more open views to the south, towards the New 132kV OHL - **considered further within assessment.**
Greenock	Located approximately 2.1km north-west of the New 132kV OHL with no parts of the settlement within the ZTV - **not considered further within assessment.**
Dumbarton	Located approximately 1.5km north of the New 132kV OHL, the ZTV indicates widespread theoretical visibility across this settlement. Actual visibility will be greatly reduced by built form across the settlement which includes larger scale light industrial development along the coastal edge to the east of Dumbarton. However, open views south across the River Clyde are likely from locations including the coastal edge of this settlement - **considered further within assessment.**

Routes

6.59 Visual effects on views from roads, railways and recreational routes (long distance footpaths, Core Paths and cycle routes) located across the study area and which fall within the ZTV (refer to **Figure 6.1.2**) are listed in **Table 6.6** below. Where it is unlikely that significant visual effects could occur, due to the viewing distance or reduced nature of actual visibility from the route due to localised screening, the route is not considered further in the assessment.

Table 6.6: Routes

Route	Theoretical visibility of New 132kV OHL (ZTV coverage)
Roads	
M898 and A726	Located to the west of Bishopton, the ZTV indicates theoretical visibility. However, actual visibility will be limited by roadside vegetation and built from to the west of these routes. Significant sequential effects are considered unlikely - **not considered further.**
M8/ A8	The New 132kV OHL crosses the M8 north of Bishopton and then runs broadly parallel to this route as far west as Junction 31 **– considered further within the assessment.**
A82, A814 (and including other roads to the north of the River Clyde)	The ZTV indicates theoretical visibility from most of these routes where they pass through the study area. However, actual visibility will be limited to largely oblique, longer distance views which are typically screened and filtered by intervening features including buildings and vegetation south of the road **– not considered further.**
A761	The New 132kV OHL crosses the A761 between Port Glasgow and Kilmacolm – **considered further within the assessment.**
Heritage Inverclyde Coastal Trail	This route identifies places of interest to visit along the south coast of the Clyde between Finlaystone and Wemyss Bay. The ZTV indicates some limited theoretical visibility around Finlaystone. Actual visibility will be limited by mature woodland, and as such significant sequential effects are considered unlikely – **not considered further.**
Railways	

Route	Theoretical visibility of New 132kV OHL (ZTV coverage)
Inverclyde Railway Line	The New 132kV OHL crosses the Railway Line west of Bishopton – **considered further within assessment.**
North Clyde Railway Line	The ZTV indicates theoretical visibility from this route where it passes through the study area. However, actual visibility will be limited to largely oblique views which are typically screened by line side vegetation to the south and built form where the route passes through Dumbarton - **not considered further.**
Cycle Routes	
NCR 75 – connects Leith in east Edinburgh with Portavadie on the Cowal Peninsula in Argyll, via Glasgow and using the ferry between Gourock and Dunoon. A Core Path follows the alignment of the cycle path along a discussed railway line to the south of Port Glasgow.	The New 132kV OHL crosses NCR 75 south of Port Glasgow – **considered further within assessment.**
NCR 7 – links Sunderland and Inverness. It passes through the study area to the north of the River Clyde to the east and through Dumbarton.	Whilst the ZTV indicates theoretical visibility from this route where it passes through the study area actual visibility will be limited by localised vegetation and built form to the south of this route. Due to this and the longer viewing distance to the New 132kV OHL, significant sequential effects are considered unlikely – **not considered further.**
Walking Routes	
Core Paths within the 3km study area	There are numerous Core Paths within the 3km study area, as identified on **Figure 6.1.2** and in relation to the ZTV. Core Paths have been used to help identify representative viewpoint locations and where a viewpoint falls on a Core Path, this is discussed further in the representative viewpoint assessment. The New 132kV OHL crosses, or is in close proximity to, the following Core Paths which have the potential for more open views: ■ Core Path 37B which follows Devol Road and passes through the centre of Port Glasgow Golf Club; ■ Core Path 57D which runs south from Port Glasgow and follows a similar alignment to NCN 75 (considered above); ■ Core Path 49B (within IC) and LAN/9 (within RC) which passes to the east of Knockmountain; ■ Core Path LAN/13 and 14 which follows the minor roads to the south-west and south-east of Barscube Hill; ■ Core Path LAN/15 which links Old Greenock Road to the B789; ■ Core Path BIS/15 which follows the alignment of Chestnut Avenue and the edge of open farmland to the west of the M8; and ■ Core Path BIS/12 and 17 which follows the alignment of Chestnut Avenue, Golf Road and Erskine Ferry Road to the east of the M8. These routes are **considered further in the assessment.** The New 132kV OHL also crosses Core Path LAN/6 in Renfrewshire. However, this Core Path largely routes through woodland and vegetation on the northern side of the railway, helping to filter views north towards the New 132kV OHL. Furthermore, effects associated with passing under the New 132kV OHL will be fleeting. The New 132kV OHL passes through fields to the north of Core Path BIS/16, as it passes along Old Greenock Road to the west of Erskin Substation. However, woodland and vegetation to the north of this road screens and filters views towards the New 132kV OHL, limiting the potential for significant sequential effects.

The 'Do Nothing' Scenario

6.60 In the absence of the New 132kV OHL, it is likely that the land will continue under the same land use, and the character of the study area is therefore unlikely to change notably. The Existing 132kV OHL would likely remain in place. However, the landscape and visual amenity of the study area is likely to be influenced by a number of 'forces for change'. Forces for change are those factors affecting the evolution of the landscape and which may, consequently, affect the perception of the study area in the near or distant future. Although prediction of these is necessarily speculative, this could include changes in landcover due to climate change and/or increasing development pressure for new housing, energy generation infrastructure and other development.

Project Design Considerations

New 132kV OHL

6.61 There are a number of locations along the route of the New 132kV OHL where refinements, to minimise landscape and visual effects, have been recommended as part of the iterative design process. This designed-in embedded mitigation includes:

- Avoiding locating wood poles within the southern extents of Port Glasgow Golf Club;
- Routeing south of the Existing 132kV OHL between Leperstone Reservoir and Cloak Cottage, to avoid any potential disturbance to vegetation to the south of this property;
- Routeing south of the Existing 132kV OHL to the south of Knockmountain, to avoid electricity infrastructure on the higher flanks of this hill;
- Routeing north of Park Glen Wood, to avoid tree loss from the area of mature deciduous woodland;
- Routeing south of Chestnut Avenue, to minimise tree loss along this mature avenue of trees; and
- Crossing the mature tree belt on Drumcross Road at a similar point to the Existing 132kV OHL, to minimise tree loss.

Infrastructure Location Allowance

6.62 As detailed in Chapter 4, an Infrastructure Location Allowance (ILA) is proposed for all infrastructure components of the New 132kV OHL. This micro-siting would permit the siting of a pole to be adjusted within a 50m radius of the indicative pole locations and a 50m tolerance either side of the indicative access track locations.

6.63 The assessment considers the potential change in landscape or visual effects which may occur as a consequence of the micro-siting of permanent components of the New 132kV OHL (e.g. wood pole infrastructure). Any such micro-siting is unlikely to result in a change in the landscape or visual effects identified in the assessment for most receptors. However, the relocation of wood pole infrastructure in closer proximity to residential properties (residents are considered high sensitivity receptors) may lead to an increase in the level of visual effect to those identified in the assessment. Implementation of the ILA would be controlled through the proposed detailed Construction and Decommissioning Environmental Management Plan (CDEMP).

6.64 It is proposed that the following wood poles are not micro-sited any closer to the relevant properties, if at all possible. However, in the event that such micro-siting is promoted to accommodate a request from a landowner, ground conditions or to mitigate a likely environmental effect, each would be reviewed on a case-by-case basis to determine whether the proposed micro-siting would lead to additional significant visual effects.

- Pole 151-153 to avoid bringing electricity infrastructure closer to Cunston, located to the south;
- Pole 132-132 to avoid bringing electricity infrastructure closer to Cloak Cottages, located to the north;
- Pole 18-22 to avoid bringing electricity infrastructure closer to Ritchieston Cottages, located to the south; and
- Pole 12 to 13 to avoid bringing electricity infrastructure closer to North Polton, located to the north.

Embedded Mitigation

6.65 The main strategy for minimising adverse environmental effects of the EDM Project has been avoidance through careful routeing and design as discussed in **Chapter 3: Routeing and Design Strategy**.

6.66 **Chapter 2: Approach to the EIA** details the approach to mitigation and good practice measures which have been considered as part of the EIA process. Mitigation has been recognised throughout the EIA in two ways:

- Embedded mitigation – items that are embedded through the design of the EDM Project and also those which will be delivered during the construction process such as good practice measures; and
- Additional mitigation – items that are further required to mitigate the likely adverse effects of the EDM Project and which will be implemented to avoid, reduce or offset these effects identified.

6.67 The assessment of landscape and visual effects has been undertaken on the basis that the embedded mitigation forms an integral part of the EDM Project.

6.68 There are no specific additional mitigation requirements in terms of landscape and visual considerations, over and above the landscape-led routeing process that informed the OHL design.

Embedded/Good practice measures and additional mitigation for the EDM Project are set out in Appendix 2.1: Schedule of Mitigation.

Assessment of Effects

6.69 The assessment of effects is based on the project description as outlined in **Chapter 4: Project Description**. Unless otherwise stated, potential effects identified are considered to be negative.

Sources of Effects

Predicted Construction Effects

6.70 During the proposed circa. 19 month construction phase the key changes arising from the construction of the New 132kV OHL and decommissioning of the Existing 132kV OHL will include:

- Woodland felling, comprising the wayleave requirements and anticipated small area associated with avoiding future windthrow;
- Construction of a temporary construction compound adjacent to Devol Moor substation;
- Preparation of accesses including bellmouths and temporary access tracks (some tracks will cross open farmland/moorland and two tracks will comprise of stone);
- Provision of watercourse crossings for access track construction;
- Preparation of temporary working areas including excavation of pole foundations;
- Delivery, assembly and erection of poles;
- Pole conductor ‘stringing’ and commissioning of the New 132kV overhead line;
- Demolition and removal of Existing 132kV overhead line which for the LVIA is included in the construction phase assessment and extends the assumed duration of the construction phase (and associated effects) to circa. 19 months;
- Removal of temporary infrastructure and reinstatement; and
- Movement of associated construction/decommissioning vehicles and plant.

6.71 At the temporary construction compound security lighting will be required (activated by detected movement) during the hours of darkness. However, it is not expected that lighting will be required outside of the intended working hours for the construction phase.

6.72 The assessment of construction effects considers a maximum case effect scenario which assumes the greatest presence of construction activities prior to removal and reinstatement works (for example the presence of all access tracks, temporary construction compound and erected poles). Decommissioning effects during the construction period associated solely with the removal of the Existing 132kV OHL (and reinstatement of associated access tracks) is assumed to be no greater than effects associated with this worst case scenario stage of construction.

6.73 The majority of the effects which will occur during the construction/decommissioning phase will be **short-term** and largely **reversible**, typically limited to the immediate vicinity from which activities may be perceptible. Further consideration of construction/decommissioning effects for each landscape and visual receptor (LLCT, landscape designations, viewpoints, settlements and routes) which is assessed further in this LVIA is provided in the following section.

6.74 For the avoidance of doubt the construction assessments assume the worst case scenario stage in the construction phase when all temporary access arrangements and compound/laydown areas are in place, the wood poles of the New 132kV OHL have been erected and the steel towers of the Existing 132kV OHL have yet to be removed.

Predicted Operational Effects

6.75 The effects of the EDM Project on landscape and visual amenity once operational will be associated with the presence of the wood poles supporting the New 132kV OHL which will replace the Existing 132kV OHL (currently supported on steel towers) in the landscape and views. The Existing and New 132kV OHLs are described in further detail in **Chapter 4: Project Description**.

6.76 Judgements in relation to the duration and reversibility of landscape and visual effects during operation are considered to be **long term** and **reversible** unless otherwise stated. Whilst the New 132kV OHL is likely to remain in place for a considerable period (c.80 years), like the Existing 132kV OHL, it may be replaced or removed in the future.

6.77 In some instances, the New 132kV OHL may result in a permanent and irreversible change (e.g. loss of mature areas of broadleaf woodland or trees) which is noted within the assessment. Whilst mature broadleaf woodland and trees can be replaced, this will take and long time and is likely to be different in character and appearance.

Landscape Effects during Construction and Operation

6.78 The New 132kV OHL crosses a number of LLCTs, as illustrated on **Figure 6.1.3.** Those with theoretical visibility of the New 132kV OHL are each shown on **Figure 6.1.4**. The following assessment describes the likely effects on landscape character resulting from the removal of the Existing 132kV OHL and the introduction of the New 132kV OHL during the construction and operational phases. For the avoidance of doubt the construction assessments assume the worst case scenario stage in the construction phase when all temporary access arrangements and compound/laydown areas are in place, the wood poles of the New 132kV OHL have been erected and the steel towers of the Existing 132kV OHL have yet to be removed.

6.79 The direction of effects (positive or negative) is also given consideration. Whilst effects associated with the introduction of the New 132kV OHL are likely to be negative, the removal of the Existing 132kV OHL is likely to result in positive landscape and visual effects for some receptors. The overall judgement on the direction of effects takes both factors into consideration.

6.80 The assessment below also provides consideration of potential ‘additional’ cumulative effects arising in conjunction with other relevant consented and/or proposed developments. The relevant developments comprise Cairncurran Farm turbine and Inverclyde Wind Farm, shown on **Figure 6.1.6**. These two developments are located within the far west of the 3km study area. As such, due to the distance from other LLCTs, cumulative effects are only considered likely with the following LLCTs which have been assessed in detail in the cumulative assessment:

- Pastoral Valley LLCT; and
- Moorland LLCT.

Table 6.7: Landscape Effects on Escarpment LLCT

Landscape Effects on Escarpment LLCT
Key characteristics: ■ Scale – varied small to medium scale landscape. ■ Topography and landform - predominantly steep north facing slope above the Inner Firth of Clyde. ■ Landcover, pattern and complexity – mix of pasture, broadleaved woodland and occasional areas of parkland creates a more complex landscape pattern in combination with the landform. ■ Settlement and man-made influence - set between areas of settlement with occasional scattered farmsteads and properties. Climbed by steeply ascending roads cutting diagonally across the slope. ■ Ridges and Skylines – the pronounced ridge to the south of the landscape provides an important skyline in views south from the Inner Firth of Clyde.

Landscape Effects on Escarpment LLCT
■ Inter-visibility with adjacent landscapes - Extensive views northwards across the Inner Firth of Clyde. The steeply rising landform limits views over adjacent LLCT to the south. ■ Perceptual aspects – rural but influenced by heavily developed edges of the Inner Firth of Clyde.
Sensitivity: The pronounced topography, smaller scale parts of the landscape and potential for infrastructure seen breaking the horizon (including in views from north of the Clyde) indicate a higher susceptibility to OHL development. There are no landscape designations across this LLCT which indicates a lower value. Overall this LLCT is judged to be of **high** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed alongside the M8 and where the route of the New 132kV OHL crosses the escarpment, to the west of High Hatton Farm. Effects will include some limited disturbance to areas of pastoral farmland and felling activity associated with the clearance of some limited areas of tree cover and scrub north of Chestnut Avenue, alongside the M8 and where the route crosses the railway. Temporary access tracks and one small stone laydown area (to the north of Old Greenock Road) will also result in localised landscape disturbance. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL. This will increase the influence of OHL infrastructure on the rural perceptual aspects of the landscape during part of the construction phase. However, screening provided by retained woodland cover and built form between the Existing and New 132kV OHLs will help to limit landscape effects of this nature. Direct landscape effects associated with the decommissioning of the Existing 132kV OHL will include temporary access tracks and activity associated with the removal of four steel towers, which run along the ridge of the escarpment. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change during construction will be **low** resulting in a **minor** and **not significant** effect for the LLCT.
Assessment of operational landscape effects: This LLCT will experience direct landscape effects arising from the New 132kV OHL. The ZTV indicates widespread visibility from the majority of this LLCT to the east of Ferryhill Plantation. Actual visibility will be reduced by the presence of existing woodland cover including mature planting around the Cora Campus, alongside the M8 and within Erskine Golf Club. The Existing 132kV OHL passes along the ridge of the escarpment from east to west, to the north of Ingliston Equestrian Centre. A number of steel towers are visible on the skyline, including from the north of the Clyde Estuary where this LLCT provides a setting in views south. Following decommissioning the steel towers will be removed from such views. The New 132kV OHL will cross the escarpment in two places. To the north-west of Bishopton, the New 132kV OHL will cross a lower lying part of the escarpment in a north-westerly direction, running broadly parallel to the south of the M8 motorway. There will be some limited permanent loss of mature tree cover to the north of Chestnut Avenue and alongside the M8. However, this part of the LLCT is already strongly influenced by linear infrastructure due to the motorway and railway, and as the New 132kV OHL will route between the motorway and railway through this part of the LLCT this will help to limit landscape effects. The New 132kV OHL will then cross the ridge of the escarpment in a north to south direction, to the west of High Hatton. At this point it will cross perpendicular to and at a lower point of the escarpment ridge, resulting in a better landscape fit when compared with the route of the Existing 132kV OHL and helping to restrict landscape effects to a smaller area than those associated with the Existing 132kV OHL. There will be some limited permanent tree loss south of the railway crossing point. Adverse effects on the role this LLCT plays in providing a setting in views south, from the north of the Clyde, will also be reduced when compared with the existing route. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change will be **low**, resulting in a **minor (positive)** and **not significant** effect for the LLCT. The positive direction of effects is mainly due to the improvements associated with removing larger steel pylons from the ridge of this LLCT, which provides a back drop in views from the north of the Clyde.

Table 6.8: Landscape Effects on Raised Beach and Coastal Edges LLCT

Landscape Effects on Raised Beach and Coastal Edges LLCT
Key characteristics: ■ Scale – small to medium scale landscape. ■ Topography and landform – flat, undulating coastal strip along the Inner Firth of Clyde. ■ Landcover, pattern and complexity – predominantly improved pasture divided into fields by post and wire fences, creating a low complexity landscape. ■ Settlement and man-made influence – set between areas of settlement with occasional scattered farmsteads and properties. Traversed by major transport corridors including the M8 and railway.

Landscape Effects on Raised Beach and Coastal Edges LLCT
■ Ridges and Skylines – to the south the skyline is formed by the steep north-facing slope of the escarpment, while the foothills to the north of the Inner Firth of Clyde form the skyline in that direction. ■ Inter-visibility with adjacent landscapes – views to the south are cut off and dominated by the Escarpment LLCT and woodlands. ■ Perceptual aspects - rural but influenced by heavily developed edges of the Inner Firth of Clyde.
Sensitivity: The flatter topography, opportunities for back clothing and presence of linear infrastructure (major roads and railways) indicate a low susceptibility to OHL development. There are no landscape designations across this LLCT which indicates a lower value. Overall this LLCT is judged to be of **low** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed to the south of the M8 between junction 31 and to the north of Cora Campus. Effects will include some limited disturbance to areas of pastoral farmland and felling activities associated with the clearance of some limited areas of tree cover and scrub alongside the M8 and where the route crosses the railway. Construction activity associated with one small stone laydown area to the west of Fornet Cottage, temporary access tracks, and pulling areas at two angle wood poles will also result in some localised disturbance. Whilst not located within the LLCT the Existing 132kV OHL will remain perceptible on the ridge of the neighbouring Escarpment LLCT in views north from parts of the Raised Beach and Coastal Edge LLCT during the construction of the New 132kV OHL. Decommissioning activity associated with the removal of the Existing 132kV OHL will also be apparent. However, woodland cover alongside the railway will limit visibility of decommissioning activity, and the focus of views from this area tends to be from the coastal edge looking north over the Clyde. The scale of change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change during construction will be **low** resulting in a **minor** and **not significant** effect for this LLCT.
Assessment of operational landscape effects: This LLCT will experience direct landscape effects arising from the New 132kV OHL. The Existing 132kV OHL does not pass through this area, so the development will introduce OHL infrastructure into the LLCT. The New 132kV OHL will pass through the LLCT from east to west on low-lying ground to the south of the M8 motorway. The OHL will run through pastoral farmland alongside the M8 before turning south close to Fornet Cottage and crossing over the Inverclyde Railway Line into the Escarpment LLCT. The ZTV indicates widespread visibility from much of this LLCT. Actual visibility will be somewhat reduced by existing woodland cover including mature planting alongside the M8 and within Erskine Golf Club. There will be some limited loss of woodland where the New 132kV OHL crosses the railway line. There will be some disturbance to pastoral farmland situated between the M8 motorway and railway line, to the north-west of Bishopton, north of Greenock Road. This part of the LLCT is already influenced by linear infrastructure due to the motorway and railway. In views from the north the New 132kV OHL will be seen back clothed against the steep topography of the escarpment to the south. In views from the south the New 132kV OHL will be visible against the developed estuary of the Inner Firth of Clyde. Overall woodland loss will be limited and disturbance to the pastoral landform will be small scale. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change will be **low**, resulting in a **minor** and **not significant** effect for the LLCT.

Table 6.9: Landscape Effects on Rolling Pastureland LLCT

Landscape Effects on Rolling Pastureland LLCT
Key characteristics: ■ Scale – small to medium scale landscape. ■ Topography and landform – rolling and undulating pastureland. ■ Landcover, pattern and complexity – improved and semi-improved pasture. Predominantly enclosed by hedges, fences and walls, with occasional trees, copses and shelterbelts. Occasional small-scale water bodies and rapidly flowing minor watercourses. These varied features combine to create a complex, varied landscape. ■ Settlement and man-made influence – frequent farms, isolated houses and small settlements, connected by a network of narrow, winding roads and lanes. Traversed by electricity transmission lines. ■ Ridges and Skylines – skylines formed by ridges, rolling topography, copses and shelterbelts. ■ Inter-visibility with adjacent landscapes – views vary from highly enclosed to more extensive from tops of ridges. ■ Perceptual aspects – complex, semi-enclosed and often intimate landscape.
Sensitivity:

Landscape Effects on Rolling Pastureland LLCT
The rolling topography and woodland copses and shelterbelts offer back clothing and screening opportunities. However, there is potential for infrastructure being seen above the horizon when crossing higher ground and cumulative effects with other existing electricity infrastructure. There is also a dispersed pattern of farmsteads and some areas of smaller scale and policy landscapes. The overall susceptibility is judged to be medium. There are no landscape designations across this LLCT which indicates a lower value. On balance, this indicates a **medium** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed to localised areas of this larger LLCT to the north of Bishopton, west of Formakin, south of Knockmountain and rolling pastureland either side of Auchenbothie Road. There will be some disturbance to pastoral landcover and felling activity associated with woodland clearance/ tree removal in a number of localised areas including: Erskine substation; Drumcross Road to the north-west of Erskine substation; alongside the M8 to the west of Drumcross Road; Golf Road south of Erskine Golf Club; alongside the M8 and west of the M8 along limited parts of Chestnut Avenue; to the east of the Drums; north of Park Glen Wood; and south of Knockmountain. Temporary access tracks, some of which will be composed of stone; stone laydown areas; and pulling areas will result in further localised disturbance with associated effects on the rural perceptual qualities of the landscape. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL, increasing the influence of OHL infrastructure on the LLCT during the construction phase. In some parts of the LLCT the New and Existing 132kV OHLs will be apparent in close proximity to each other, including north-west of Erskine substation and west of Knockmountain. Direct landscape effects arising during the decommissioning and removal of the Existing 132kV OHL will include landscape disturbance through temporary access tracks, pulling areas and decommissioning activity associated with the removal of steel towers, with associated effects on the rural perceptual qualities of the landscape. This is a large LLCT subject to dispersed and localised construction effects. The undulating terrain and woodland cover will help to limit visibility between different areas of construction, helping to reduce the scale of the change. The scale of change is judged to be **small** and the geographical extent is judged to be **medium**. The overall magnitude of landscape change during construction will be **small**, resulting in a **minor** and **not significant** effect for the LLCT.
Assessment of operational landscape effects: Direct effects during the operational phase will be focussed on localised areas of this larger LLCT to the north of Bishopton, west of Formakin, south of Knockmountain and rolling pastureland either side of Auchenbothie Road. The ZTV indicates widespread visibility across these areas although woodland belts and areas of woodland, particularly in the more easterly parts of this LLCT, will reduce actual visibility. Other areas of Rolling Pastureland LLCT will not be subject to direct effects arising from the New 132kV OHL. With the exception of a deviation to the east through Formakin Estate GDL, the Existing 132kV OHL passes through similar parts of the Rolling Pastureland LLCT. Following its decommissioning and removal, the prominence and perceptibility of OHL infrastructure within the LLCT will be reduced. The scale of the wood poles associated with the New 132kV OHL is considered to provide a better landscape fit with the small to medium scale of this LLCT and the New 132kV OHL generally passes over lower ground than the Existing 132kV OHL. There will be some permanent landscape effects associated with localised areas of mature tree loss, at locations identified within the construction phase assessment. However, this will not notably alter the contribution trees, woodland copses and shelter belts make to the key characteristics of the LLCT. The scale of the change is considered to be **small** and the geographical extent is considered to be **medium**. Overall, the magnitude of change is considered to be **small** resulting in a **minor (positive)** and **not significant** effect. Positive effects are largely associated with replacing a larger steel tower OHL with a smaller wood pole OHL which tends to respond better to the grain of the landscape passing over lower ground with increased opportunities for back clothing in views.

Table 6.10: Landscape Effects on Rocky Hills and Ridges LLCT

Landscape Effects on Rocky Hills and Ridges LLCT
Key characteristics: ■ Scale – small to medium scale landscape. ■ Topography and landform – sometimes steep-sided hills and ridges surrounding shallow valleys. ■ Landcover, pattern and complexity – pastoral with rough grazing, areas of bracken, rocky outcrops, lower summits crowned with mature mixed or broadleaved woodland. In combination with the varied topography, this creates a complex landscape. ■ Settlement and man-made influence – occasional masts and pylons. ■ Ridges and Skylines – skyline formed by hills and ridges which are steep-sided in places with rocky outcrops. ■ Inter-visibility with adjacent landscapes – extensive views. ■ Perceptual aspects – complex, rugged and rural landscape with little man-made influence.
Sensitivity:

Landscape Effects on Rocky Hills and Ridges LLCT
These localised areas of steeper, sometimes complex topography offer potential for infrastructure to be seen on higher ground above the horizon. OHL development within these areas will result in a poor landscape fit and require more complex engineering solutions. This indicates a high susceptibility to OHL development. There are no landscape designations across this LLCT which indicates a lower value. Overall this LLCT is judged to be of **high s**ensitivity to OHL development.
Assessment of construction landscape effects: The New 132kV OHL and the Existing 132kV OHL skirt the fringes of the Craigmarloch area of this LLCT on lower ground to the north of Craigmarloch Hill, refer to **Figure 6.1.3**. Direct effects associated with construction in this part of the LLCT will be limited to disturbance to rough grassland and felling activity associated with very localised tree removal within an area to the north-west of the LLCT. There will also be direct effects associated with construction activity within the Gled Craig area of the LLCT, comprising one small stone laydown area and the use of an existing track for access to construct the New 132kV OHL which passes to the immediate south of this area. Throughout other parts of this LLCT, activity associated with the construction of the New 132kV OHL and the decommissioning and removal of the Existing 132kV OHL in adjacent LLCTs will be perceptible. This will include views of construction activity from hill flanks which face the works in Knockmountain, Barscube and Barbeg Hill. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL. This will result in an increased influence of OHL infrastructure in views outside the LLCT. Construction activity will be seen in elevated views in the context of the surrounding lower lying LLCT in which the influence of human activity is more apparent. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of landscape change during construction will be **low**, resulting in a **minor** and **not significant** effect.
Assessment of operational landscape effects: Direct effects during the operational phase of the project on this LLCT are focussed to the northern fringes of Craigmarloch, where the New 132kV OHL passes over lower ground to the north of Craigmarloch Wood. The New 132kV OHL will pass across rough grassland and result in the permanent loss of a very small area of woodland to the north-west of the LLCT. The New 132kV OHL will pass further within this area however, woodland within the LLCT will largely screen views of the new infrastructure. Within other parts of the LLCT the New 132kV OHL passes in proximity to Knockmountain, Gled Craig, Barscube and Barbeg Hill through neighbouring LLCTs. The ZTV indicates widespread visibility of the New 132kV OHL although woodland on Knockmountain and Barmore Hills will greatly reduce actual visibility from these areas. At Barbeg the New 132kV OHL will pass to the north-west of the LLCT over lower lying rolling pastureland. The Existing 132kV OHL will be removed from close proximity views to the east. At Barscube and Gled Craig the New 132kV OHL will pass in closer proximity to these hills than the Existing 132kV OHL. This smaller infrastructure will be seen back clothed against the slopes of the Dargavel Valley in views south. At Knockmountain the New 132kV OHL will run slightly south of the Existing 132kV OHL through pastoral farmland, slightly further away from the hill. Following decommissioning and removal of the Existing 132kV OHL the prominence and perceptibility of OHL infrastructure in views from the LLCT will be reduced, as the smaller wood poles of the New 132kV OHL will be less perceptible and better respond to the scale of the valleys and rolling surrounding farmland. Overall the scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of landscape change will be **low**, resulting in a **minor** and **not significant** effect. There are positive effects associated with the reduced prominence of electricity infrastructure from this LLCT. However, there will be some limited permanent loss of vegetation and for some areas of this LLCT the New 132kV OHL will pass in closer proximity or through the fringes which accounts for the negative direction of effects.

Table 6.11: Landscape Effects on Pastoral Valleys LLCT

Landscape Effects on Pastoral Valleys LLCT
Key characteristics: ■ Scale – small to medium scale landscape. ■ Topography and landform – rolling valleys defined by surrounding ridges and/or watercourses. ■ Landcover, pattern and complexity – rolling and upland pastureland within valleys, creating a simple landscape. ■ Settlement and man-made influence – some scattered farmstead and properties. Often crossed or traversed by electricity pylons, although these are often viewed against a background of slopes and/or woodland and trees. ■ Ridges and Skylines – surrounding ridges defining pastoral valleys within. ■ Inter-visibility with adjacent landscapes – views enclosed to the sides but often lengthy along and valley floor. ■ Perceptual aspects – a simple, peaceful, rural landscape.
Sensitivity: The valley topography and presence of woodland offer back clothing and screening opportunities. However, there is also a dispersed pattern of farmsteads; some areas of smaller scale; and human influence is apparent through features such as the Existing 400kv OHL which passes along

Landscape Effects on Pastoral Valleys LLCT
the ridge to the south of the Dargavel Burn Valley. On balance, this indicates a medium susceptibility to OHL development. There are no landscape designations across this LLCT which indicates a lower value. Overall this LLCT is judged to be of **medium** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed within the Finlaystone Valley to the north of Leperstone Reservoir; the Dargavel Valley between Knockmountain and Barscube Hill; and the Formakin Valley to the north of Barmore Hill. Temporary access tracks; stone laydown areas and pulling areas will also result in localised disturbance to areas of pastoral farmland. Felling activity associated with woodland clearance and tree removal will be apparent in some localised areas including within the Formakin Valley to the west of the B789; within the Finlaystone Valley to the north-east of Leperstone Reservoir; and within the Dargavel Valley to the south-east of Knockmountain. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL. This will increase the influence of OHL infrastructure on the rural perceptual aspects of the landscape during the construction phase from localised areas of the LLCT. Direct landscape effects associated with the decommissioning of the Existing 132kV OHL will include temporary access tracks, temporary stone laydown areas, pulling areas and activity associated with the removal of the existing steel towers throughout each of the three valleys. Within the Finlaystone valley, the New 132kV OHL will follow the route of the Existing 132kV OHL, which will help to limit the geographical extent of construction activity. The valley topography and woodland cover will help to limit visibility between different areas of construction, helping to reduce the scale of the change and associated effects on the perceptual rural qualities of the landscape. The scale of the change is judged to be **small** and the geographical extent is judged to be **medium**. Overall the magnitude of landscape change during construction will be **small** resulting in a **minor** and **not significant** effect for the LLCT.
Assessment of operational landscape effects: Direct effects during the operational stage will be focussed to the Formakin, Dargavel and Finlaystone Valleys within this LLCT, refer to **Figure 6.1.3**. Other areas of Pastoral Valley LLCT, to the south of Devol Moor, will not be subject to direct effects arising from the New 132kV OHL. The Existing 132kV OHL passes through the Formakin, Dargavel and Finlaystone Valleys within this LLCT. Following decommissioning and removal of the Existing 132kV OHL the prominence and perceptibility of transmission infrastructure within the LLCTs will be reduced. The scale of the proposed wood poles associated with the New 132kV can be better accommodated within this small to medium scale landscape. Within the Formakin Valley the New 132kV OHL will follow the grain of the landscape, passing on the western valley side below the Drums. The ZTV indicates widespread visibility across this LLCT however, woodland cover around Formakin will reduce actual visibility. There will be some localised individual permanent mature tree loss where the New 132kV OHL crosses the valley. However, larger areas of woodland and shelterbelts will remain and this localised loss of tree cover will not substantially alter the role woodland and trees contribute to landscape character. There will also be some localised disturbance to pastoral farmland. The scale of the change is judged to be **medium** and the geographical extent is judged to be **small**. The overall magnitude of change will be **low** resulting in a **minor (positive)** and **not significant** effect for the Formakin LLCT. Whilst the tree loss and the introduction of new electricity infrastructure is negative, the effects associated with removing larger and prominent steel towers on the eastern valley side results in an overall positive direction of effect. Within the Dargavel Valley the New 132kV OHL will pass through the valley over a shorter distance than the Existing 132kV OHL. The ZTV indicates widespread visibility across the LLCT however, woodland along the valley floor, in Park Glen Wood and to the west of the LLCT will reduce actual visibility. There will be some limited permanent loss of tree cover and woodland where the New 132kV OHL passes through the valley to the east and south of Knockmountain. Some of the woodland is very immature so does not make a notable contribution to landscape character north of the Existing 132kV OHL. There will be greater offset between the New 132kV OHL and the larger 400kv OHL to the south of Dargavel Burn valley (when compared with the Existing 132kV OHL), which will help to reduce interactions with existing OHL infrastructure in this valley. Within the Finlaystone Valley the New 132kV OHL will follow the same route as the Existing 132kV OHL. The ZTV indicates widespread visibility across the LLCT however, woodland surrounding the reservoirs and in the north-east of the LLCT will reduce actual visibility. There will be some localised permanent woodland and vegetation loss to the north of Leperstone Reservoir and east of Cloak Road. For both the Dargavel and Finlaystone Valleys the scale of the change is judged to be **small**, and the geographical extent is judged to be **small.** The overall magnitude of change will be **low,** resulting in a **minor (positive)** and **not significant** effect. Whilst there are negative effects associated with permanent disturbance to localised areas of woodland the positive effects associated with replacing a larger steel tower OHL with a smaller wood pole OHL and increasing offset between electricity transmission structure within the Dargavel Burn valley contributes to the overall positive direction of effects. In summary, and for the LLCT as a whole, effects are judged to be **minor (positive) and not significant.**
Potential for future cumulative effects: The consented Cairncurram Farm wind turbine, with a blade tip height of 53.7m, is located in an area of Pastoral Valley LLCT in the south-west of the study area, refer to **Figure 6.1.6**. However, the New 132kV OHL does not cross through this part of the LLCT, and inter-visibility between the two developments is limited by the ridge between the Green Water and Gryfe Water Valleys. As such, any additional cumulative effects will be **none** and **not significant**.

Table 6.12: Landscape Effects on Improved Upland Pasture LLCT

Landscape Effects on Improved Upland Pasture LLCT
Key characteristics: ■ Scale – medium scale landscape. ■ Topography and landform – undulating or rolling land. ■ Landcover, pattern and complexity – some scattered farmsteads and properties, amongst improved and semi-improved pasture. Predominantly enclosed by fences and drystone walls. Few trees and occasional shelterbelts or small mainly coniferous plantations. These features, in combination with the simple topography, create a simple landscape. ■ Settlement and man-made influence – isolated farms, connected by occasional roads and tracks. ■ Ridges and Skylines – open and exposed. ■ Inter-visibility with adjacent landscapes – potential for wide, long-range views. ■ Perceptual aspects – a simple, open landscape with wide views where tall or large-scale objects are more apparent.
Sensitivity: The simpler landform and landcover, medium scale and sparsely settled arable nature indicate a lower sensitivity to OHL development. However, there is potential for long range views and cumulative effects with other existing OHLs. On balance, this indicates a **medium** susceptibility to OHL development. There are no landscape designations across this LLCT which indicates a lower value. Overall this LLCT is judged to be of **medium** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed on an area of Improved Upland Pasture LLCT to the east of Devol Moor substation, west of Devol Road and north-east of Auchentiber. Temporary access tracks and construction activity associated with pulling areas will also result in localised disturbance to areas of upland pasture. Felling activity associated with very localised woodland clearance and tree removal will be apparent to the east of Devol Moor substation. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL. This will increase the influence of OHL infrastructure during the construction. Decommissioning activity associated with the removal of the Existing 132kV OHL will also be apparent. Direct landscape effects associated with the decommissioning and removal of the Existing 132kV OHL will include temporary access tracks and activity associated with the removal of three steel towers, with associated effects on the simple and rural perceptual aspects of the LLCT. The scale of change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change during construction will be **low** resulting in a **minor** and **not significant** effect for this LLCT.
Assessment of operational landscape effects: This LLCT will experience direct landscape effects arising from the New 132kV OHL. The New 132kV OHL will pass over elevated, rolling pasture to the south of the Existing 132kV OHL resulting in localised disturbance to upland pasture. The ZTV indicates widespread visibility throughout most of this LLCT and the open, exposed nature of the landscape provides little opportunity for screening of the New 132kV OHL. However, the smaller wood poles of the New 132kV OHL will pass over lower ground than the steel towers of the Existing 132kV OHL, increasing the opportunity to be seen back clothed by the landscape in views. This will help to reduce the overall influence of OHL infrastructure on the rural and remote perceptual qualities of the LLCT. The New 132kV OHL will also avoid wood poles within Port Glasgow Golf Club, which is used for recreation. The scale of change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change will be **low**, resulting in a **minor (positive)** and **not significant** effect for the LLCT. Whilst there are some negative effects associated with the permanent loss of a limited amount of woodland around Devol Moor substation, replacing the Existing 132kV OHL with smaller scale wood pole infrastructure on lower ground which avoids recreational areas of the landscape is considered to be positive overall.

Table 6.13: Landscape Effects on Moorland LLCT

Landscape Effects on Moorland LLCT
Key characteristics: ■ Scale – medium to large scale landscape. ■ Topography and landform – undulating and rolling upland. ■ Landcover, pattern and complexity – predominantly unimproved upland used for rough grazing, with occasional watercourses, very simple landscape pattern. ■ Settlement and man-made influence – few enclosures, roads or tracks and little habitation. ■ Ridges and Skylines – open landscape with rolling topography forming the horizon.

Landscape Effects on Moorland LLCT
■ Inter-visibility with adjacent landscapes – wide views over the surrounding LLCTs. ■ Perceptual aspects – a simple, open landscape with wide views where tall or large-scale objects are more apparent.
Sensitivity: The simple landform and landcover, larger scale and lack of habitation indicate a lower sensitivity to OHL development. However, there is potential for long range views (moorland contributes to the horizon in certain views from the north of the Clyde) and the area displays some remote characteristics. On balance, this indicates medium susceptibility to OHL development. The Clyde Muirshiel Regional Park covers parts of the LLCT to the west of the study area, indicating a medium value. Overall this LLCT is judged to be of **medium** sensitivity to OHL development.
Assessment of construction landscape effects: Direct effects arising during construction of the New 132kV OHL will be focussed to the eastern part of Devol Moorland LLCT, to the east of Devol Moor substation and an area of moorland to the east of Devol Road, refer to **Figure 6.1.3**. Effects will include some limited disturbance to moorland vegetation. Temporary access tracks, one temporary construction compound to the north-east of Devol substation, temporary stone laydown and pulling areas will also result in localised landscape disturbance. The Existing 132kV OHL will remain present in the landscape during the construction of the New 132kV OHL. This will increase the influence of OHL infrastructure on the remote perceptual aspects of the landscape during the construction phase. Direct landscape effects associated with the decommissioning of the Existing 132kV OHL will include temporary access tracks and activity associated with the removal of the existing steel towers. The scale of change is judged to be **small** and the geographical extent is judged to be **small**. Overall the magnitude of landscape change during construction will be **low** resulting in a **minor** and **not significant** effect for the LLCT.
Assessment of operational landscape effects: From this large LLCT, direct landscape effects will be localised and focussed to the east of Devol Moor substation and east of Devol Road. Other areas of Moorland LLCT, to the south of Devol Moor and within the Clyde Muirshiel Regional Park, will not be subject to direct effects arising from the New 132kV OHL. The ZTV indicates widespread visibility across the LLCT. Within the LLCT to the east of Devol Road, the New 132kV OHL will pass over moorland to the south of the Existing 132kV OHL, and cross through the LLCT for a similar distance. To the east of Devol Moor substation the New 132kV OHL will follow a similar route to the Existing 132kV OHL and will cross through the LLCT for a similar distance. Both LLCTs will experience localised disturbance to moorland. In both these areas the New 132kV OHL routes on lower ground increasing the opportunity to be seen back clothed in views. The scale of the proposed wood poles is considered to be better absorbed within this medium to larger scale landscape. Following the decommissioning and removal of the Existing 132kV OHL, the prominence and perceptibility of transmission infrastructure within the LLCT will reduce. Within both areas of the LLCTs, the scale of the change is judged to be **small** and the geographical extent is judged to be **small.** The overall magnitude of landscape change will be **low**, resulting in a **minor (positive)** and **not significant** effect. The position direction of effects is due to the smaller scale of the replacement infrastructure which passes over the LLCT on lower ground.
Potential for future cumulative effects: The under-construction Inverclyde Wind Farm, comprising eight turbines with a blade tip height of 110m, is located in an area of Moorland LLCT to the west of Devol Moor substation, refer to **Figure 6.1.6**. The New and Existing 132kV OHLs also pass through this part of the Moorland LLCT, to the east of the Devol Moor substation. The New 132kV OHL will replace the larger steel towers of the Existing 132kV OHL with smaller wood poles, reducing the influence of vertical infrastructure on the LLCT. The New 132kV OHL will follow a similar route to the existing to the north-east of Devol Moor substation, before it deviates to the south-east, south of Harelaw. The scale of the additional change is judged to be **barely perceptible** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in **none** and a **not significant** cumulative landscape effect on Moorland LLCT.

Visual Effects during Construction and Operation

6.81 This section presents the assessment of effects of the EDM Project on views and visual amenity across the study area during the construction and operational phases of the project.

6.82 The construction assessments assume the worst case scenario stage in the construction phase when all temporary access arrangements and associated temporary infrastructure is in place, the wood poles of the New 132kV OHL have been erected and the steel towers of the Existing 132kV OHL have yet to be removed. Decommissioning effects associated solely with the removal of the Existing 132kv OHL (and reinstatement of associated access tracks) are assumed to be similar to effects associated with construction, therefore the timing of decommissioning effectively increases the duration of construction activity/disturbance in views (rather than the magnitude).

6.83 The assessments of the 11 viewpoints selected are set out below. The construction phase assessment assumes that all effects are **short term** (limited to the circa. 19 month construction/decommissioning phase) and **reversible**, unless stated otherwise. The operational phase assessment assumes that all effects are **long term** (during the c.80 year lifespan of the New 132kV OHL) and **reversible**, unless stated otherwise.

6.84 The direction of effects (positive or negative) is also given consideration as there are beneficial effects associated with the removal of the Existing 132kV OHL during the operational phase of the New 132kV OHL

6.85 The assessment below also provides consideration of potential 'additional' cumulative effects arising in conjunction with other relevant consented and/or proposed developments. The relevant developments comprise Cairncurran Fam and Inverclyde Wind Farms, shown on **Figure 6.1.6**. These two developments are located to the far west of the study area. Cumulative effects from the majority of viewpoints are considered unlikely due to their distance from the cumulative developments and the lack of inter-visibility between the New 132kV OHL and the cumulative developments. As such, the cumulative assessment has been undertaken for the following viewpoints only:

- Viewpoint 7: Finlaystone Road;
- Viewpoint 9: Devol Road; and
- Viewpoint 10: Kilmacolm Road.

Table 6.14: Viewpoint 1: Old Greenock Road north of Bishopton

Viewpoint 1: Old Greenock Road north of Bishopton			
Grid Reference	244619, 670902	**Figure Number**	Figure 6.2.1a-g
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North-east	**Distance to nearest project component (km)**	0.18km
Location, description of existing view and potential receptors: This viewpoint is located on Old Greenock Road, east of Bishopton and west of Erskine. The viewpoint is representative of glimpsed, oblique sequential views experienced by road users on Old Greenock Road, including drivers and pedestrians. Old Greenock Road forms a part of the promoted pedestrian Core Path BIS/16 (Renfrewshire). The foreground comprises an area of relatively flat pastoral farmland, visible through gaps in the woodland and hedgerow which forms a shelterbelt along the northern edge of the road. Running alongside this shelterbelt is a small post and wire fence. Pastoral farmland extends into the middle distance, delineated by low hedgerows. The fields are bounded to the west by a shelterbelt of trees alongside Drumcross Road, and to the east by an area of deciduous woodland surrounding Erskine substation. Drumcross Farm can be seen in the middle distance to the north, back dropped by the rolling Kilpatrick Hills which form the skyline beyond. The hills feature areas of coniferous forestry to the north. To the north-east, the hill tops are characterised by moorland, with some grassland and deciduous woodland on the lower slopes. One steel lattice tower of the Existing 132kV OHL is visible against the sky above the woodland alongside Drumcross Road to the north. The associated wires can be seen passing south-east to north-west across the view partly back clothed against the rolling moorland hills in the distance. From much of the rest of this road, views to the north towards the Existing 132kV OHL are screened. The steel lattice towers of a larger 400kV OHL are just visible against the skyline in the distance to the north-east.		
Sensitivity: Road users of Old Greenock Road, some of whom may be pedestrians or cyclists moving slowly through the landscape by virtue of its promotion as a Core Path, are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance the overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: During the construction phase, framed views between foreground vegetation towards felling activity along the field boundary to the north of the immediate field and where the New 132kV OHL crosses under the Existing 132kV (at Drumcross Road) will be apparent. Construction vehicles and plant on temporary access tracks between the new wood poles and construction activity will also be apparent. The wood poles associated with the New 132kV OHL will be seen just beyond the wires of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure in the view, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small.** The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.			

Viewpoint 1: Old Greenock Road north of Bishopton
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of OHL infrastructure in views to the north and north-east from this viewpoint. The New 132kV OHL will be visible slightly further north from the viewpoint than the Existing 132kV OHL. Due to the smaller span width associated with wood poles, a greater number of smaller wood poles will be visible compared with the lower number of taller steel towers of the Existing 132kV OHL. The wood poles of the New 132kV OHL will be largely back clothed against the hills in the distance however, the conductors and short sections of wires connecting two poles to the north will be apparent just above the horizon. There will be some limited permanent tree loss along the northern field boundary to the north of the viewpoint and where the New 132kV OHL crosses Drumcross Road. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small.** The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint.

Table 6.15: Viewpoint 2: B815 Motorway overbridge

Viewpoint 2: B815 Motorway overbridge			
Grid Reference	243541, 671760	**Figure Number**	Figure 6.2.2a-h
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North	**Distance to nearest project component (km)**	0.27km
Location, description of existing view and potential receptors: This viewpoint is located on the B815 to the north of Bishopton, just south of the overbridge crossing the M8. The viewpoint is representative of residential views from the northern edge of Bishopton, oblique sequential views experienced by road users travelling along the B815 and the M8, and recreational users of the promoted pedestrian paths at the convergence of Core Path BIS/15 and 17 (Renfrewshire), which passes close to the viewpoint. Similar views will be available from residential properties on Kingswood Road and other roads to the north-west of Bishopton. The B815 stretches into the foreground to the north, curving to the east a short distance beyond the overbridge. Mature deciduous woodland is apparent in the middle distance to the north, above which the foothills on the northern side of the Inner Firth of Clyde are just visible in the distance. The foreground to the west comprises farmland enclosed by mature vegetation which runs alongside the M8, to the north of this farmland. The farmland features sparsely distributed mature deciduous trees and a belt of mature trees further west along Chestnut Avenue. The ground rises further west with undulating hills and areas of woodland contributing to the horizon. To the south-west, residential development within Bishopton is visible back clothed against rolling moorland hills. Certain properties have views orientated north towards the Existing 132kV OHL. The foreground to the east comprises mature deciduous trees running alongside the road, behind which residential properties located within the Bishopton neighbourhood of West Porton are visible. The Existing 132kV OHL can be seen in close proximity to the north and in longer distance running across the farmland to the west, on the skyline. There is no other electricity infrastructure visible from this viewpoint.			
Sensitivity: Road users of the B815, some of whom may be pedestrians or cyclists moving slowly through the landscape by virtue of its promotion as a Core Path, are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: During the construction phase, views towards some limited felling activity around Chestnut Avenue and alongside the M8 will be apparent. Construction vehicles and plant on temporary access tracks alongside the New and Existing 132kV OHLs and construction activity will also be apparent. The wood poles associated with the New 132kV OHL will be seen beyond the steel towers of the Existing 132kV OHL, for a short section in front of retained trees along Chestnut Avenue. This will lead to a temporary increase in the influence of OHL infrastructure in views to the north-west during the construction stage, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.			
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will result in a large-scale reduction in the prominence of electricity transmission infrastructure in views to the north-west. The New 132kV OHL will be located further north-west of this viewpoint and will be visible crossing pastoral farmland in the middle distance to the north-west. Deciduous woodland surrounding the M8 will largely screen views of the New 132kV OHL to the north. There will be some limited permanent tree loss apparent around Chestnut Avenue to the north-west, and where the New 132kV OHL crosses the M8. Limited woodland loss and three wood poles will be apparent on the horizon in middle distance views to the north-west. Reatined woodland along Chestnut Avenue will play a varying role in back clothing a short section of the New 132kV OHL depending on the exact viewing direction from the edge of Bishoptown. The scale of the change is judged to be **medium** and the geographical extent of the change is judged to be **small.** The overall magnitude of visual change is considered to be **medium**, resulting in a **moderate (positive)** and **significant** effect for this viewpoint. The positive nature of effects is due to the overall reduction in the prominence of electricity infrastructure, with smaller wood poles set further back from the viewpoint location (when compared with the Existing 132kV OHL).			

Table 6.16: Viewpoint 3: Dumbarton Castle

Viewpoint 3: Dumbarton Castle			
Grid Reference	240036, 674320	**Figure Number**	Figure 6.2.3a-d
Landscape Type	Settlement and Industry LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South-east	**Distance to nearest project component (km)**	1.64km
Location, description of existing view and potential receptors: This viewpoint is located within the grounds to the south of Dumbarton Castle, which is situated on Dumbarton Rock. The viewpoint is representative of recreational views experienced by visitors to the castle. The view comprises a wide panorama which offers long distance views from the northern banks of the Inner Firth of Clyde. The foreground consists of the mud flats of the Inner Clyde estuary. In the middle distance, the raised beach landform characterised by dense deciduous woodland cover and areas of open farmland form the escarpment beyond the southern shore of the estuary. To the south-west the settlement of Langbank is visible and the Inverclyde Railway Line can be seen in places however, much of the railway line is screened by vegetation from this viewpoint. The M8, and further east the A8, is apparent running near the shore to the south. The steel lattice towers of the Existing 132kV OHL can be seen against the skyline along the ridgeline of the escarpment in the distance to the south. West of this, the line turns to the south and passes out of view. Other electricity infrastructure is visible, including OHLs on the northern shore to the east of the viewpoint.			
Sensitivity: Visitors to attractions where views are an important contributing factor are considered to be of high susceptibility to change. Dumbarton Castle is marked as a 360° viewpoint on Ordnance Survey maps, indicating a high value view. Therefore, the overall sensitivity from this location is considered to be **high**.			
Assessment of visual effects during construction: During the construction phase, views towards construction activity on the southern shore of the Inner Firth of Clyde will be available to the south of the viewpoint. Some limited felling activity to the north of Cora Campus and where the route crosses Chestnut Avenue on the horizon will be apparent. Construction vehicles and plant on temporary access tracks alongside the New 132kV OHL and construction activity may also be apparent to the south of the M8. Beyond the two short sections where the New 132kV OHL crosses the horizon construction activity of wood poles associated with the New 132kV OHL will be seen on lower ground in front of the steel towers of the Existing 132kV OHL, which are apparent on the distant enclosing ridge in views further south-east. This will marginally increase the influence of OHL infrastructure in views to the south, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.			
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of larger electricity transmission infrastructure on the ridgeline of the escarpment to the south of the viewpoint. This includes the removal of six steel towers which sit in a prominent location on the ridge to the north of Ingliston Equestrian Centre. There will be some limited permanent tree loss apparent south of the M8 and on the horizon where the route crosses Chestnut Avenue. To the south-east of this viewpoint, the New 132kV OHL will pass from west to east closer to the shore. Whilst there will be a larger number of supporting wood poles visible (when compared with steel towers) the new wood poles will be largely back clothed against the escarpment, beyond the two short sections where the New 132kV OHL crosses the horizon at Chestnut Avenue and west of High Hatton. The wood poles of the New 132kV OHL will be largely seen beyond the motorway and in front of the railway, in the context of linear infrastructure. As such, the New 132kV OHL will still be visible upon the ridge, but the smaller new wood poles will be visible against the skyline over a much shorter distance (when compared with the larger existing steel towers to be removed). The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor (positive)** and **not significant** effect for this viewpoint. The positive direction of effects is due to the removal of larger electricity transmission infrastructure across a larger section of the ridgeline in views to the south-east.			

Table 6.17: Viewpoint 4: Old Greenock Road

Viewpoint 4: Old Greenock Road			
Grid Reference	240751, 672367	**Figure Number**	Figure 6.2.4a-k
Landscape Type	Escarpment LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	West	**Distance to nearest project component (km)**	0.15km

Location, description of existing view and potential receptors:

This viewpoint is located on Old Greenock Road, north-west of Bishopton. The viewpoint is representative of sequential views experienced by road users travelling west. Similar views are gained from scattered residential properties along Old Greenock Road and from which the focus of view tends to be orientated to the north, over the Firth of Clyde.

To the west of view, Old Greenock Road stretches into the middle distance, bounded on the northern side by hedgerows and on the south by a combination of dry stone walls and hedgerows. The undulating horizon further west is formed by coniferous forest to the south-west and deciduous woodland to the north-west.

To the north, the foreground comprises pasture, with the M8 just visible on lower ground beyond. In the middle distance, the Firth of Clyde is apparent. To the north of the Clyde the view is contained by rolling hills including the Kilpatrick Hills. The lower slopes above the estuary feature patches of woodland and the settlement of Dumbarton, with open rough grassland on the mid-slopes, and moorland and coniferous forest on the higher ground and summits. To the north-west, the hills of the Trossachs can be seen in the distance.

The foreground of views to the south of the road is occupied by cattle shed associated with High Hatton Farm. To the east a yard and property associated with High Hatton Farm is apparent, through filtered views of mature roadside trees. To the south-east a patchwork of rolling fields contributes to middle distance views. The fairly flat horizon is characterised by areas of deciduous and coniferous woodland.

Four of the steel lattice towers of the Existing 132kV OHL can be seen to the south-east of this viewpoint, running north-east to south-west on the skyline above woodland. There is additional electricity infrastructure visible in this direction in the form of a wood pole distribution line, visible in the middle distance at closer proximity than the Existing 132kV OHL. The two lines run parallel to each other and wood poles in the distribution line are also apparent above the horizon.

Sensitivity:

Road users of the B815 are considered to be of low susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. The viewpoint offers longer-distance views over the Inner Firth of Clyde. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **low**.

Assessment of visual effects during construction:

During the construction phase, views towards felling activity in a small number of localised areas alongside the M8 may be apparent in filtered views through vegetation along the railway on lower ground to the north. Construction vehicles and plant on temporary access tracks between the new wood poles and construction activity will also be apparent and cross the view in close proximity to the west. Prior to the Existing 132kV OHL being dismantled, both the New and Existing 132kV OHLs will be visible, albeit in different directions of view. This will temporarily increase the influence of OHL infrastructure in views from this viewpoint.

The scale of the change is judged to be **medium**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **medium**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.

Assessment of visual effects during operation:

The removal of the Existing 132kV OHL will reduce the prominence of electricity infrastructure in views to the south-east. The poles of the New 132kV OHL will be visible in closer proximity than those of the Existing 132kV OHL and will occupy a large proportion of the view as they cross the view to the north and west. In views to the north the wood poles of the New 132kV OHL will largely be back clothed against the open water of the Clyde and landform to the north as they pass across lower ground. Vegetation alongside the railway line will also partially filter views of the infrastructure. These views are more representative of views experienced from scattred properties along this road with views focused north. In views to the west a limited number of wood poles in the New 132kV OHL will be visible against the skyline as they pass over the road at close proximity. This will be a fleeting and sequential view mainly experienced by road users. To the south, the line will pass behind an agricultural shed and drop onto lower ground being screened from view. Due to the route of the New 132kV OHL, which has a smaller span width, a greater number of wood poles will be visible (when compared with steel towers in the Existing 132kV OHL). The line will be visible within a landscape which is already influenced by human development and largely contained below the horizon, particularly in the focus of views north looking over the Firth of Clyde.

The scale of the change is judged to be **medium** and the geographical extent is considered to be **small**. The overall magnitude of visual change is considered to be **medium**, resulting in a **minor** and **not significant** effect for this viewpoint.

Table 6.18: Viewpoint 5: B789

Viewpoint 5: B789			
Grid Reference	240503, 671965	**Figure Number**	Figure 6.2.5a-j
Landscape Type	Pastoral Valley LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North to south-east	**Distance to nearest project component (km)**	Adjacent

Location, description of existing view and potential receptors:

This viewpoint is located on the B789 in the lower lying valley to the north-east of the Drums. The viewpoint is representative of views experienced from the Core Path LAN/15 (Renfrewshire) within the Formakin Estate. Similar oblique views will be experienced by road users travelling along the B789.

In views to the south, the eastern side of the road is bounded by hedgerows, while to the west there is a dry-stone wall. The foreground comprises rolling pasture, with a pattern of fields divided by post and wire fences and hedges extending into the middle distance on the valley sides. A mix of deciduous and coniferous woodland on the higher valley sides contributes to the horizon in views to the south. In views to the north, open farmland and copses of woodland on the valley side form the horizon.

Three steel lattice towers of the Existing 132kV OHL are visible to the south-east of the viewpoint, running north to south. Two of these are largely back clothed against the mixed woodland which forms the horizon, with one seen above the horizon. A number of wood poles associated with the existing distribution OHL are visible at close proximity including poles seen against the skyline as they pass over the road from east to west to the south of this viewpoint.

Sensitivity:

Recreational receptors on the Core Path network are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium.**

Assessment of visual effects during construction:

During the construction phase, views of some limited felling activity where the Existing 132kV OHL crosses the road and on the western slopes of the valley beyond will be apparent. Construction vehicles and plant on temporary access tracks will be apparent between the wood poles of the New 132kV OHL and potentially between the steel towers of the Existing 132kV OHL beyond, as well as construction activity. The wood poles associated with the New 132kV OHL will be seen crossing the view in front of the steel towers of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure in the view, prior to the Existing 132kV OHL being dismantled. In terms of geographical extent construction activity will be apparent in close proximity to the east, along the majority of Core Path LAN/15 (Renfrewshire).

The scale of the change is judged to be **medium**, and the geographical extent is judged to be **medium**. The overall magnitude of visual change is considered to be **medium**, resulting in a **moderate** and **significant** effect for this viewpoint during construction.

Assessment of operational visual effects:

The removal of the Existing 132kV OHL will reduce the prominence of electricity infrastructure in views to the south-east. The New 132kV OHL will pass from north to south of the viewpoint, running into the valley over the subtle rolling hills to the north, across the floor of the valley, and out of the valley over the western valley side before heading west and being screened from view by mature woodland. A longer span of the New 132kV OHL will be visible with part of the New 132kV OHL passing within close proximity. In terms of geographical extent, the New 132kV OHL will pass broadly parallel to Core Path LAN/15 (Renfrewshire) along the length of the path, bringing users of the Core Path into close proximity with the new wood poles. Views from the B789 will be experienced over a shorter duration as the road passes under the New 132kV OHL. There will be some limited permanent loss of trees alongside the road as the OHL crosses the road to the south-east of the viewpoint and on the valley side to the west.

The scale of the change is judged to be **medium**, and the geographical extent is judged to be **medium**. The overall magnitude of visual change is considered to be **medium** resulting in a **moderate** and **significant** effect for this viewpoint**.** There will be some positive effects associated with the removal of steel towers which form part of the Existing 132kV OHL. However, from this location the proximity and horizontal field of view occupied by the New 132kV OHL will result in the overall negative nature of effects.

Table 6.19: Viewpoint 6: Gallahill Road

Viewpoint 6: Gallahill Road			
Grid Reference	238243, 671183	**Figure Number**	Figure 6.2.6a-g
Landscape Type	Pastoral Valley LLCT	**Designated Landscape or Wild Land Area**	N/A

Viewpoint 6: Gallahill Road			
Direction of View	South	**Distance to nearest project component (km)**	0.16km

Location, description of existing view and potential receptors:

This viewpoint is located on Gallahill Road to the south of Barscube Hill. The viewpoint is representative of oblique sequential views experienced by recreational users of the Core Path LAN/13 (Renfrewshire) which follows Gallahill Road. Residential receptors at scattered properties in the Dargavel Burn valley will experience similar views.

The road runs south-east to north-west and is bordered on either side by grass verges and low dry stone walls with post and wire fences running along the top. The foreground comprises a patchwork of rolling pasture delineated by dry stone walls and post and wire fences. The farm of Mid Glen is apparent in the middle distance to the south, back clothed against the rolling hills beyond to the south of the Dargavel Burn valley. To the north-west, the farm of North Glen is visible, back clothed against the slopes of Gled Craig. The valley horizon is formed by rolling hills, with moorland on some summits and intermittent woodland cover. To the north, the rugged summit of Barscube Hill encloses the view in this direction.

The steel towers of the Existing 132kV OHL are visible running south-east to north-west on the lower southern valley side to the south, largely back clothed against the rolling hills behind. There are a number of other OHLs running parallel to the Existing 132kV OHL, including a distribution OHL in front and the larger 400kV OHL on the higher ground behind. The large steel towers of the 400kV OHL are clearly apparent on the skyline.

Sensitivity:

Users of the Core Path are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.

Assessment of visual effects during construction:

During the construction phase, some limited felling activity will be perceptible within localised areas to the west of Gled Craig in views to the east, and to the south of Drums Cottage to the east. Construction vehicles and plant on temporary access tracks will be apparent between the wood poles of the New 132kV OHL and between the steel towers of the Existing 132kV OHL. Construction activity will also be apparent in the Dargavel Burn valley floor and crossing the span of the view. Prior to their removal, the steel towers of the Existing 132kV OHL will be visible beyond the wood poles of the New 132kV OHL, temporarily increasing the influence of OHL infrastructure in views.

The scale of the change is judged to be **medium**, and the geographical extent is judged to be **medium** as similar views will be experienced along the Core Path between North Glen and Mid Glen Farms. The overall magnitude of visual change is considered to be **medium**, resulting in a **moderate** and **significant** effect for this viewpoint during construction.

Assessment of visual effects during operation:

The removal of the Existing 132kV OHL will reduce the prominence of electricity infrastructure in views to the south. A long span of the New 132kV OHL will be visible crossing the floor of the Dargavel Burn valley. The New 132kV OHL will be located closer to the viewpoint than the Existing 132kV OHL and due to the smaller span width, a greater number of wood poles will be visible when compared with steel towers within the Existing 132kV OHL. Whilst the New 132kV OHL will be largely seen back clothed against the southern valley side of the Dargavel Burn valley a small number of wood poles will be visible on the horizon to the east and west, where the route passes south of the minor summit at Gled Craig.

The scale of the change is judged to be **medium** and the geographical extent is judged to be **medium**. The magnitude of visual change is considered to be **medium** resulting in a **moderate** and **significant** effect for this viewpoint.

Table 6.20: Viewpoint 7: Finlaystone Road

Viewpoint 7: Finlaystone Road			
Grid Reference	235742, 671566	**Figure Number**	Figure 6.2.7a-j
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North	**Distance to nearest project component (km)**	0.043km

Location, description of existing view and potential receptors:

This viewpoint is located on Finlaystone Road where it meets Cloak Road to the north of Kilmacolm. The viewpoint is representative of direct sequential views experienced by road users travelling north along Finlaystone Road

The rounded hill of Knockmountain rises gently to the north-east, with a field of newly planted conifer tree seedlings on the lower slopes in the foreground and mature coniferous plantation visible at close range on the horizon behind. To the west, the topography slopes downwards and the landcover consists of undulating pasture in the foreground, with a complex pattern of woodland set between scattered and sparse residential development. The reservoir is visible surrounded by wetland vegetation in the middle distance on low ground. In the background, the horizon is formed by rolling moorland hills which rise to the west. Residential development on the southern edge of Port Glasgow is visible to the north-west. The hills to the west of Loch Lomond form the horizon in longer distance views beyond.

The steel towers of the Existing 132kV OHL are seen in close proximity and longer distance views running south-east to north-west. To the north, one tower is visible in close proximity forming a prominent vertical element on the horizon. In views to the west the steel towers are largely back clothed against the farmland and rolling hills beyond. Smaller wood poles of distribution OHL pass through the middle distance to the west, and the large steel lattice towers of the 400kV OHL are visible in framed views to the south, partially screened by deciduous woodland and the landform.

Sensitivity:

Road users of Finlaystone Road are considered to be of low susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **low**.

Assessment of visual effects during construction:

During the construction phase, felling activity will be apparent to the north of Leperstone Reservoir on lower lying ground in views west along with the clearance of immature planting in close proximity on the lower slopes of Knockmountain in views east. Construction vehicles and plant on temporary access tracks between the wood poles of the New 132kV OHL and construction activity will also be apparent. The steel towers of the Existing 132kV OHL will be apparent beyond the wood poles of the New 132kV OHL, temporarily increasing the influence of OHL infrastructure in views to the north, east and west, prior to the infrastructure being removed

The scale of the change is judged to be **medium**, and the geographical extent is judged to be **small,** as this represents a fleeting sequential view from Finlaystone Road. The overall magnitude of visual change is considered to be **medium**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.

Assessment of visual effects during operation:

The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views to the north, particularly the very prominent steel tower seen in close proximity views near the summit of Knockmountain. Due to the smaller span width, a greater number of wood poles will be visible (when compared with steel towers associated with the Existing 132kV OHL). Where the new 132kV OHL wood poles pass directly north of the view (below Knockmountain) they will be visible against the skyline, but less prominent than the existing steel towers due to their smaller height. Elsewhere the new wood poles will largely be seen back clothed against the surrounding hills and woodland. Whilst the New 132kV OHL will be slightly closer to the viewpoint it will follow a similar route as the Existing 132kV OHL, generally following lower ground to the south of Knockmountain, which will help with back clothing.

The scale of change is judged to be **medium** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **medium**, resulting in a **minor (positive)** and **not significant** effect for this viewpoint. The positive direction of effects is largely attributed to the removal of very prominent steel towers seen on higher ground in close proximity views to the north.

Potential for future cumulative effects:

Inverclyde Wind Farm, currently under construction, will be visible in long distance views on the horizon to the west. The New 132kV OHL will replace the larger steel towers of the Existing 132kV OHL in views in the direction. Woodland in the middle distance will play a large role in screen this smaller infrastructure in views west. The size and scale of the additional cumulative change is judged to be **small** and the geographical extent is judged to be **small.** The overall magnitude of additional cumulative visual change is considered to be **small**, resulting in **none** and a **not significant** cumulative effect from this viewpoint.

Table 6.21: Viewpoint 8: Port Glasgow

Viewpoint 8: Port Glasgow			
Grid Reference	233614, 672540	**Figure Number**	Figure 6.2.8a-g
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South	**Distance to nearest project component (km)**	0.22km

Location, description of existing view and potential receptors:

This viewpoint is located on the southern edge of Port Glasgow. The viewpoint is representative of residential views looking south from the settlement including blocks of flats with open views to the south-west and two storey properties looking directly south. Similar sequential views will be experienced by recreational users travelling south on the NCR 75 and the Core Path 57D (Inverclyde).

The foreground comprises undulating upland pasture, with patches of small deciduous trees and scrub visible in the middle distance which contributes to the enclosing horizons. Longer distance views to the south include the distant moorland covered hills. Two small wind turbines with a height of 67m to tip are visible on the skyline to the south.

Viewpoint 8: Port Glasgow
The steel towers of the Existing 132kV OHL are apparent running east to west in close proximity to longer distance views looking south, visible against the skyline for much of the available view in this direction. To the south, a smaller distribution OHL is visible at distance, with a large steel lattice tower associated with the 400kV OHL beyond and both back clothed against the moorland hills which form the horizon in this direction.
Sensitivity: Residential receptors are considered to be of high susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium-high**.
Assessment of visual effects during construction: Views of construction activity will be largely screened by the surrounding topography and intervening vegetation in views to the south. Higher level construction activity, vehicles and plant may be perceptible on the horizon to the south. The wood poles of the New 132kV OHL will be visible beyond the steel towers of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure on views, prior to the removal of the Existing 132kV OHL. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure crossing in views to the south. The New 132kV OHL will follow a similar route to the existing however, will be located slightly further from the viewpoint. Due to the smaller span width, a greater number of smaller wood poles will be visible, some largely screened by intervening vegetation and some visible against the skyline. However, the smaller and more distant wood poles of the New 132kV OHL will be less perceptible than the steel towers of the Existing 132kV OHL. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor (positive)** and **not significant** effect for this viewpoint. The positive direction of effects is due to the greater offset of smaller electricity transmission infrastructure in views to the south and removal of larger steel towers seen on the skyline.

Table 6.22: Viewpoint 9: Devol Road

Viewpoint 9: Devol Road			
Grid Reference	232111, 672379	**Figure Number**	Figure 6.2.9a-m
Landscape Type	Moorland LLCT / Improved Upland Pasture LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	South	**Distance to nearest project component (km)**	0.16km

Location, description of existing view and potential receptors:

This viewpoint is located on Devol Road to the south of Port Glasgow. The viewpoint is representative of sequential views for recreational users of the Core Path 37B travelling south. It also represents views experienced by recreational users of Port Glasgow Golf Course, located to the west and north-east of the viewpoint.

The golf course is visible in the foreground to the west, bordered by a post and wire fence adjacent to the track. In the foreground to the east, the track is bordered by a dry-stone wall. Beyond this, the foreground comprises moorland heath, with some patches of gorse shrubs. In the middle distance to the east, three wind turbines with a height of 67m to tip are visible against the skyline. A complex pattern of residential development, mixed woodland and pasture can be seen on hills in the middle distance beyond the turbines. To the south the horizon is formed by a plateau of upland terrain, with extensive wind farm development visible on the distant skyline. To the north-east and south-east, the horizon is formed by rolling moorland hills, with patches of coniferous forest. Views to the north are contained by the rising topography.

The steel towers of the Existing 132kV OHL are apparent in the near to middle distance passing from east to west, crossing the track to the north of this viewpoint. Where the Existing 132kV OHL crosses the road, one tower is highly visible against the skyline. The OHL passes out of sight behind the hills in the middle distance to the north-east. A number of other wood pole and steel lattice tower transmission lines are visible throughout views from this location, including those which converge at Devol Moor substation to the west of the view.

Sensitivity:

Recreational users of the Core Path and golf course are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.

Assessment of visual effects during construction:

Viewpoint 9: Devol Road
During the construction phase, one stone laydown area will be apparent in open moorland to the east. Construction vehicles and plant on a number of temporary access tracks will be apparent, running between the wood poles of the New 132kV OHL in views to the south and on new and existing access tracks between the steel towers of the Existing 132kV OHL in views north. Construction activity will also be apparent to the north and south. Prior to their removal the steel towers of the Existing 132kV OHL will be apparent in successive views with the wood poles of the New 132kV OHL from this location, temporarily increasing the influence of OHL infrastructure in views to the north and south during the construction phase. The scale of the change is judged to be **medium**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **medium**, resulting in a **moderate** and **significant** effect for this viewpoint during construction.
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of larger electricity transmission infrastructure in views to the north. The New 132kV OHL will pass to the south of the viewpoint, at a similar distance as the Existing 132kV OHL does to the north. A large span of the New 132kV OHL will be visible as it passes over the moorland to the east, crosses the track to the south and passes over improved upland pasture to the west. Due to the smaller span width, a greater number of smaller wood poles will be visible when compared with the steel towers of the Existing 132kV OHL. However, the New 132kV passes the view on lower ground helping to back cloth all but a small number of wood poles (seen in views to the south) against the distant upland hills. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor (positive)** and **not significant** effect for this viewpoint**.** Whilst there will be a large span of the New 132kV OHL seen in views to the south, this will be seen on lower ground and largely back clothed. The positive nature of effects is due to the removal of prominent steel towers associated with the Existing 132kV OHL seen on the high ground to the north of this viewpoint.
Potential for future cumulative effects: Inverclyde Wind Farm, currently under construction, will be visible on the horizon in longer distance views to the west, above Devol Moor Substation. The single turbine at Cairncurran Farm will be visible in middle distance views to the south, backdropped by the distant hills. The New 132kV OHL will replace the larger steel towers of the Existing 132kV OHL (prominent in views to the north) with smaller wood poles in views south and west. Where the New 132kV OHL is seen in combined views with Inverclyde Wind Farm, this smaller electricity infrastructure will be back clothed by the hills helping to reduce cumulative interactions between vertical infrastructure in this direction of view. The size and scale of the additional cumulative change is judged to be **small** and the geographical extent is judged to be **small.** The overall magnitude of additional cumulative visual change is considered to be **small**, resulting in **none** and a **not significant** cumulative effect from this viewpoint.

Table 6.23: Viewpoint 10: Kilmacolm Road

Viewpoint 10: Kilmacolm Road			
Grid Reference	230784, 672004	**Figure Number**	Figure 6.2.10a-f
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North-east	**Distance to nearest project component (km)**	0.54km

Location, description of existing view and potential receptors:

This viewpoint is located on the B788 Kilmacolm Road north of the junction with Auchentiber Road, to the south of Devol Moor substation. The viewpoint is representative of views experienced by road users travelling north. Similar views will be experienced by residential receptors on the approach track to Auchentiber Farm.

The foreground comprises open rolling upland pasture/moorland. The ground slopes upwards from east to west and from south to north, containing views to the west. Auchentiber Farm is visible in the middle distance to the east. An area of coniferous forest partially surrounds and screens Devol Moor substation in middle distance views to the north. In longer distance views to the east and south rolling hills are visible. The settlement of Kilmacolm is seen back clothed against the rolling hills in the distance to the south-east. Three wind turbines, of 67m to blade tip height, are visible on the moorland horizon beyond Auchentiber Farm to the east.

Existing electricity transmission infrastructure is prominent in views due to the proximity of Devol Moor substation to the north. The steel towers of the Existing 132kV OHL are visible on the horizon to the north-east. The steel towers of the 400kV route are highly visible, seen on the skyline running broadly parallel to the east of Kilmacolm Road, crossing the view to the east.

Sensitivity:

Road users of the B788 are considered to be of low susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **low.**

Assessment of visual effects during construction:

Viewpoint 10: Kilmacolm Road
During the construction phase, construction vehicles and plant on temporary access tracks between the wood poles of the New 132kV OHL will be apparent in the upland pasture/moorland in middle to longer distance views to the north-east. The wood poles associated with the New 132kV OHL will be visible in front of the steel towers of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure in the view to the north-east, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small,** and the geographical extent is judged to be **small.** The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure, including steel towers seen on the horizon, in views to the north-east. The New 132kV OHL will be visible slightly closer to the viewpoint than the Existing 132kV OHL, crossing the upland pasture/moorland in a south-easterly direction beyond the 400kV OHL. Due to the smaller span width, a greater number of smaller wood poles will be visible. However, the wood poles will largely be back clothed against the upland landscape as they cross the view on lower ground than the Existing 132kV OHL. Approximately 10 no. new wood poles will be visible on the horizon to the east as they cross the moorland to the east of Devol Road. These new wood poles will be seen in longer distance views in a part of the horizon where three wind turbines have already altered the skyline and due to their smaller size will be less noticeable on the horizon than the steel towers they have replaced. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low,** resulting in a **minor (positive**) and **not significant** effect for this viewpoint**.** The positive direction of effects is due to the smaller infrastructure associated with the New 132kV OHL seen crossing lower ground with increased back clothing.
Potential for future cumulative effects: Certain tips and the hub of one turbine of Inverclyde Wind Farm, currently under construction, will be visible above the rolling moorland which forms the horizon to the north-west of the view. The single turbine at Cairncurran (consented) will be visible in longer distance views to the south-east, largely back clothed by the distant hills. The New 132kV OHL will replace the larger steel towers of the Existing 132kV OHL with smaller wood poles in views to the north-east. This will reduce the influence of vertical infrastructure on views from this viewpoint. The size and scale of the additional cumulative change is judged to be **small** and the geographical extent is judged to be **small.** The overall magnitude of additional cumulative visual change is considered to be **small**, resulting in **none** and a **not significant** cumulative effect from this viewpoint.

Table 6.24: Viewpoint 11: A761 Port Glasgow Road

Viewpoint 11: A761 Port Glasgow Road			
Grid Reference	234704, 670786	**Figure Number**	Figure 6.2.11a-f
Landscape Type	Rolling Pastureland LLCT	**Designated Landscape or Wild Land Area**	N/A
Direction of View	North	**Distance to nearest project component (km)**	1.15km

Location, description of existing view and potential receptors: This viewpoint is located on the A761 Port Glasgow Road at the junction with Auchenbothie Road, north of Kilmacolm. The viewpoint is representative of sequential views experienced by road users on the Port Glasgow and Auchenbothie Roads and recreational users of the NCR 75 and Core Path 57D (Inverclyde) along the disused railway line to the south of Port Glasgow Road. Similar views may be experienced by certain properties on the north-western edge of Kilmacolm with open views to the north-west. The foreground comprises flat, rough pasture separated from the road by a post and wire fence. This pasture is bordered on the eastern side by the mature deciduous woodland of Kays Wood which contains views in this direction. To the north, buildings at South Craigmarloch Farm are visible in the middle distance. In longer distance views north, the topography rises, and the distinctive wooded hill of Craigmarloch Wood is apparent. Open upland moorland and pasture contributes to the horizon to the north-west. Three wind turbines with a height of 67m to blade tip stand out on the horizon. The Existing 132kV OHL is apparent crossing the view to the north-west with some steel towers on the horizon before passing out of sight behind Craigmarloch Wood. Other existing electricity transmission infrastructure is prominent in views, with the large steel towers of the 400kV OHL running east to west through the farmland in closer proximity to the viewpoint, partly back clothed against the hills beyond.
Sensitivity: Recreational receptors of the railway path are considered to be of medium susceptibility to change. The viewpoint is not located within any landscape designations or promoted as a recognised viewpoint, indicating a lower value. On balance, taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.
Assessment of visual effects during construction: During the construction phase, construction activity, vehicles and plant will be visible in long-distance views to the north-west. The wood poles of the New 132kV OHL will be visible slightly in front of the steel towers of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure in the view, prior to the Existing 132kV OHL being dismantled. However, the viewing distance and back clothing provided by the landform will help to reduce the scale of change. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in longer distance views to the north-west. The New 132kV OHL will follow a similar route as the Existing 132kV OHL, over typically lower ground slightly closer to the viewpoint, which will increase the back clothing of the smaller wood poles against the rolling pastureland beyond. The wood poles will be visible above short stretches of the horizon to the north and more distant horizon to the north-west. However, they will be visible alongside the three 67m turbines which are prominent vertical features in views to the north-west and the New 132kV OHL will be seen beyond the steel lattice towers of the 400kV OHL in views from this location. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor (positive**) and **not significant** effect for this viewpoint**.** The positive direction of effects is due to the smaller infrastructure associated with the New 132kV OHL seen crossing lower ground with increased back clothing.

Operational Effects on Views from Settlements

6.86 Receptors who will experience views from settlements are assumed in most instances to be local residents at their residential properties and curtilages who will regularly experience the available views. Residential receptors are therefore considered to have a high susceptibility to changes in the view. The settlements in the surrounding area from which potential views of the New 132kV OHL are possible are assessed in **Tables 6.25** to **6.27** below.

6.87 The assessment below also provides consideration of potential 'additional' cumulative effects arising in conjunction with other relevant consented and/or proposed developments. The relevant developments comprise Cairncurran Fam wind turbine and Inverclyde Wind Farm, shown on **Figure 6.1.6**. These two developments are located within the far west of the 3km study area. Cumulative effects from the settlements which have been taken forward for detailed assessment here are considered unlikely. As such, cumulative effects have been scoped out of the assessment on settlements.

Table 6.25: Bishopton

Bishopton			
Representative Viewpoints	Viewpoint 2: B815 Motorway overbridge	**Distance to nearest project component (km)**	0.10km

Location, description of existing view and potential receptors: Bishopton is a settlement in Renfrewshire located to the south of the Inner Firth of Clyde and west of Erskine. The M8 borders the settlement to the north, and it is accessed by the A8, the B815, and Old Greenock Road. Residential building works are currently underway within the former Royal Ordnance Factory site to the south of Greenock Road which will extend Bishopton to the south. The settlement is located within an area of lower lying land and outward views from the centre of the settlement are therefore restricted. Mature roadside vegetation along the M8 to the northern and north-eastern edge of the settlement typically limits outward views from this edge of the settlement. Rising terrain and built form tends to limit outward views to the south. From the north-western and western edge of the settlement outward views looking over farmland are available. This includes views from housing along Kingswood Road, Wraisland Crescent and Anderson Road. In these views to the north-west the steel towers of the Existing 132kV OHL pass in close proximity with the towers forming prominent vertical elements seen on the skyline.
Sensitivity: Residential receptors within settlements are judged to be of high susceptibility to change. The settlement is not located within any landscape designations, indicating a lower value. The overall sensitivity is judged to be **medium-high**.
Assessment of visual effects during construction: During the construction phase, north-western parts of the settlement will experience views towards felling activity alongside the M8 and Chestnut Avenue, to the south of the M8. Construction activity, vehicles and plant will be visible on the temporary access tracks between the wood poles of the New 132kV OHL and between the steel towers of the Existing 132kV OHL. During the construction phase, the wood poles of the New 132kV OHL will be visible beyond the Existing 132kV OHL in certain views from the north-western fringes of the settlement. This will temporarily increase the influence of OHL infrastructure in views, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small** and the geographical extent is judged to be **small.** The overall magnitude of change is considered to be **low**, resulting in a **minor** and **not significant** effect for the settlement during the construction phase.

Bishopton
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views, particularly from the north-western fringes of the settlement. The New 132kV OHL will be visible further from the settlement to the north-west. Due to the greater offset and smaller size of this infrastructure, the new wood poles will largely be back clothed against woodland and distant hills. Some limited mature tree loss may be visible to the north from these properties. Retained vegetation alongside the M8 will largely screen views of the New 132kV OHL to the north and north-east of Bishopton. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The magnitude of visual change is considered to be **low**, resulting in a **minor (positive)** and **not significant** effect for this settlement**.** The positive direction of effects is attributed to the greater offset of smaller infrastructure, from the limited areas with outwards views to the north-west of this settlement.

Table 6.26: Port Glasgow

Port Glasgow			
Representative Viewpoints	Viewpoint 8: Port Glasgow	**Distance to nearest project component (km)**	0.28km
Location, description of existing view and potential receptors: Port Glasgow is a town in Inverclyde located on the southern bank of the Inner Firth of Clyde to the east of Greenock. It is accessed by the A8 running between Langbank and Greenock, the A761 and the B788. Views from the settlement are mostly focussed north towards the Inner Firth of Clyde. The sloping landform (which rises to the south) and built form within the settlement screen views to the south from most of the settlement. There are some limited properties, including high rise flats on Slaemuir Avenue, with open views south from the southern fringes of the settlement. In these views woodland and scrub either side of Auchenbothie Road somewhat contains views. However, higher level windows are likely to reveal more open views over rolling upland pasture. In these views the steel towers of the Existing 132kV OHL cross the view from east to west, with towers seen against the skyline. Other electricity infrastructure, including the 400kV OHL, is visible in views further south.			
Sensitivity: Residential receptors within settlements are judged to be of high susceptibility to change. The settlement is not located within any landscape designations, indicating a lower value. Overall sensitivity is judged to be **medium-high**.			
Assessment of visual effects during construction: Views of lower level construction activity will be largely screened by the surrounding built form, vegetation and rising terrain in views to the south from the southern fringes of this settlement. Higher level construction activity, vehicles and plant may be perceptible on the horizon to the south. The wood poles of the New 132kV OHL will be visible beyond the steel towers of the Existing 132kV OHL, temporarily increasing the influence of OHL infrastructure on views, prior to the removal of the Existing 132kV OHL. The scale of the change is judged to be **small**, and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this viewpoint during construction.			
Assessment of visual effects during operation: In certain views south from limited properties on the southern fringes of this settlement (including high rise flats and housing on Slaemuir Avenue and housing south of Millport Road) the prominence of electricity transmission infrastructure will be reduced by the removal of the Existing 132kV OHL. The New 132kV OHL will follow a similar route to the existing, crossing rolling upland pasture to the south, but will be located slightly further south of the settlement. Due to the reduced height the wood poles of the New 132kV OHL will be less perceptible than the existing steel towers from properties on the southern edge of Port Glasgow. In more open elevated views from the high rise flats the wood poles are likely to be back clothed by the rolling upland pasture beyond. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **small**, resulting in a **minor (positive)** and **not significant** effect for this settlement. The positive direction of effects is attributed to the greater offset of smaller infrastructure, from the limited areas with outwards views to the south of this settlement.			

Table 6.27: Dumbarton

Dumbarton			
Representative Viewpoints	Viewpoint 3: Dumbarton Castle	**Distance to nearest project component (km)**	1.45km
Location, description of existing view and potential receptors:			

Dumbarton
Dumbarton is a town in West Dumbartonshire located on the northern bank of the Inner Firth of Clyde. The settlement has a strong visual relationship with the Clyde with many properties, heritage and recreational assets orientated towards the river. The settlement is accessed by a number of routes, including the A82, A813 and A814. The River Leven runs south from Loch Lomond through Dumbarton where it joins the Clyde. The foreground of views from the south of the settlement comprises the mud flats of the Firth of Clyde estuary. Longer distance views feature the raised beach and escarpment to the south of the Clyde, which is characterised by farmland and woodland. Views south from much of the coastal edge to the east of the town are screened by large-scale light industrial development and vegetation. The topography rises away from the estuary to the north; views to the south from the northern side of the town are largely screened by vegetation and built form. However, in many places long distance views south over the Clyde are available. From the southern edge of the town and places with open views south the Existing 132kV OHL is visible against the skyline in views looking south and south-east. Other electricity infrastructure is visible, including the steel lattice towers of an OHL on the northern shore to the east, and 400kV steel towers to the far south of the study area.
Sensitivity: Residential receptors within settlements are judged to be of high susceptibility to change. The settlement is not located within any landscape designations, indicating a lower value. The overall sensitivity is judged to be **medium-high**.
Assessment of visual effects during construction: During the construction phase, views towards construction activity on the southern shore of the Inner Firth of Clyde will be available from parts of the settlement with open views south (including the more open shoreline to the west and locations with open views on rising ground further north within the settlement). Some limited felling activity to the north of Cora Campus will be apparent. Construction vehicles and plant on temporary access tracks alongside the New 132kV OHL, construction activity, vehicles and plant may also be apparent to the south of the M8. Wood poles associated with the New 132kV OHL will be seen in front, and on lower ground, of the steel towers of the Existing 132kV OHL. This will marginally increase the influence of OHL infrastructure in views to the south, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small**, and the geographical extent is judged to be **medium**. The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this settlement during construction.
Assessment of visual effects during operation: From locations with open views south from this settlement the New 132kV will pass from east to west closer to the shore than the Existing 132kV OHL, and thus be largely well back clothed against the escarpment to the south. The New 132kV OHL will cross perpendicular to the escarpment ridge at a lower point than the Existing 132kV OHL, reducing the prominence of electricity transmission infrastructure on the ridgeline of the escarpment in views south. The scale of the change is judged to be **small** and the geographical extent is judged to be **medium**. The overall magnitude of visual change is considered to be **small**, resulting in a **minor (positive)** and **not significant** effect for this settlement. The positive direction of effects is largely attributed to the reduced prominence of electricity transmission infrastructure on the ridgeline of the escarpment in views south.

Operational Effects on Views from Routes

6.88 Sequential visual effects are assessed through considering the potential effects of the EDM Project in isolation, and in the context of other existing, consented and proposed developments on key routes through the study area. The routes to be assessed were identified through analysis of the ZTVs shown on **Figure 6.1.2**. The assessment of potential effects on sequential views from these routes is detailed in **Tables 6.28** to **6.36** below.

6.89 The assessment below also provides consideration of potential 'additional' cumulative effects arising in conjunction with other relevant consented and/or proposed developments. The relevant developments comprise Cairncurran Fam wind turbine and Inverclyde Wind Farm, shown on **Figure 6.1.6**. These two developments are located within the far west of the 3km study area. Significant sequential cumulative effects are considered unlikely from all of these routes except for Core Path 37B (Inverclyde) which is located to the far west of the study area.

Table 6.28: M8/A8

M8/A8			
Representative Viewpoints	Viewpoint 2: B815 Motorway overbridge	**Distance to nearest project component (km)**	The M8 crosses under the New 132kV OHL as it passes to the north of Bishopton
Location, description of existing view and potential receptors: The M8 motorway runs east to west from the western edge of Edinburgh through the centre of Glasgow to Langbank, where it joins the A8. The A8 diverges to the south-east of Junction 31 linking into Bishopton.			

M8/A8
The M8 passes to the west of Erskine and north-east of Bishopton, before running along the shore of the Inner Firth of Clyde. Within the study area the M8 passes through a varied landscape including rolling pastureland between Erskine and Bishopton and below the escarpment and raised beach along the southern shore of the Clyde, to the north-west of Bishopton. Receptors include tourists and commuters. With relevance to the LVIA study area and in views from the M8 when travelling west (to the south of Erskine) the motorway passes through gently undulating pastoral land, with long distance views north towards the Kilpatrick Hills. As the route passes to the north-east of Bishopton roadside vegetation on either side of the road typically screens outward views. To the north-west of Bishopton, vegetation on the northern edge of the road becomes sparse and views open up of the estuary and the rolling moorland hills to the north and beyond. Where the road runs alongside the Clyde Firth shore there are wide panoramic views of the estuary. Along this stretch of road, views to the south comprise the sloping hills of the escarpment seen at closer range. Views of the Existing 132kV OHL are possible when travelling in both directions on the M8 to the north of Bishopton, close to the B815 overbridge. The Existing 132kV OHL crosses the M8 at this point. Glimpsed views of the steel towers are also available to the north-west of Bishopton, over the horizon to the south. Where the A8 diverges to the south-east of the motorway, at Junction 31, the Existing 132kV OHL crosses this road to the south of the cottages at Slateford.
Sensitivity: Road users of the M8, the majority of whom will be commuters on this fast moving road, are considered to be of low susceptibility to change. The road does not pass through any landscape designations within the 3km study area, indicating a lower value. The overall sensitivity is judged to be **low**.
Assessment of visual effects during construction: During the construction phase, the key section of the route subject to sequential visual effects will be from the M8 between Junction 31 and to B815 overbridge. From this section of the route close proximity views of construction activity, in the fields to the immediate south of the motorway and when travelling in both directions, will be apparent. From this section of the route the steel towers and wires of the Existing 132kV OHL will also be apparent where the motorway crosses under the existing OHL and with towers seen on the ridge in views south from the motorway. This will marginally increase the influence of OHL infrastructure in sequential views from the motorway, prior to the Existing 132kV OHL being dismantled. Decommissioning activity associated with the removal of the Existing 132kV OHL and construction of the New 132kV OHL will also be apparent from two sections of the A8 (where it diverges south-east of Junction 31) as both routes cross this road. The scale of the change is judged to be **medium**, and the geographical extent is judged to be **small.** The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this route during construction. Close proximity views of construction activity will be apparent however, this will only affect a very small proportion of the overall route and due to high average travelling speeds the length of time construction activity is visible will be short.
Assessment of visual effects during operation: The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views from the motorway (and A8 where it diverges to the south-east of Junction 31). The New 132kV OHL will be visible in close proximity views from a short stretch of the motorway between the B815 and junction 31 and from the A8 where it crosses this route to the north-west of Hatton. In views from the M8 the New 132kV OHL will be visible in close proximity however, will be back clothed against the escarpment in oblique views to the south. Given that the focus of views tends to be north over the Firth of Clyde the scale of change is reduced. The geographical extent of effects in the context of this long road are considered to be small. Sequential operational effects from the A8 (where this diverges south-east of Junction 31) will be very localised around the points where the road crosses under the New 132kV OHL. The scale of the change is judged to be **medium** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low**. Overall the level of effect is considered to be **minor** and **not significant**.

Table 6.29: A761

A761			
Representative Viewpoints	Viewpoint 11: A761 Port Glasgow Road Viewpoint 8: Port Glasgow	**Distance to nearest project component (km)**	The A761 crosses under the New 132kV OHL as it passes to the south of Port Glasgow
Location, description of existing view and potential receptors: The A761 runs north-east from Paisley to Port Glasgow through the settlements of Johnstone, Bridge of Weir, and Kilmacolm. Within the study area the road passes through a landscape of predominantly rolling pastureland, as well as the settlements of Kilmacolm and Port Glasgow. Receptors include tourists and commuters. When travelling north, Knapps Loch is visible in views to the east on the approach to Kilmacolm. Longer distance views are restricted by built form as the road passes through Kilmacolm. As the road leaves the settlement to the north, rolling hills with moorland land cover are apparent to the east. Along the stretch of road between Kilmacolm and Port Glasgow, the foreground of views typically comprises rolling upland pasture with areas of mixed woodland in places. As the road approaches Port Glasgow and passes over the escarpment edge longer-distance views are available of the rolling moorland hills to the north and east. Within Port Glasgow built form tends to contain views. The Existing 132kV OHL crosses the A761 to the north of Leperstone reservoir and is visible in close-proximity to longer-distance sequential views to the south-east and north-west. The 400kV OHL is also visible as it crosses the road just south of the Leperstone Reservoir.		
Sensitivity: Road users of the A761, the majority of whom are likely to be commuters, are considered to be of low susceptibility to change. The road does not pass through any landscape designations within the 3km study area, indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **low**.			
Assessment of visual effects during construction: During construction, activity associated with the New 132kV OHL (and decommissioning of the Existing 132kV OHL) will be apparent in oblique close proximity views from a very short section of the route as it passes under the OHLs to the south of Port Glasgow and in longer distance more direct views when travelling north (refer to Viewpoint 11) to the north of Kilmacolm. This will marginally increase the influence of OHL infrastructure in sequential views from the road prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low.** Overall the level of effect is considered to be **none** and **not significant**.			
Assessment of visual effects during operation: The ZTV indicates widespread theoretical visibility between Port Glasgow and Kilmacolm. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views travelling north and south along the A761. The New 132kV OHL will follow a similar route as the Existing 132kV OHL in this location, crossing the A761 slightly south of the existing. The New 132kV OHL will be seen in oblique close proximity views from a short section of the route as it passes under the OHL. In longer distance more direct sequential views, the undulating upland pasture landform will typically back cloth the new infrastructure in views (refer to Viewpoint 11). The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low**. Overall the level of effect is considered to be **none** and **not significant**.			

Table 6.30: Inverclyde Railway Line

Inverclyde Railway Line			
Representative Viewpoints	N/a	**Distance to nearest project component (km)**	The Railway Line crosses under the New 132kV OHL as it passes to the north-west of Bishopton
Location, description of existing view and potential receptors: The Inverclyde Railway Line runs between Greenock and Bishoptown through the study area, on the southern side of the Clyde. Where the railway is not passing through cuttings, tunnels or more built up areas within settlements open views north over the Firth of Clyde are available. This includes a section of railway between the Cora Campus and Langbank. Views of the Existing 132kV OHL are limited from the route. The railway line passes under the Existing 132kV through a tunnel to the west of Bishoptown. On the open section of railway line between the Cora Campus and Langbank the Existing 132kV OHL passes along the ridge in views to the south.			
Sensitivity: Railway users, the majority of whom will be commuters on this route, are considered to be of low susceptibility to change. The railway line does not pass through any landscape designations within the 3km study area, indicating a lower value. The overall sensitivity is judged to be **low**.			
Assessment of visual effects during construction: During the construction phase, the key section of the route subject to sequential visual effects will be the open section of railway line between the Cora Campus and Langbank. From this section of the route close proximity views of construction activity, in the fields to the immediate north of the railway line and crossing the line just east of Langbank will be apparent. From this section of the route the steel towers and wires of the Existing 132kV OHL will also be apparent on the enclosing ridge in successive views to the south. This will marginally increase the influence of OHL infrastructure in sequential views from the railway, prior to the Existing 132kV OHL being dismantled. The scale of the change is judged to be **medium**, and the geographical extent is judged to be **small.** The overall magnitude of visual change is considered to be **low**, resulting in a **minor** and **not significant** effect for this route during construction.			
Assessment of visual effects during operation:			

Inverclyde Railway Line
The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views south from the railway line, from the open section of track between the Cora Campus and Langbank. The New 132kV OHL will be visible in close proximity views north from this short section of the railway line, crossing the route just east of Langbank. The New 132kv OHL will largely be back clothed by the landscape/ open water of the Clyde in more elevated views from the railway line. The scale of the change is judged to be **medium** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low**. Overall the level of effect is considered to be **minor** and **not significant**.

Table 6.31: NCR 75

NCR 75 (which includes Core Path 57D)			
Representative Viewpoints	Viewpoint 11: A761 Port Glasgow Road Viewpoint 8: Port Glasgow	**Distance to nearest project component (km)**	The NCR 75 and Core Path cross under the New 132kV OHL as it passes to the south of Port Glasgow
Location, description of existing view and potential receptors: The NCR 75 links Edinburgh in the east with Glasgow and Portavadie on the Cowal peninsula in the west. The route passes north-west through the study area from the south of Kilmacolm through Port Glasgow before continuing to Greenock. The route is predominantly along dedicated cycle paths, although it shares a small section of adopted roads through Kilmacolm and on the south-western edge of Port Glasgow. Receptors include recreational users of the cycle network. The route is vegetated on both sides along much of its length, which limits views to the surrounding landscape. Between Kilmacolm and Port Glasgow, the vegetation becomes sparser and views are possible to the east and west looking across upland pasture and contained by the rising terrain at Craigmarloch to the east and Devol Moor to the west. As the route passes through Port Glasgow, longer-distance views to the south are screened by the built form and landform which rises in this direction. There are views of the hills of Clyde Muirshiel Regional Park to the south-west and Inner Firth of Clyde to the north when passing through Port Glasgow. The Existing 132kV OHL crosses the NCR 75 from east to west to the south of Port Glasgow and is visible on the skyline in close-proximity oblique views to longer-distance more direct sequential views. The 400kV OHL crosses the NCR 75 to the north of Kilmacolm.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The NCR 75 does not pass through any designated landscapes within the 3km study area, indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: During construction, activity associated with the New 132kV OHL (and decommissioning of the Existing 132kV OHL) will be apparent in oblique close proximity views from a very short section of the route as it passes under the OHLs just south of Port Glasgow and in longer distance more direct views when travelling north (refer to Viewpoint 11) to the north of Kilmacolm. This will marginally increase the influence of OHL infrastructure in sequential views from the route prior to the Existing 132kV OHL being dismantled. Overall, the scale of the change is judged to be **small** and the geographical extent is judged to be **small** as this will affect a small proportion of the overall route. The magnitude of change is considered to be **low.** Overall the level of effect is considered to be **minor** and **not significant**.			
Assessment of visual effects during operation: The ZTV indicates widespread theoretical visibility between Port Glasgow and Kilmacolm. Actual visibility from this more open section of the cycle path (which runs on a disused railway embankment) will be similar. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views travelling north and south along the NCR 75. The New 132kV OHL will cross the route slightly south of the existing on lower ground. The New 132kV OHL will be seen in oblique close proximity views from a short section of the route as it passes under the OHL. In longer distance more direct sequential views, the undulating upland pasture landform will play a larger role in back clothing the new infrastructure in views (refer to Viewpoint 11). The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low**. Overall the level of effect is considered to be **minor (positive)** and **not significant.** The positive direction of effects is attributed to the reduced prominence of electricity transmission infrastructure in sequential views from this route.			

Table 6.32: Core Path 37B

Core Path 37B			
Representative Viewpoints	Viewpoint 9: Devol Road	**Distance to nearest project component (km)**	The Core Path crosses under the New 132kV OHL, at the southern edge of Part Glasgow Golf Club
Location, description of existing view and potential receptors: This Core Path links Port Glasgow, to the north, to Auchentiber Road, to the south. The Core Path passes through the centre of Port Glasgow Golf Club. Views are typically quite open however, vegetation in the golf club limits visibility along this section of the Core Path.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The Core Path does not pass through any designated landscapes indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: The ZTV indicates widespread visibility from the Core Path however, vegetation alongside the path as it passes through Port Glasgow Golf Club will limit views when travelling south. When travelling along this route during the construction phase recreational receptors will pass under the Existing 132kV OHL (prior to it being decommissioned) and through construction activity associated with the New 132kV OHL, where is passes the Core Path further south. Viewpoint 9 represents the view from the Core Path, travelling south and from higher ground, with increased visibility of construction activity associated with wood poles. Successive views of construction activity associated with the decommissioning of the Existing 132kV OHL will also be apparent to the north. A medium scale change is predicted from this viewpoint. However, this is a worstcase scenario view from a localised section of the route. As recreational receptors move along this route the scale of change will reduce with increasing distance from construction activities. From the route as a whole, the scale of the change is judged to be **small** and the geographical extent is judged to be **medium**. The overall magnitude of change is considered to be **low** resulting in a **minor** and **not significant** effect from this route.			
Assessment of visual effects during operation: The ZTV indicates widespread visibility from the Core Path; however, vegetation alongside the path as it passes through Port Glasgow Golf Club will limit views when travelling south. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views travelling north and south along the Core Path. The New 132kV OHL will cross the Core Path to the south of the Existing 132kV OHL. Viewpoint 9 represents the view from the Core Path, travelling south and from higher ground with increased visibility of wood poles. The scale of change will be higher as receptors pass under the New 132kV OHL however, the overall scale of change experienced from the route is judged to be small. From the route as a whole the scale of the change is judged to be **small** and the geographical extent is judged to be **medium**. The overall magnitude of change is considered to be **low** resulting in a **minor (positive)** and **not significant** effect from this route. Positive effects are associated with replacing the larger steel towers with smaller wood poles in sequential views from this route.			
Potential for future cumulative effects: Inverclyde Wind Farm, currently under construction, will be visible in sequential long distance views to the west when travelling north and south along this Core Path. The New 132kV OHL will replace the larger steel towers of the Existing 132kV OHL with smaller wood poles, reducing the influence of vertical infrastructure on views west from this route. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of visual change is considered to be **low.** The overall level of effect is **none** and **not significant**.			

Table 6.33: Core Path 49B (Inverclyde) and LAN/9 (Renfrewshire)

Core Path 49B (Inverclyde) and LAN/9 (Renfrewshire)			
Representative Viewpoints	N/A	**Distance to nearest project component (km)**	The Core Path crosses under the New 132kV OHL, as it passes between Knockmountain and Gled Craig
Location, description of existing view and potential receptors: This Core Path links Kilmacolm, to the south, to Old Greenock Road, to the north, passing between the hills of Knockmountain and Gled Craig. Open short to medium distance views are available along large parts of the route as it passes between areas of immature coniferous forest between the hills. Wider views are typically screened by topography.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The Core Path does not pass through any designated landscapes indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: The ZTV indicates widespread visibility from the Core Path however, more mature woodland and forest to the north-east of Knockmountain and north of Kilmacolm will limit views towards construction activity when travelling north and south. When travelling along this route during the			

Core Path 49B (Inverclyde) and LAN/9 (Renfrewshire)
construction phase recreational receptors will pass under the Existing 132kV OHL (prior to it being decommissioned) and through construction activity associated with the New 132kV OHL, where it passes the Core Path in close proximity to the Existing 132kV OHL. As recreational receptors move along this route the scale of change will reduce with increasing distance from construction activities and woodland to the north and south of the route will help to screen views. As such the geographical extent of effects will be localised. From the route as a whole the scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low** resulting in a **minor** and **not significant** effect from this route.
Assessment of visual effects during operation: The ZTV indicates widespread visibility from the Core Path however, more mature woodland and forest to the north-east of Knockmountain and north of Kilmacolm will limit sequential views. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views travelling north and south along the Core Path. The New 132kV OHL will cross the Core Path slightly north of the Existing 132kV OHL. Due to the valley topography the smaller wood poles of the New 132kV OHL will typically be back clothed in sequential views. The scale of change will be higher as receptors pass under the New 132kV OHL and experience close proximity oblique views. However, the overall scale of change experienced from the route is judged to be small. The scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low** resulting in a **minor (positive)** and **not significant** effect from this route. Positive effects are associated with replacing the larger steel towers with smaller wood poles in sequential views from this route.

Table 6.34: Core Path LAN/13 and LAN/14

Core Path LAN/13 and LAN/14			
Representative Viewpoints	Viewpoint 6: Gallahill Road	**Distance to nearest project component (km)**	The Core Path crosses under the New 132kV OHL as it passes south of Barscube Hill
Location, description of existing view and potential receptors: Core Path LAN/13 passes along Gallahill Road, connecting Core Paths 49B and LAN/9 in the west with LAN/14 in the east. At the southern extent of Core Path LAN/13 Core Path LAN/14 kinks to the north-east following Netherton Road on the lower eastern flank of Barscube Hill. Typically, open views south over the Dargavel Burn valley are available along much of Core Path LAN/13 and the southern extents of Core Path LAN/14. Wider views to the north are contained by the topography of Barscube Hill.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The Core Path does not pass through any designated landscapes indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: The ZTV indicates widespread visibility from the Core Paths and actual visibility will closely reflect this given the open nature of the Dargarvel Burn Valley. When travelling east along this route, during the construction phase, recreational receptors will travel broadly parallel to the north of the Existing 132kV OHL (prior to it being decommissioned) and alongside and through construction activity associated with the New 132kV OHL at the points where the two Core Paths join. Viewpoint 6 represents the view from the Core Path, travelling east close to the point at which the New 132kV OHL crosses the route. A medium magnitude of change is predicted from this location. This is anticipated to reduce further west from Core Path LAN/13 in oblique sequential views from the Core Path where woodland and the rising terrain of Gled Craig will help to screen views. From the route as a whole, the scale of the change is judged to be **medium** and the geographical extent is judged to be **medium**. The overall magnitude of change is considered to be **medium** resulting in a **moderate** and **significant** effect from this route.			
Assessment of visual effects during operation: The ZTV indicated widespread visibility from the Core Path, and actual visibility from the eastern half of Core Path LAN/13 and southern extents of LAN/14 will reflect this. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views to the south when travelling east and west along the Core Path. The New 132kV OHL will cross the Core Paths near the point where they join and will pass closer to the route to the south than the Existing 132kV OHL. Viewpoint 6 represents the view from the Core Path, travelling east. The scale of change will be higher as receptors pass under the New 132kV OHL. However, in sequential typically oblique views along the majority of the route the wood poles of the New 132kV OHL will largely be back clothed against the southern valley side of the Dargavel Burn valley beyond short sections where the cross the horizon to the east and west of the valley. From the overall route the scale of the change is judged to be **medium** and the geographical extent is judged to be **medium**. The overall magnitude of change is considered to be **medium** resulting in a **moderate** and **significant** effect from this route.			

Table 6.35: LAN/15

LAN/15			
Representative Viewpoints	Viewpoint 5: B789 Viewpoint 4: Old Greenock Road	**Distance to nearest project component (km)**	The Core Path runs immediately parallel to the New 132kV OHL, south of Old Greenock Road
Location, description of existing view and potential receptors: This Core Path links the B789, to the south, with Old Greenock Road, to the north, within the Formakin Estate and is approximately 500m in length. Views are typically quite open however, woodland through which the route passes to the south of Old Greenock Road limits visibility along this section of the Core Path.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The Core Path does not pass through any designated landscapes indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			
Assessment of visual effects during construction: The ZTV indicates widespread visibility from the Core Path however, an area of woodland to the south of Old Greenock Road through which the route passes will limit views from this section of the route when travelling in both directions. When travelling along this route during the construction phase recreational receptors will pass through construction activity associated with the New 132kV OHL along the southern extents of the route and in close proximity to the east of construction activity in the northern half of the route. Viewpoint 5 represents the view from the Core Path, at its southern extents. Longer distance views of construction activity associated with the decommissioning of the Existing 132kV OHL will also be apparent to the south-east from the southern extents of Core Path. From the route as a whole, the scale of the change is judged to be **medium** and the geographical extent is judged to be **large**, as most of the route will be subject to views of construction activity. The overall magnitude of change is considered to be **medium** resulting in a **moderate** and **significant** effect from this route.			
Assessment of visual effects during operation: The ZTV indicates widespread visibility from the Core Path however, an area of woodland to the south of Old Greenock Road through which the route passes will limit views from this section of the route when travelling in both directions. The removal of the Existing 132kV OHL will reduce the prominence of electricity transmission infrastructure in views to the south-east when travelling south along the Core Path. The New 132kV OHL will pass directly alongside and cross Core Path twice along its southern extents. Viewpoint 5 represents the view from the southern end of the Core Path, at which point the New 132kV OHL passes directly alongside the route. From the route as a whole, the scale of the change is judged to be **medium** and the geographical extent is judged to be **large**, as most of the route will be subject to views of the New 132kV OHL. The overall magnitude of change is considered to be **medium** resulting in a **moderate** and **significant** effect from this route.			

Table 6.36: BIS/15, BIS/12 and BIS/17

Core Path BIS/15/12 and 17			
Representative Viewpoints	N/A	**Distance to nearest project component (km)**	The Core Path crosses under the New 132kV OHL at four points along Chestnut Avenue and Ferry Road
Location, description of existing view and potential receptors: Core Path BIS/15 follows Chestnut Avenue to the west of the M8 and the passes through more open farmland to the south of the M8 linking into Ferry Road. Mature tree cover along Chestnut Avenue limits the availability of outward looking views along the western part of this Core Path. Core Path BIS/12 Passes through more open farmland and then along Chestnut Avenue to the east of the M8. The path then follows Golf Road before linking into Ferry Road and Core Path BIS/17. Mature tree cover along Chestnut Avenue to the east of the M8 limits the opportunity for wider views from this part of the Core Path network.			
Sensitivity: Recreational receptors whose attention is focussed on their surroundings are considered to be of medium susceptibility to change. The Core Path does not pass through any designated landscapes indicating a lower value. Taking account of the judgements of susceptibility and value, overall sensitivity is judged to be **medium**.			

Core Path BIS/15/12 and 17
Assessment of visual effects during construction: Construction activity, including some limited areas of felling, will be apparent from localised sections of the Core Path network where the New 132kV OHL crosses the route including: ■ From Core Path BIS/15 along Chestnut Avenue to the west of the M8; ■ From Core Path BIS/15 in more open farmland to the east of the M8 at the point where the OHL crosses the motorway; ■ From Core Path BIS/12 along Golf Road; and ■ From Core Path BIS/17 along Ferry Road just east of Ritchieston Cottages. Decommissioning activity associated with the removal of the Existing 132kV OHL will also be apparent in views south from more open sections of Core Path BIS/15 and BIS/17. Retained woodland and trees along Chestnut Avenue, the M8 and Golf Road will limit views of wider construction activity. From the Core Path network in this area as a whole, the scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low** resulting in a **minor** and **not significant** effect.
Assessment of visual effects during operation: Views of the New 132kv OHL, including some limited areas of permanent tree loss, will be apparent from localised sections of the Core Path network where the New 132kV OHL crosses the route including: ■ From Core Path BIS/15 along Chestnut Avenue to the west of the M8; ■ From Core Path BIS/15 in more open farmland to the east of the M8 at the point where the OHL crosses the motorway; ■ From Core Path BIS/12 along Golf Road; and ■ From Core Path BIS/17 along Ferry Road just east of Ritchieston Cottages. The removal of the Existing 132kV OHL will also be apparent in views south from more open sections of Core Path BIS/15 and BIS/17, helping to reduce the prominence of electricity infrastructure equipment in sequential views from the Core Path network in this area. From the Core Path network in this area as a whole, the scale of the change is judged to be **small** and the geographical extent is judged to be **small**. The overall magnitude of change is considered to be **low** resulting in a **minor** and **not significant** effect.

Proposed Mitigation

6.90 Beyond embedded mitigation through routeing and design and good practice measures for the decommissioning of the Existing 132kV OHL and reinstatement of disturbance associated with the construction of the New 132kV OHL no additional mitigation measures have been identified. Figure 10.2 provides details which include new planting to offset forestry felling. This will result in a small increase in coniferous forest cover within parts of the Pastoral Valley and Rolling Pastureland LLCT in areas which coniferous forest cover already contributes to the baseline character.

Residual Operational Effects

6.91 Residual operational effects will reflect the operational effects identified. Significant operational effects are summarised in Table 6.37.

Further Survey Requirements and Monitoring

New 132kV OHL

6.92 No further landscape or visual surveys or monitoring are proposed.

Summary of Significant Effects

6.93 The table below summarises significant effects during the construction and operational phases of the EDM Project. No significant effects on landscape character (at construction or operation stage) have been identified. No significant cumulative landscape or visual effects have been identified. At construction stage the occurrence of significant visual effects are limited to a small number of receptors either in close proximity to the New 132kV OHL (Viewpoint 5 and 9 and Core Path LAN/15) or where a wider horizontal field of view is occupied by construction activity (Viewpoint 6 and Core Path LAN/13 and 14). The nature of effects at construction stage is negative. At operational stage significant positive effects associated with the removal of the Existing 132kV OHL in close proximity views will be experienced from Viewpoint 2. Significant negative effects are predicted from a limited number of receptors with closer proximity views Core Paths (LAN/13, 14 and15) including Viewpoints 5 and 6.

Table 6.37: Summary of Significant Effects

Receptor	Level and direction of effects
Construction Stage	
Viewpoint 5: B789	**Moderate (negative)**
Viewpoint 6: Gallahill Road	**Moderate (negative)**
Viewpoint 9: Devol Road	**Moderate (negative)**
Core Path LAN/13 and LAN/14	**Moderate (negative)**
Core Path LAN/15	**Moderate (negative)**
Operational Stage	
Viewpoint 2: B815 Motorway overbridge	**Moderate (positive)**
Viewpoint 5: B789	**Moderate (negative)**
Viewpoint 6: Gallahill Road	**Moderate (negative)**
Core Path LAN/13 and LAN/14	**Moderate (negative)**
Core Path LAN/15	**Moderate (negative)**