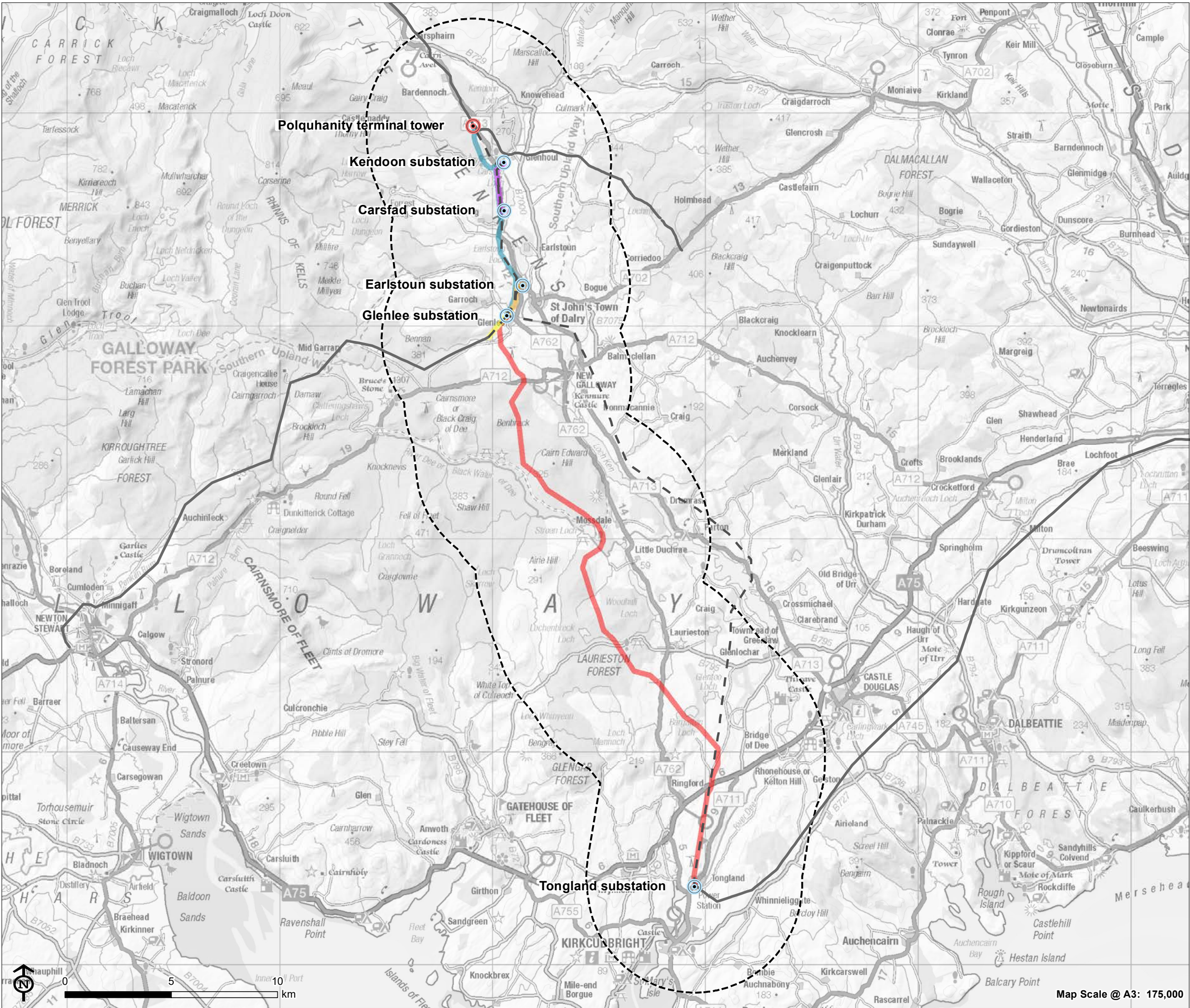


Figure 7.1: Landscape and Visual Impact Assessment (LVIA) Study Area

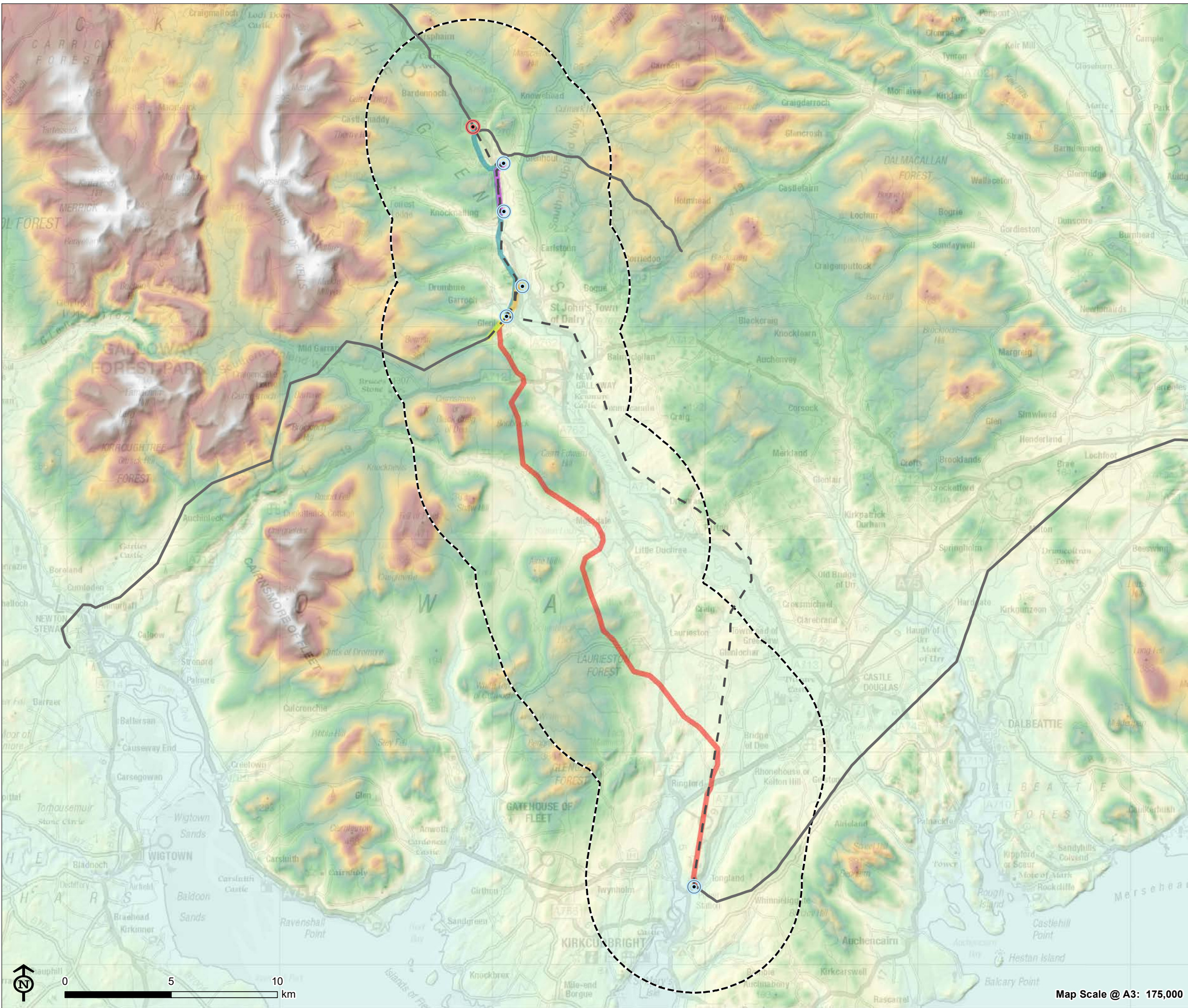


- Polquhany sealing end and terminal tower
- Substation and hydro electricity generating station
- Polquhany to Glenlee via Kendoon
- Carsfad to Kendoon
- Earlston to Glenlee
- BG route deviation
- Glenlee to Tongland
- Existing 132kV overhead line to be removed (following construction of the KTR Project)
- Existing network
- 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



Figure 7.2: Topography within Study Area



Polquhany sealing end and terminal tower

Substation and hydro electricity generating station

Polquhany to Glenlee via Kendoon

Carsfad to Kendoon

Earlstoun to Glenlee

BG route deviation

Glenlee to Tongland

Existing 132kV overhead line to be removed (following construction of the KTR Project)

Existing network

5km radius study area from KTR connections

AOD (m)

High : 700

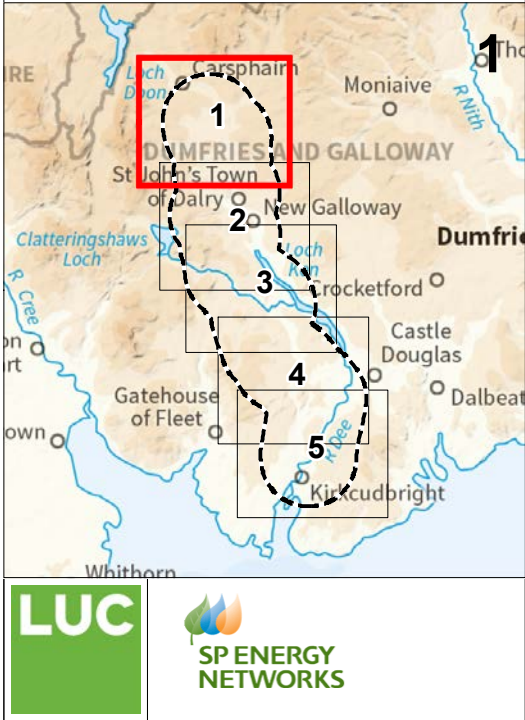
Low : 0

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

Figure 7.3.1: Aerial Imagery

- Overhead line infrastructure
- Polquharny to Glenlee via Kendoon (steel lattice tower)
 - Carsfad to Kendoon (wood pole)
 - Existing tower for removal
 - ⬜ 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



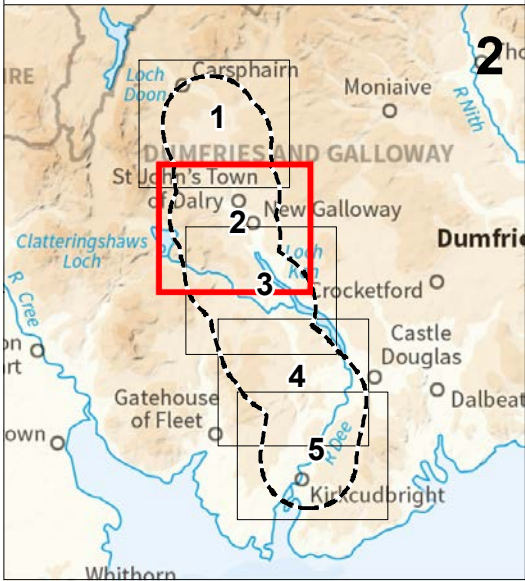
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Figure 7.3.2: Aerial Imagery

Overhead line infrastructure

- Polquharity to Glenlee via Kendoon (steel lattice tower)
- Earlstoun to Glenlee (wood pole)
- Earlstoun to Glenlee (temporary wood pole)
- Glenlee to Tongland (steel lattice tower)
- BG route deviation (steel lattice tower)
- Existing tower for removal
- 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

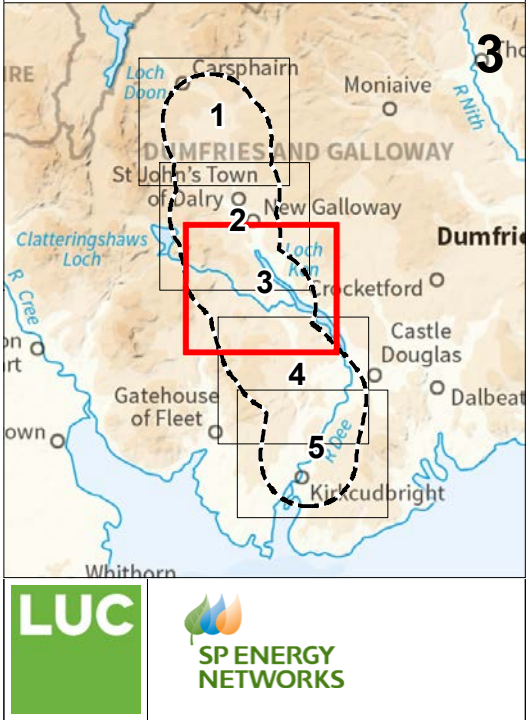


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Figure 7.3.3: Aerial Imagery

- Overhead line infrastructure**
- Glenlee to Tongland (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



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Figure 7.3.4: Aerial Imagery

- Overhead line infrastructure**
- Glenlee to Tongland (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

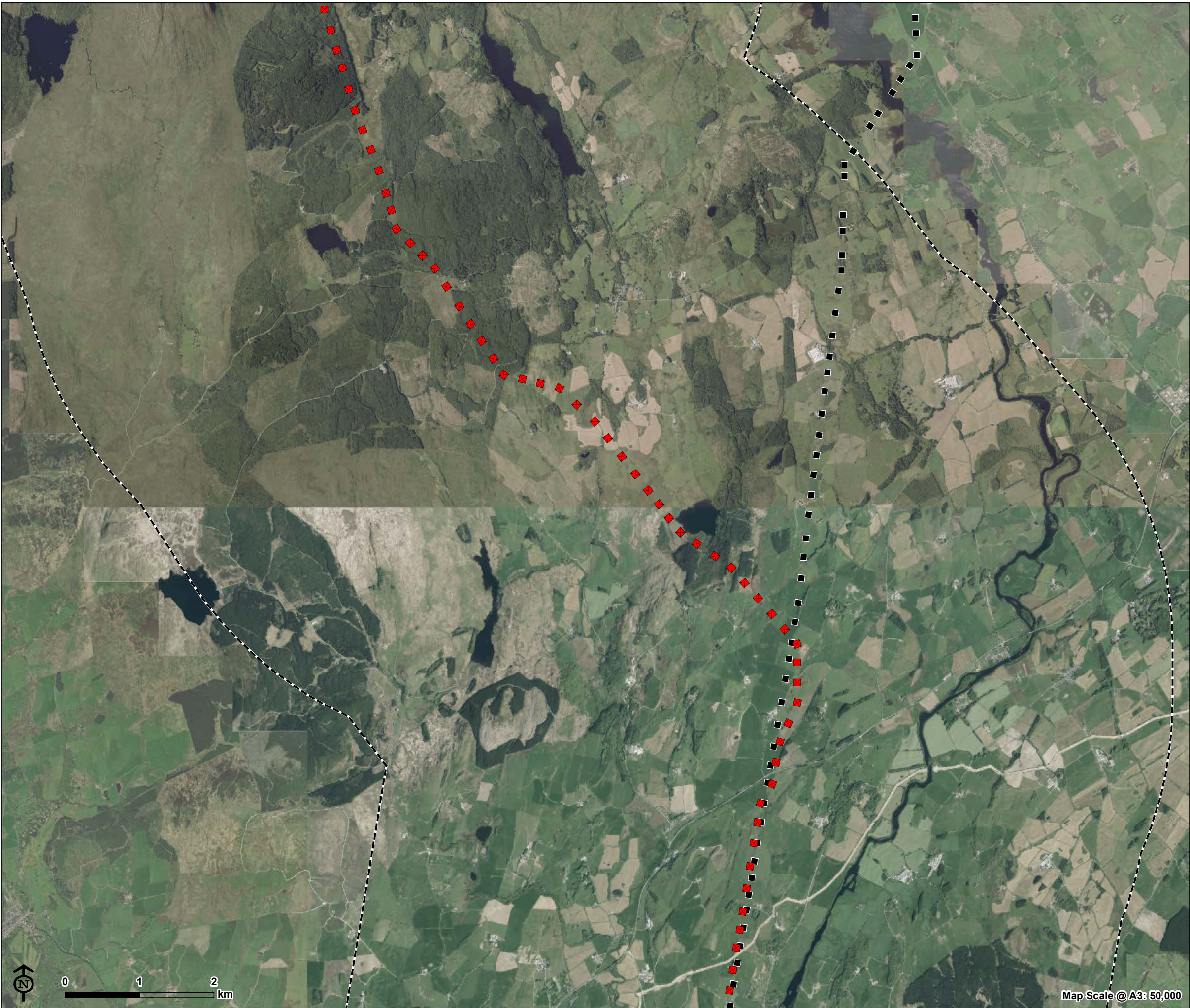
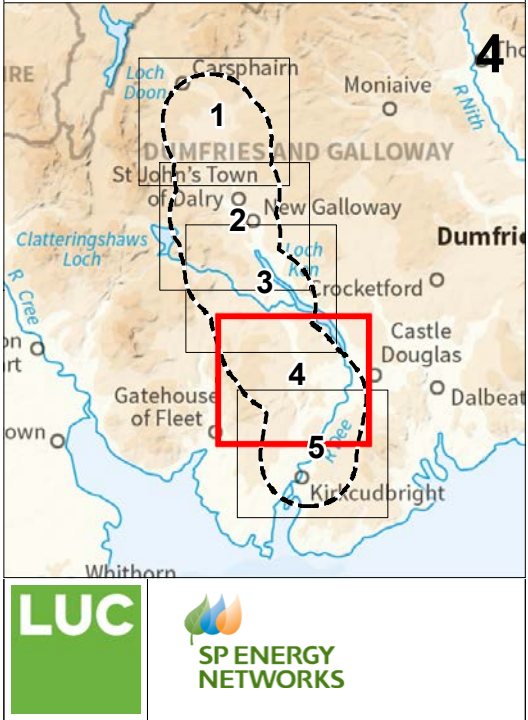


Figure 7.3.5: Aerial Imagery

- Overhead line infrastructure**
- Glenlee to Tongland (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

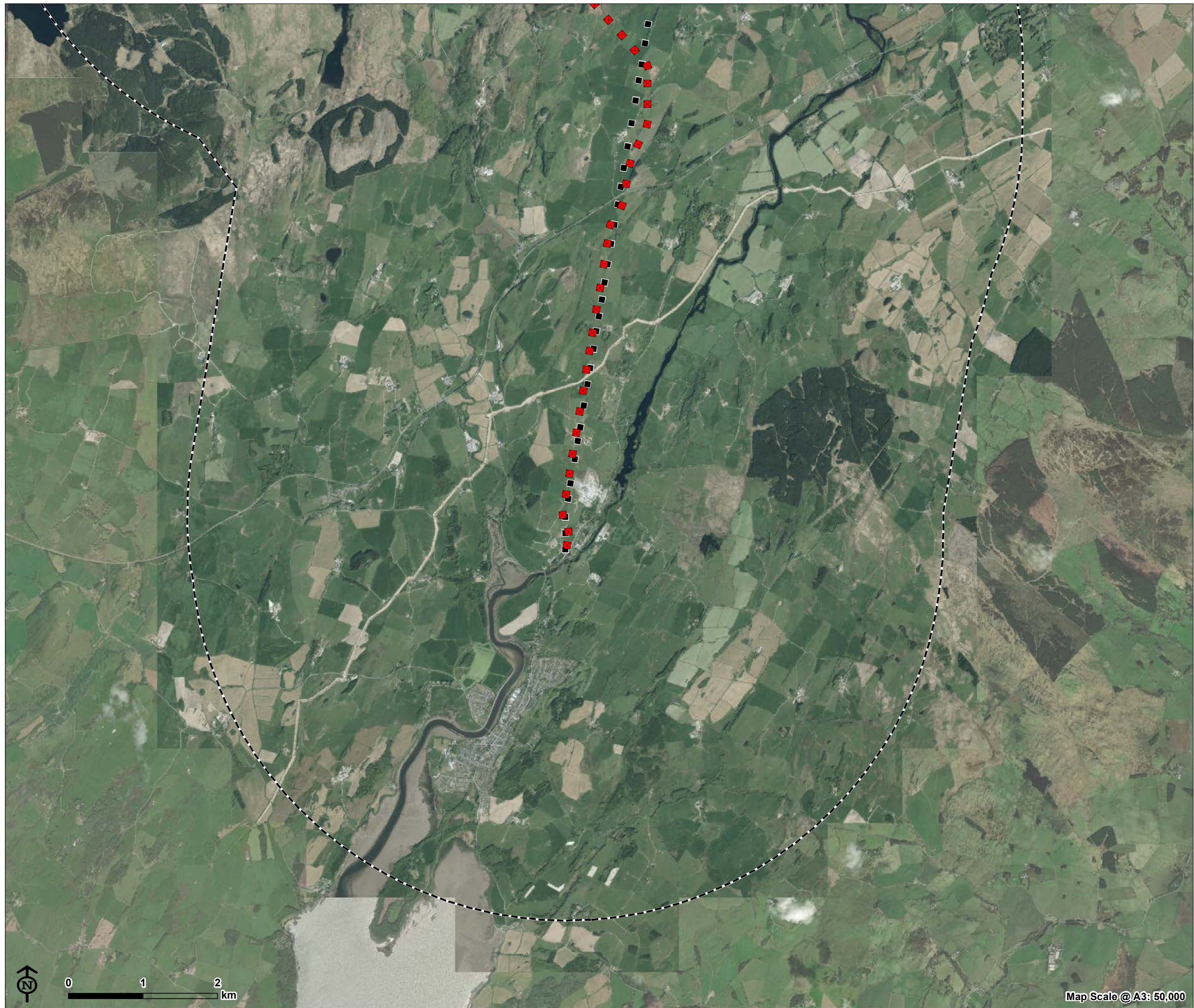
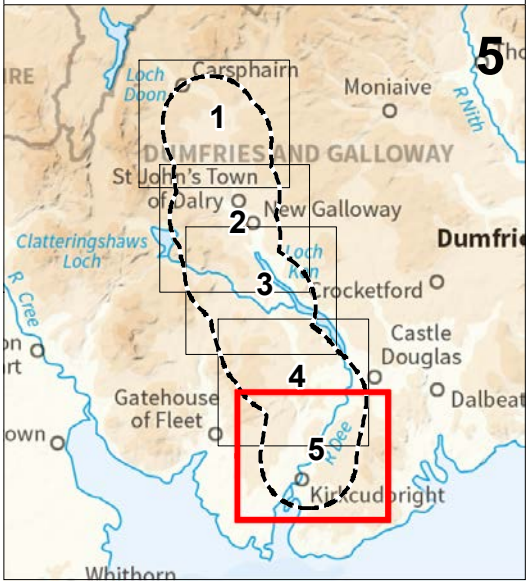
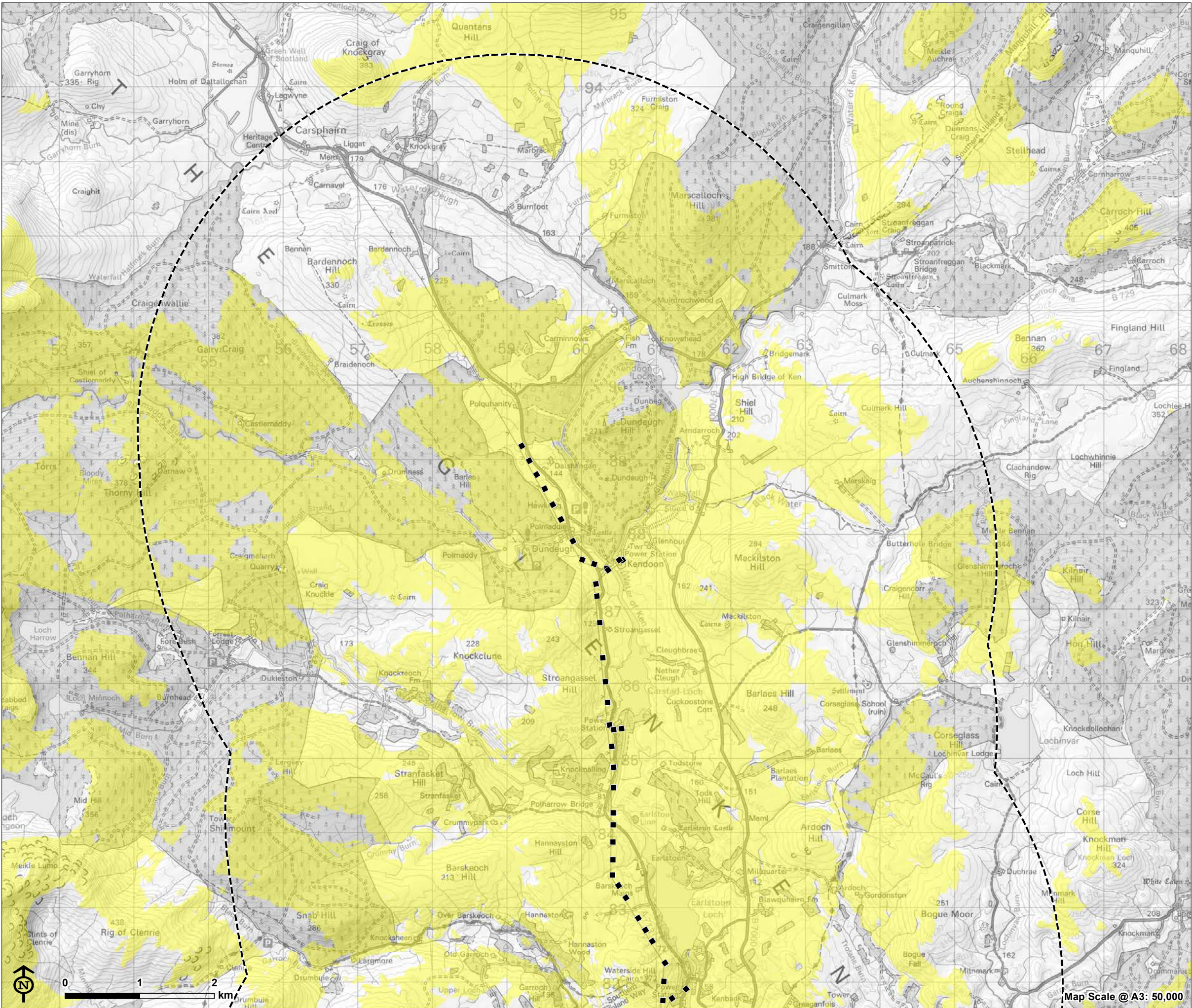
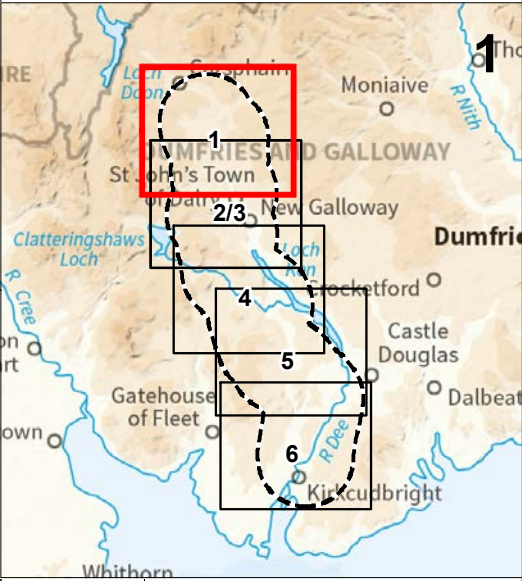


Figure 7.4.1: 'N' Route and 'R' Route
(North) Zone of Theoretical Visibility (ZTV)
- Bare Earth

- Existing tower for removal
- 5km radius study area from KTR connections
- Visibility of 'N' Route (Towers N230 – N240) and/or 'R' Route (North) (Towers R000A - R29)

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



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Figure 7.4.2: 'N' Route and 'R' Route
(North) Zone of Theoretical Visibility (ZTV)
- Bare Earth

- Existing tower for removal
- 5km radius study area from KTR connections
- Visibility of 'N' Route (Towers N230 – N240) and/or 'R' Route (North) (Towers R000A - R29)

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

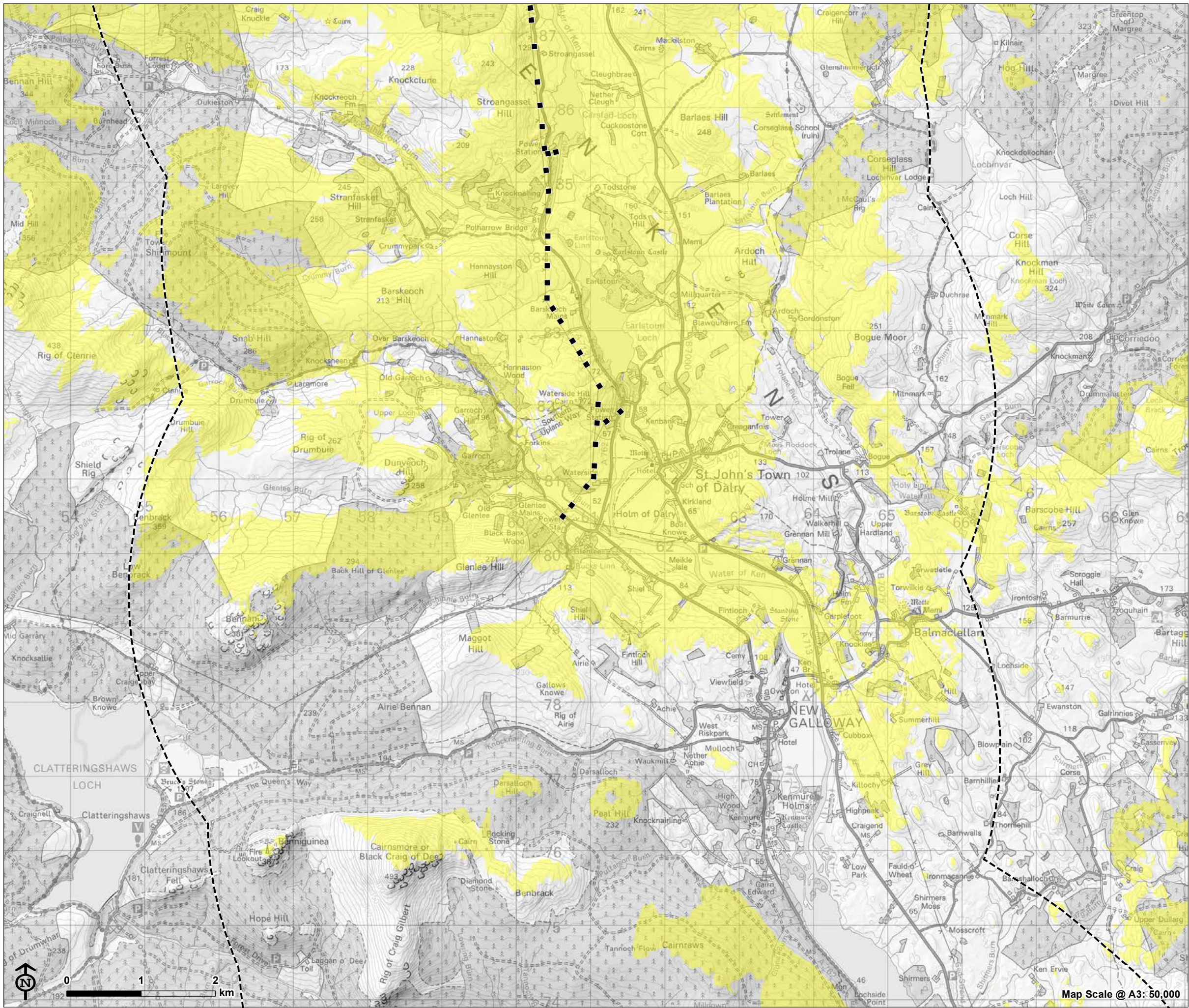
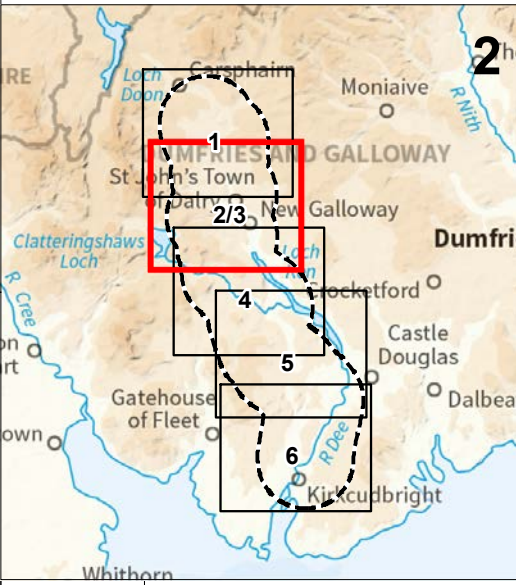


Figure 7.4.3: 'R' Route (South) Zone of
Theoretical Visibility (ZTV) - Bare Earth

- Existing tower for removal
- 5km radius study area from KTR connections
- Visibility of 'R' Route (South) (Towers R30 – R153)

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

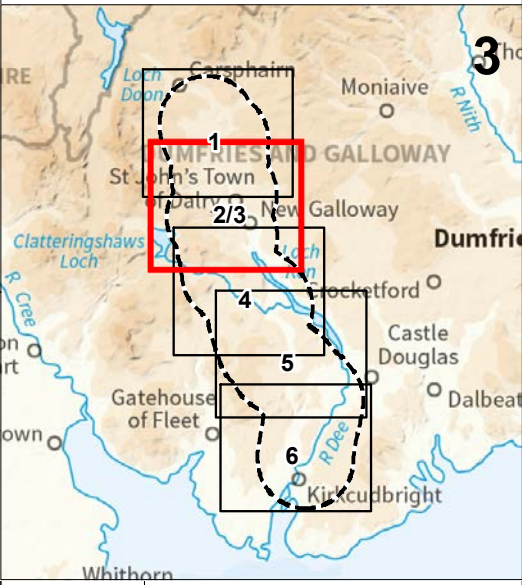
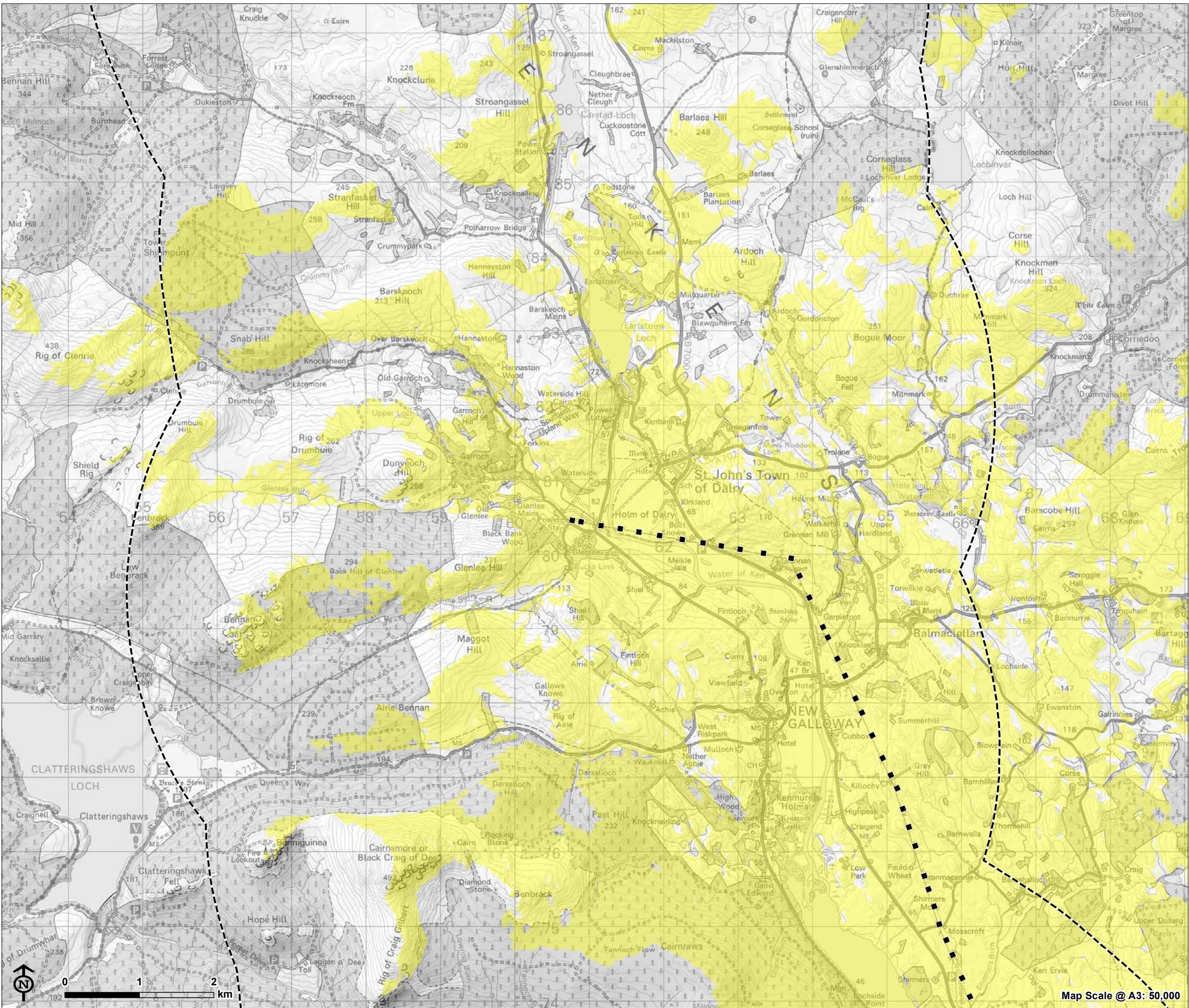
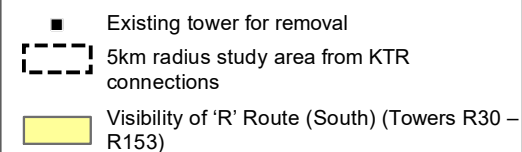
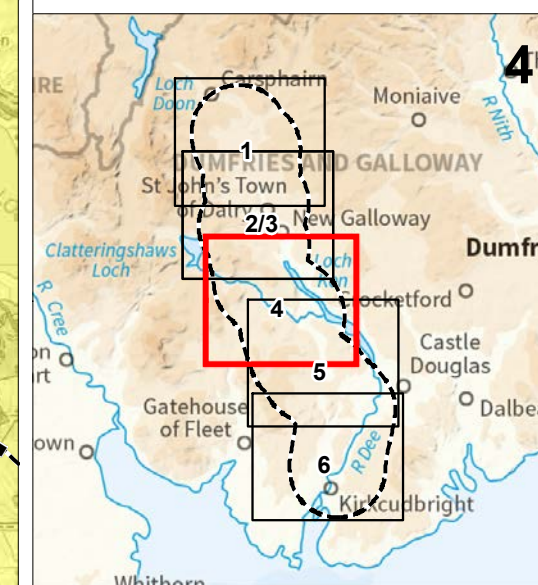


Figure 7.4.4: 'R' Route (South) Zone of Theoretical Visibility (ZTV) - Bare Earth



Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



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Figure 7.4.5: 'R' Route (South) Zone of
Theoretical Visibility (ZTV) - Bare Earth

- Existing tower for removal
- 5km radius study area from KTR connections
- Visibility of 'R' Route (South) (Towers R30 – R153)

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

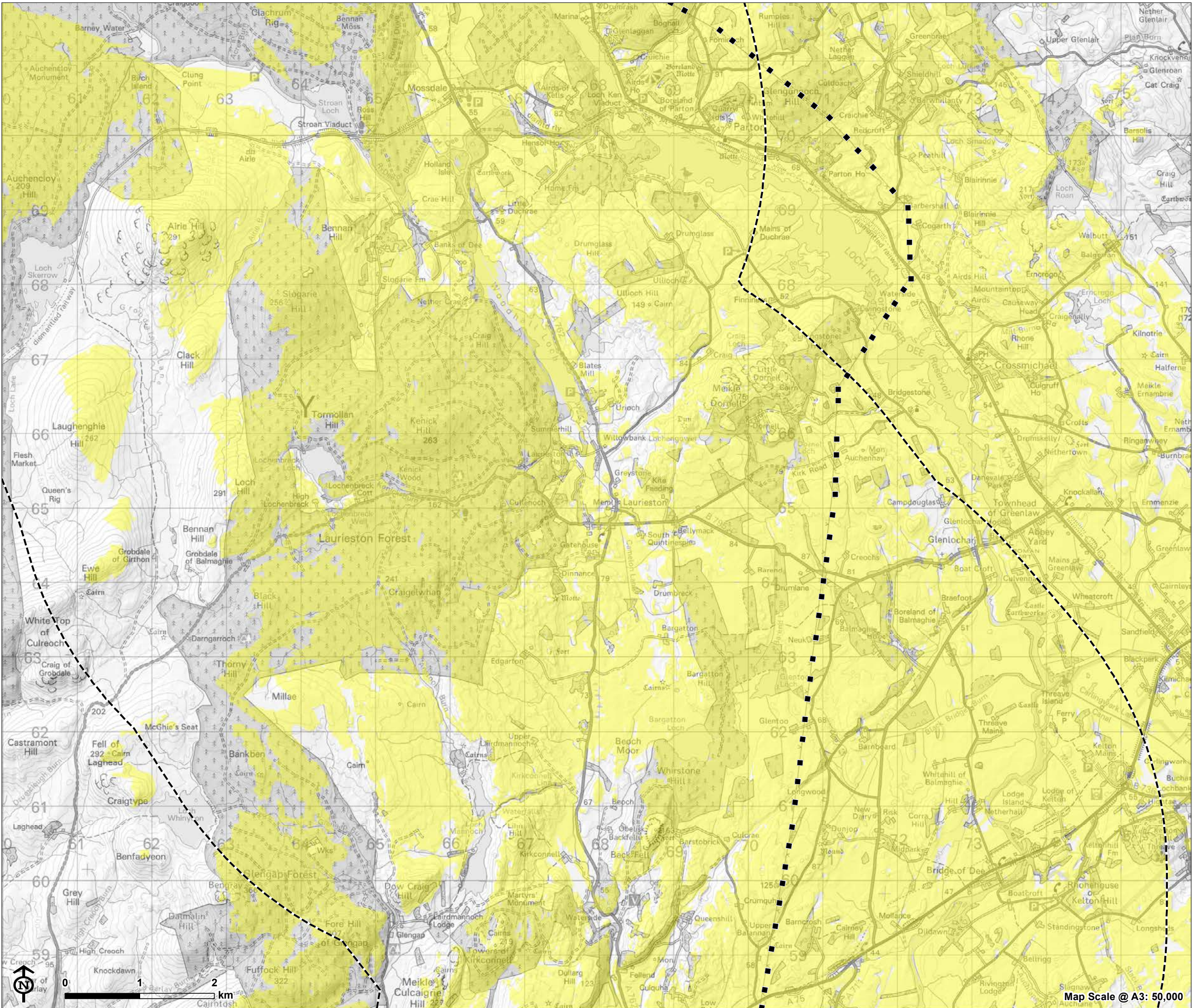
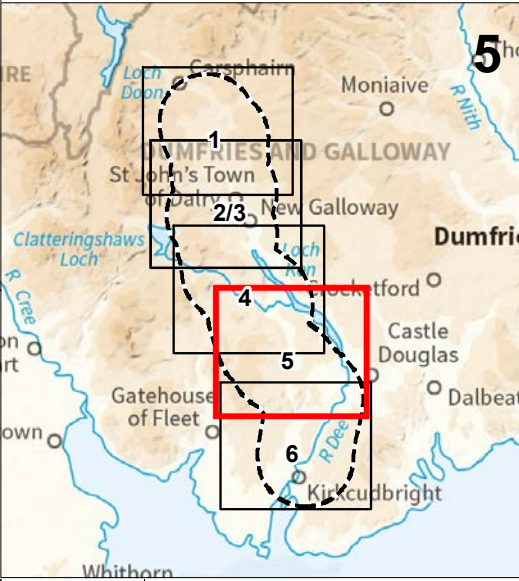
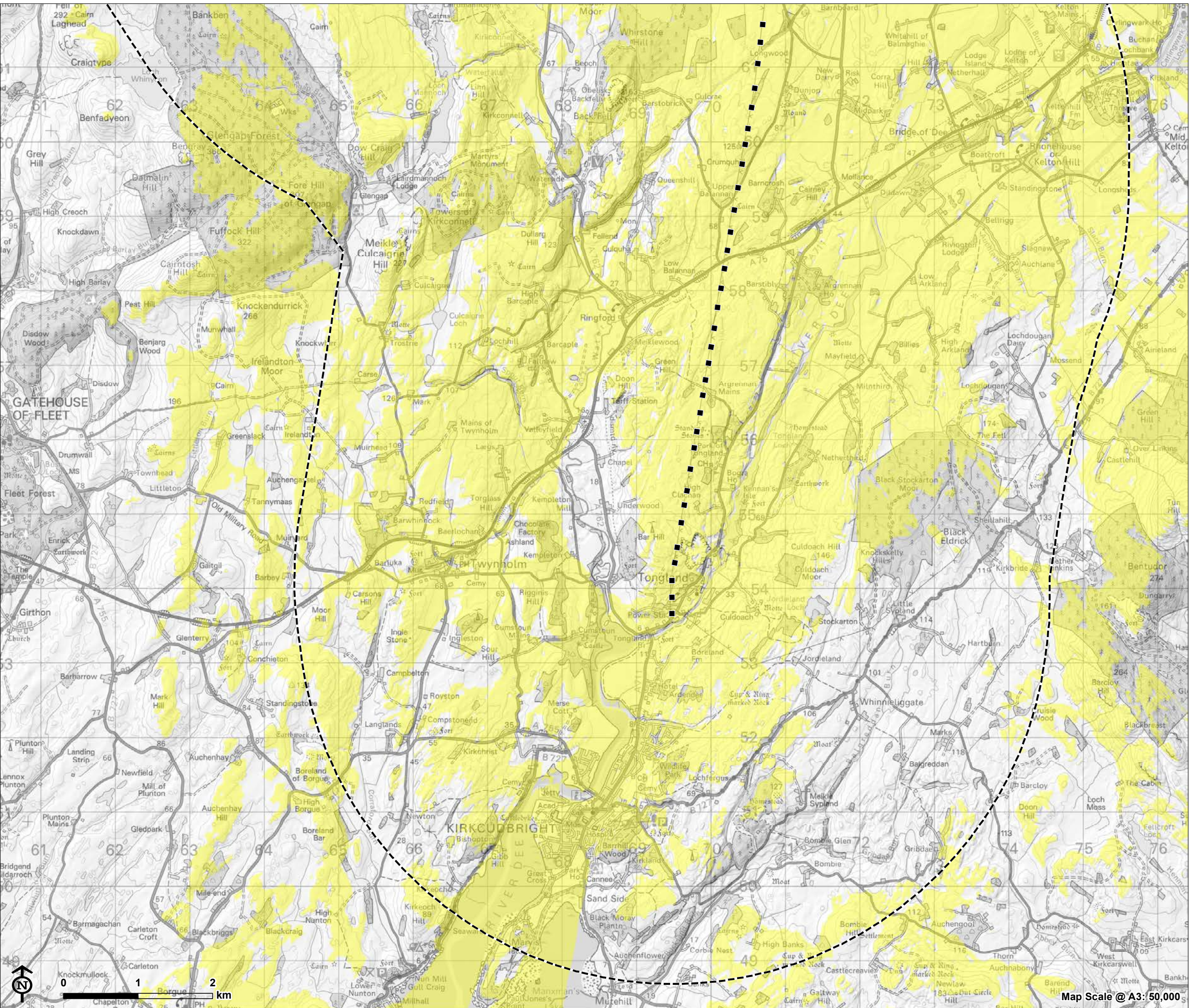
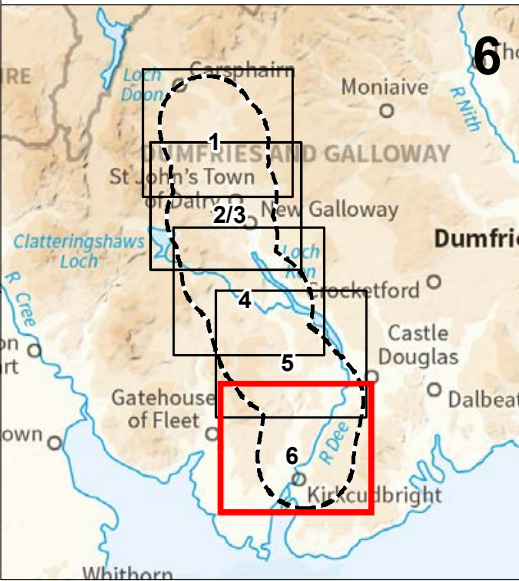


Figure 7.4.6: 'R' Route (South) Zone of
Theoretical Visibility (ZTV) - Bare Earth

- Existing tower for removal
- 5km radius study area from KTR connections
- Visibility of 'R' Route (South) (Towers R30 – R153)

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

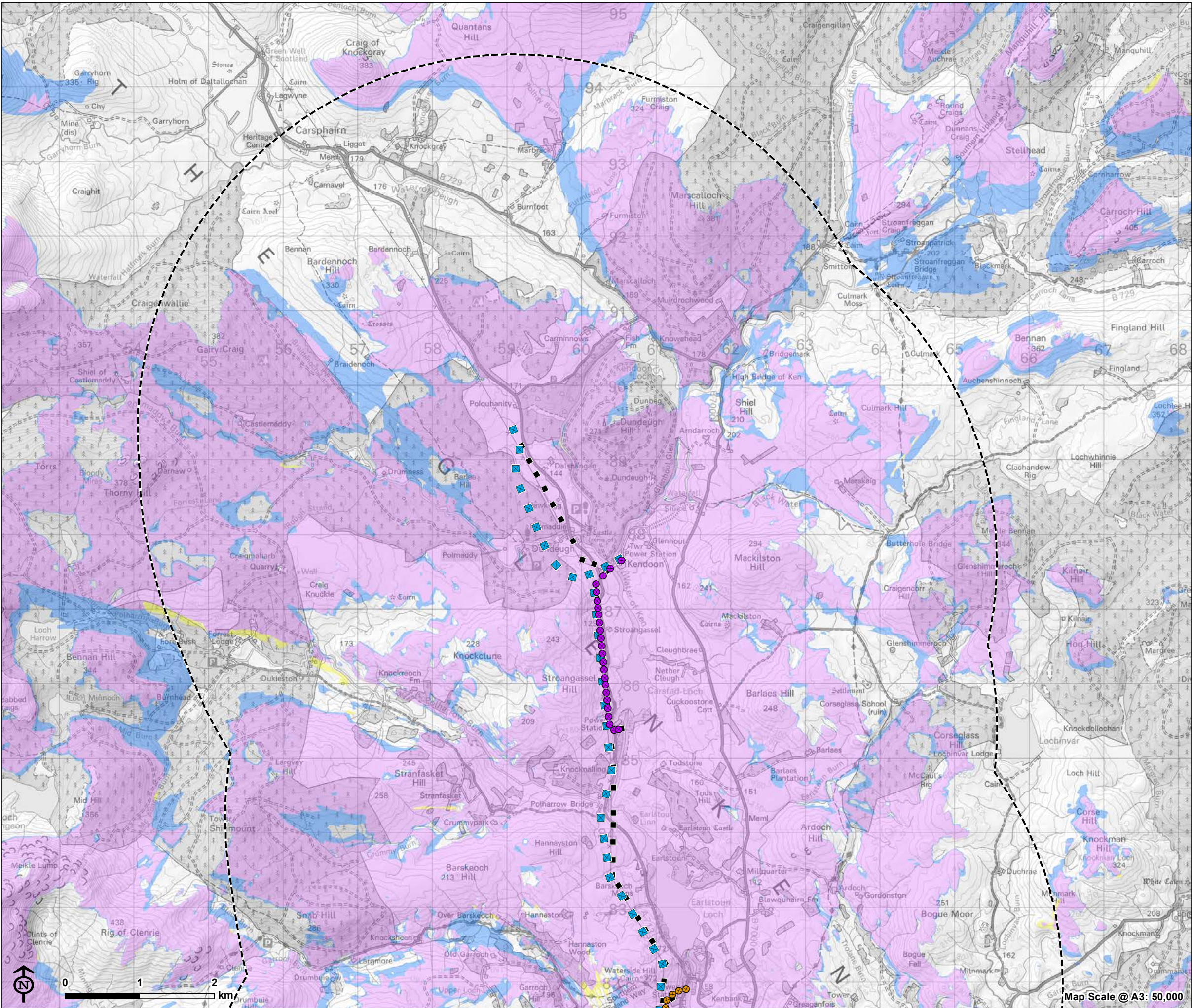
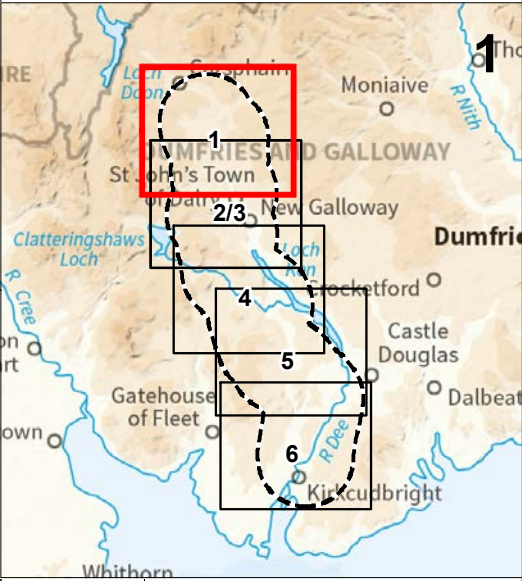


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Figure 7.5.1: 'N' Route and 'R' Route
(North) – P-G via K, C-K and E-G
Comparative Zone of Theoretical Visibility
(ZTV) - Bare Earth

- Overhead line infrastructure**
- Polquhanity to Glenlee via Kendoon (steel lattice tower)
 - Carsfad to Kendoon (wood pole)
 - Earlstoun to Glenlee (wood pole)
 - Existing tower for removal
- 5km radius study area from KTR connections
- 'N' Route towers N230 – N240 and/or 'R' Route towers R000A - R29 only visible
 - KTR Project north of Glenlee only visible
 - Both KTR Project north of Glenlee and 'N' Route towers N230 – N240 and/or 'R' Route towers R000A - R29 visible









Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



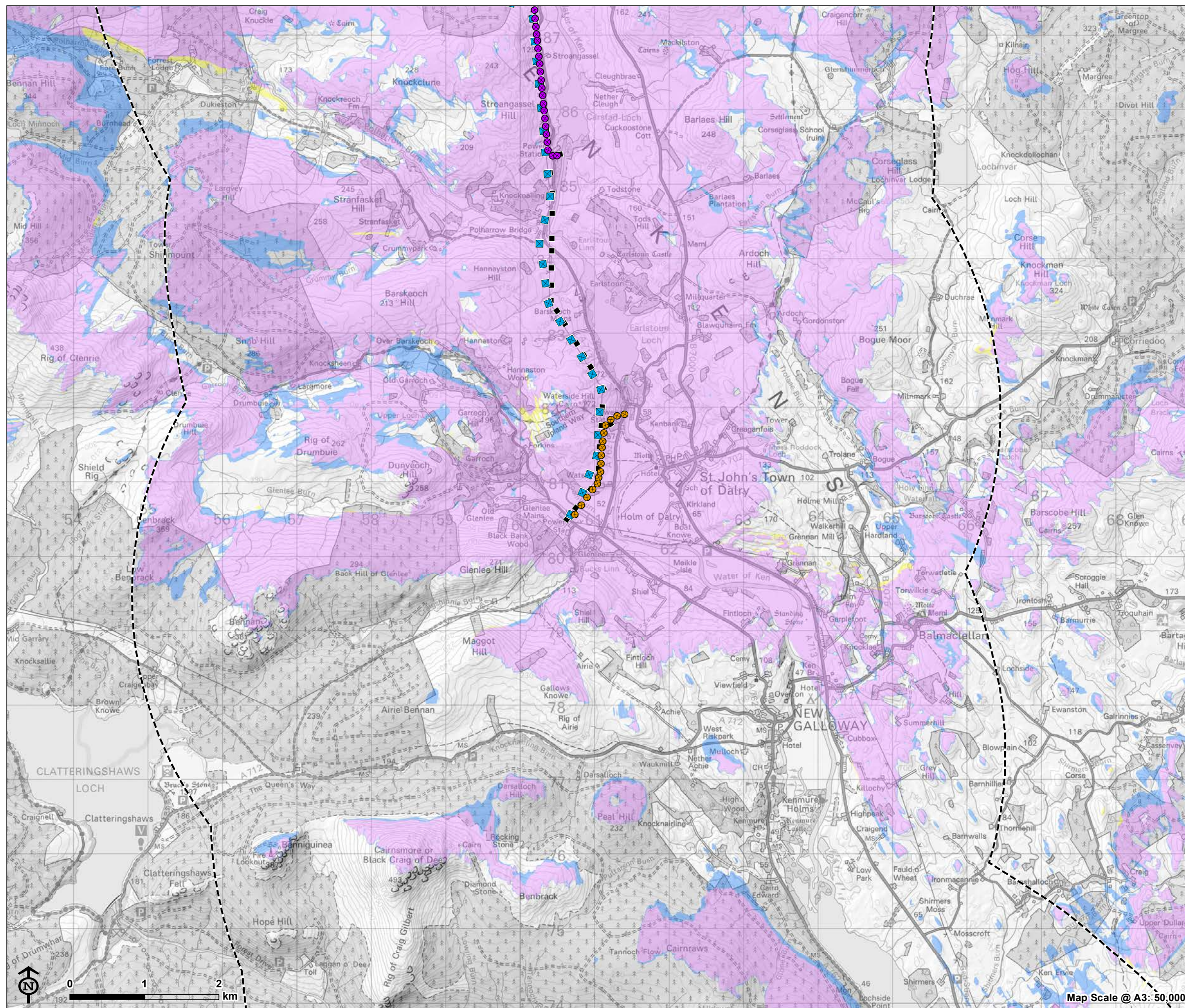
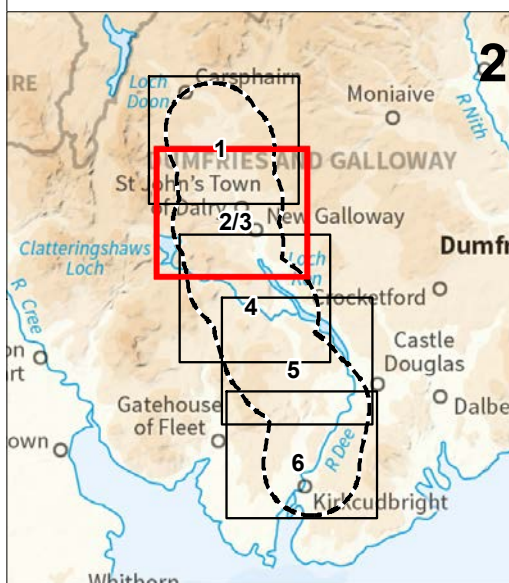
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**Figure 7.5.2: 'N' Route and 'R' Route
(North) – P-G via K, C-K and E-G
Comparative Zone of Theoretical Visibility
(ZTV) - Bare Earth**

Overhead line infrastructure

-  Polquhanny to Glenlee via Kendoon (steel lattice tower)
-  Carsfad to Kendoon (wood pole)
-  Earlstoun to Glenlee (wood pole)
-  Existing tower for removal
-  5km radius study area from KTR connections
-  'N' Route towers N230 – N240 and/or 'R' Route towers R000A - R29 only visible
-  KTR Project north of Glenlee only visible
-  Both KTR Project north of Glenlee and 'N' Route towers N230 – N240 and/or 'R' Route towers R000A - R29 visible

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

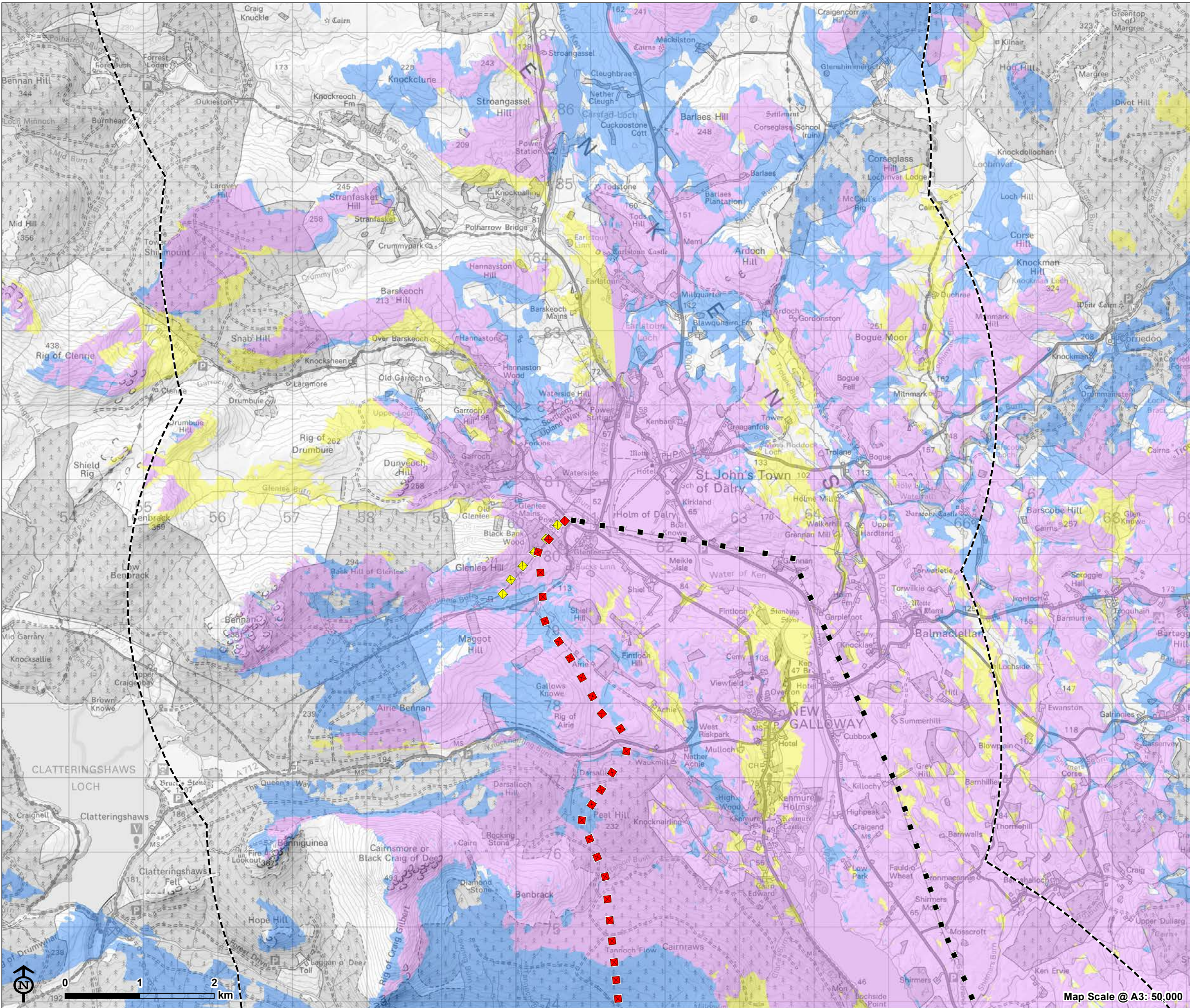
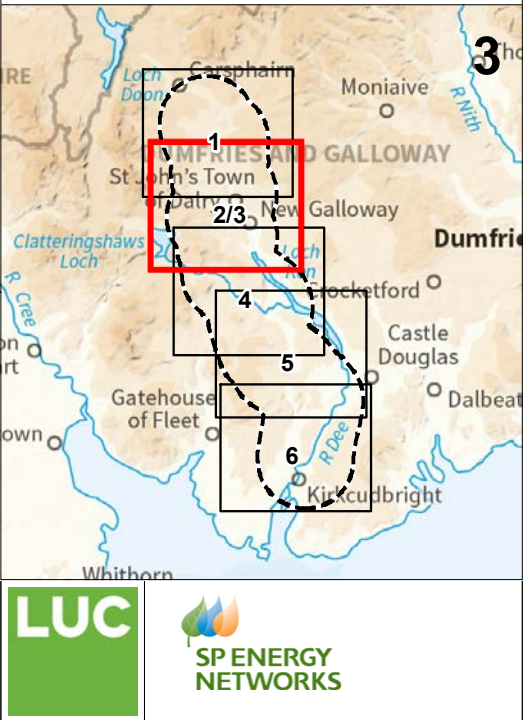


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Figure 7.5.3: 'R' Route (North) – G-T and BG Deviation Comparative Zone of Theoretical Visibility (ZTV) - Bare Earth

- Overhead line infrastructure**
- Glenlee to Tongland (steel lattice tower)
 - BG route deviation (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections
 - 'R' Route towers R30 – R153 only visible
 - KTR Project south of Glenlee only visible
 - Both KTR Project south of Glenlee and 'R' Route towers R30 – R153 visible

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

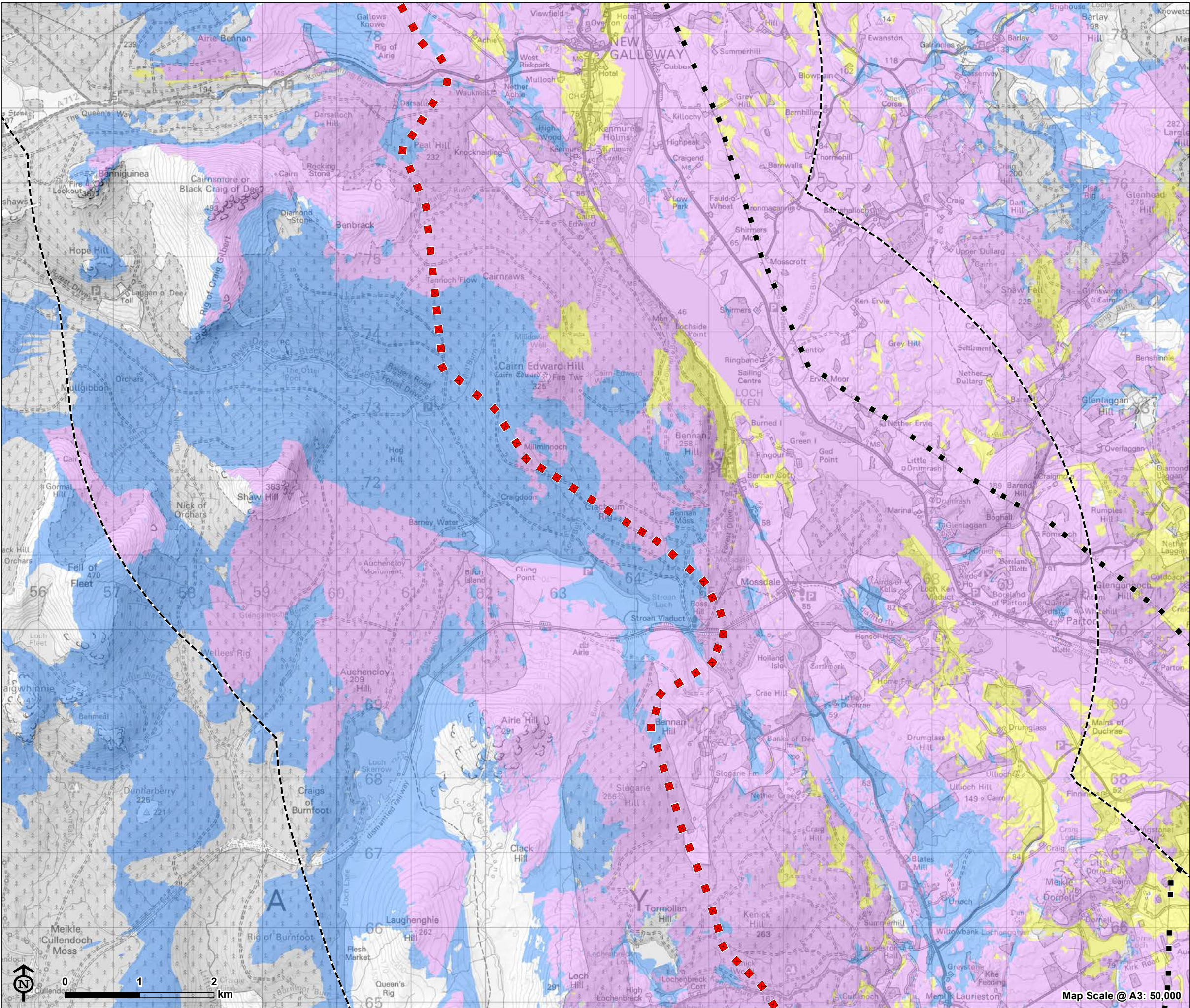
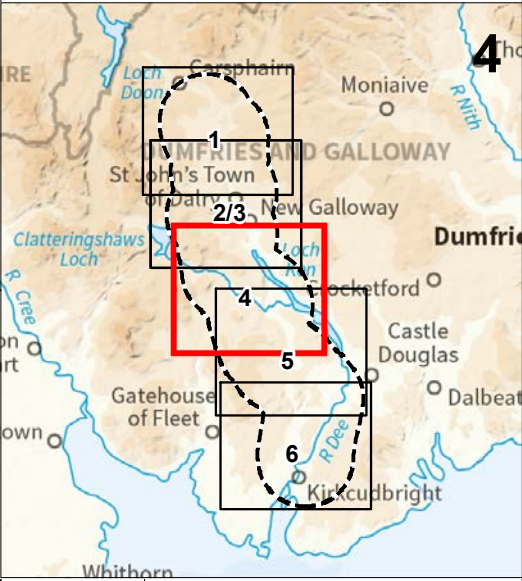


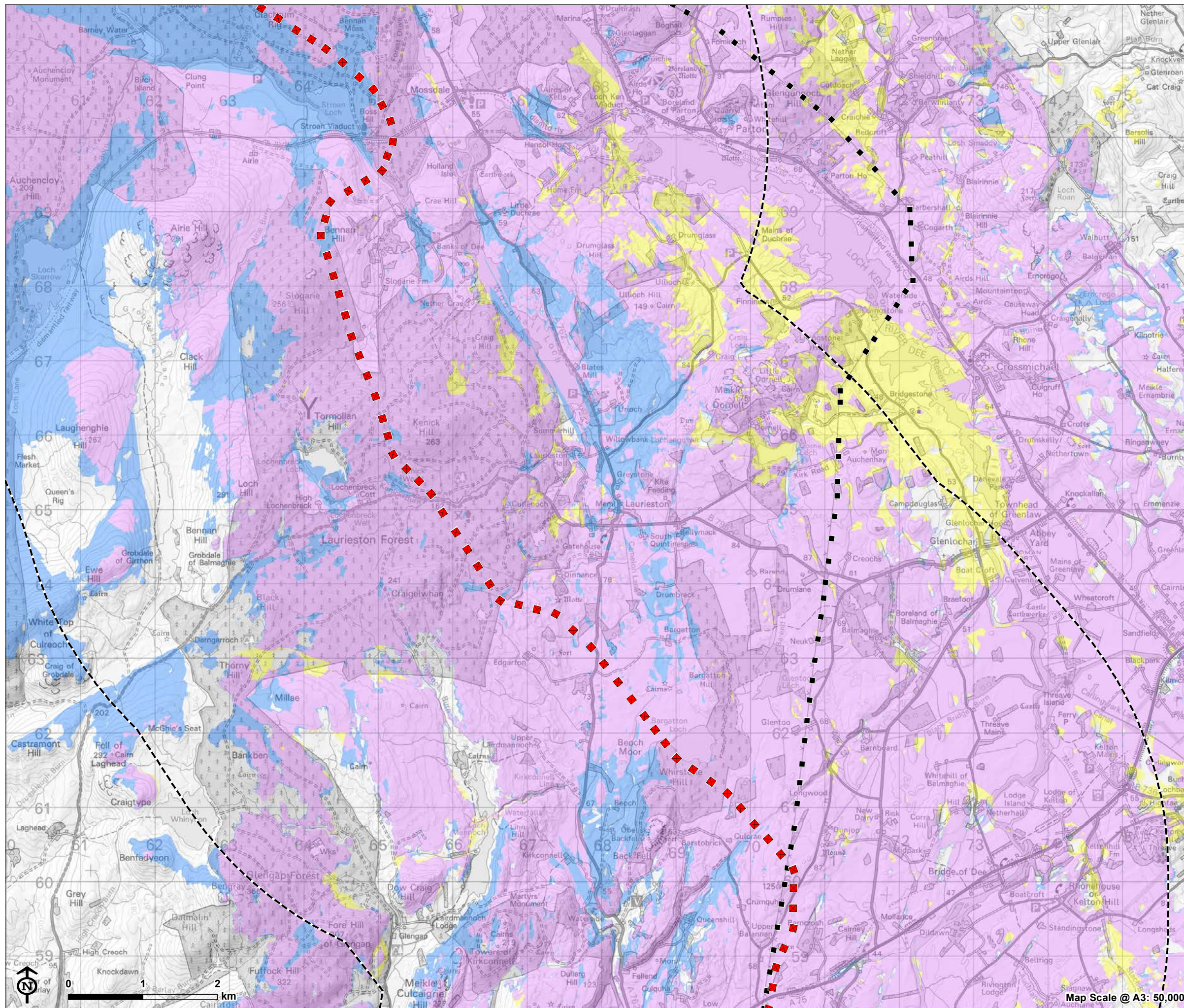
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Figure 7.5.4: 'R' Route (North) – G-T and BG Deviation Comparative Zone of Theoretical Visibility (ZTV) - Bare Earth

- Overhead line infrastructure
- Glenlee to Tongland (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections
 - 'R' Route towers R30 – R153 only visible
 - KTR Project south of Glenlee only visible
 - Both KTR Project south of Glenlee and 'R' Route towers R30 – R153 visible

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.





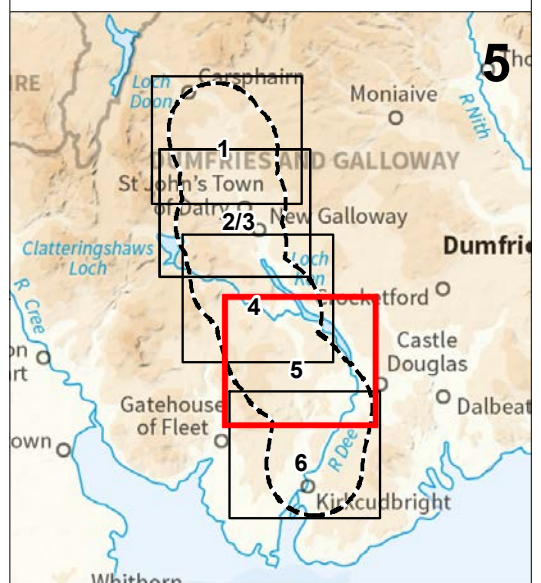
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Figure 7.5.5: 'R' Route (North) – G-T and BG Deviation Comparative Zone of Theoretical Visibility (ZTV) - Bare Earth

Overhead line infrastructure

- Glenlee to Tongland (steel lattice tower)
- Existing tower for removal
- 5km radius study area from KTR connections
- 'R' Route towers R30 – R153 only visible
- KTR Project south of Glenlee only visible
- Both KTR Project south of Glenlee and 'R' Route towers R30 – R153 visible

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.



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Figure 7.5.6: 'R' Route (North) – G-T and
BG Deviation Comparative Zone of
Theoretical Visibility (ZTV) - Bare Earth

- Overhead line infrastructure**
- Glenlee to Tongland (steel lattice tower)
 - Existing tower for removal
 - 5km radius study area from KTR connections
 - 'R' Route towers R30 – R153 only visible
 - KTR Project south of Glenlee only visible
 - Both KTR Project south of Glenlee and 'R' Route towers R30 – R153 visible

Note: See Appendix 7.2 for detailed notes on data and information contained on figure.

