

TECHNICAL APPENDIX 8.4: VISUAL ASSESSMENT OF MINOR ROADS

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1.1 Introduction

1.1.1 A full assessment of the effects on users of minor roads is present below.

1.1.2 The findings of significance below apply to those parts of these roads within 2 km of the Site. Beyond 2 km from the Site visual amenity effects would be negligible.

1.2 Visual Assessment (Minor Roads)

C79B – Longside to Braehead

1.2.1 There are open expansive views mainly to the south. The New Deer 400kV line is visible on the horizon. The southern part of Longside is visible in the middle distance with the Site visible in the far distance.

Assessment: Construction Period (temporary effects)

1.2.2 The construction activity of landform and built form would be visible on the distant horizon for a wide horizontal angle of view for highway users travelling east to Longside. There would be partial screening of the bulk of the site by intervening topography and vegetation. The level of magnitude would be medium with a temporary **Moderate Adverse and significant** visual effect.

Operational Period (permanent effects)

1.2.3 Year 1: the taller elements of the Proposed Development would be visible on the distant horizon to the southwest for users travelling east. The level of magnitude would be medium with a **Moderate Adverse and significant** visual effect.

1.2.4 Year 15: with vegetation growth on the proposed landforms the Proposed Development would soften into the landscape. There would be a view of the taller elements of the western part of the development in the far distance with the bulk of the built form screened by intervening buildings landform and vegetation. The level of magnitude would be low with a **Minor Adverse and not significant** visual effect.

C43B (Flushing to Torterston)

1.2.5 Along this route there are open expansive views in all directions. The Site would be visible for a small portion of the view in the far distance on the horizon in the direct line of view when travelling west.

Assessment: Construction Period (temporary effects)

1.2.6 The construction activity would be visible for a small part of the view at 45° to the direction of travel. The level of magnitude would be low with a **Minor Adverse and not significant** visual effect.

Assessment: Operational Period (permanent effects)

1.2.7 Year 1 and Year 15: the upper part of the built form would be visible in the far distance with irregular landform screening the lower part of the built form. The Proposed Development would occupy a small portion of the view and the level of magnitude would be low with a **Minor Adverse and not significant** visual effect. At Year 15, the taller elements of the Proposed Development would remain visible with a gradual softening into the landscape with vegetation growth over time screening more of the built form.

C44B From the A950 at Thunderton to Mains of Buthlaw.

1.2.8 Along this route there are open views to the south across farmland with isolated farmsteads and commercial buildings at the airfield visible in the direction of travel.

Assessment: Construction Period (temporary effects)

1.2.9 Construction activity would be visible for a small part of the eastern section of the site backdropped by the land beyond. The view of the Site would be a slight change to the existing view. The level of magnitude would be low for a section of highway with a **Minor Adverse and not significant** visual effect.

Assessment: Operational Period (permanent effects)

- 1.2.10 Year 1: a small part of the eastern section of Proposed Development would be visible from a section of the C44B. The level of magnitude would be low with a **Minor Adverse and not significant** visual effect.
- 1.2.11 Year 15: with vegetation growth the Proposed Development would be screened further with the establishment of the planting within the northern perimeter of the Site providing additional screening. With similar large sheds present in the existing view for users of this highway providing a visual detraction, the small change caused by the Proposed Development would have a low discernible effect and considered to have a negligible level of magnitude with a **Negligible Adverse and not significant** visual effect.

C56B From the A950 at Faichfield to Parkhill to Toddlehills to Meikle Dens

- 1.2.12 For users of the highway there would be views directly in the line of sight or at an angle from the direction of travel from elevated sections of the highway. The Proposed Development would be visible on the distant horizon to the west partially screened by existing intervening vegetation and topography with the backdrop of Gallows Hill wind turbines.

Assessment: Construction Period (temporary effects)

- 1.2.13 Construction activity of earth movements and the construction of the taller elements of the built form would be visible on the distant horizon for a wide horizontal but small vertical angle of view at locations in closest proximity to the Site. There would be partial screening of the lower parts of the Proposed Development due to intervening topography and vegetation. The view of the Site would be a noticeable change to the existing view, The level of magnitude would be medium with a **Moderate Adverse and significant** visual effect.

Assessment: Operational Period (permanent effects)

- 1.2.14 Year 1: the taller elements of the Proposed Development would be visible on the horizon for sections of this route. The level of magnitude would be medium with a **Moderate Adverse and significant** visual effect.
- 1.2.15 Year 15: with vegetation growth developing on the proposed landforms the Proposed Development would soften into the landscape. At locations in closest proximity there would be a wide horizontal of view showing the taller elements of the development on the horizon, which would reduce at distance. The level of magnitude would be low with a **Minor Adverse and not significant** visual effect, increasing to medium for locations closest to the site with a **Moderate Adverse and significant** visual effect.

C63B – A950 at Longside Airport to Stockbridge

- 1.2.16 There are open expansive views at this elevated section of minor road in all directions. The Site is visible in the far distance to the west. Visual detractors such as the Gallows hill Windfarm, New Deer 400kV OHL and the large sheds at the airfield are visible.

Assessment: Construction Period (temporary effects)

- 1.2.17 During construction, the activity would be visible in the far distance, partially screened by intervening topography and vegetation. Due to distance from the Site, this would be a minor level of magnitude, a temporary **Minor Adverse and not significant** effect.

Assessment: Operational Period (permanent effects)

- 1.2.18 Year 1 and Year 15: at completion the taller elements of the Proposed Development would be visible on the distant horizon to the west, partially backdropped by the land. This would be a **Minor Adverse and not significant** effect which would soften over time with establishment of planting. A **Minor Adverse and not significant** effect would remain.

C55B From Toddlehills to the Site to Mains of Ludquharn.

- 1.2.19 There would be close-up views of the Proposed Development at 90° to the direction of travel when travelling adjacent to the Site. Refer to Viewpoints 6 and 8. At the western end of the C55B there is varying visibility from this section of the highway before reaching the Site due to high roadside hedgerows providing channelled views and intervening topography, built form and vegetation. As the route passes the Site existing hedgerows present would be retained where possible with additional hedgerow planting filling in gaps.

Assessment: Construction Period (temporary effects)

- 1.2.20 Construction activity of earth movements and the construction of the built form would be visible from the lane on the southern boundary. The existing roadside hedgerow would provide partial screening of views. The level of magnitude would be high with a **Major Adverse and significant** visual effect.

Assessment: Operational Period (permanent effects)

- 1.2.21 Year 1: users of the highway immediately adjacent to the Site would have close up views of the built form, fencing visible at 90° to the direction of travel. The level of magnitude would be high with a **Major Adverse and significant** visual effect for the users in close proximity to the Site. Visual effects would lessen as highway users pass the Site, travelling to the west.
- 1.2.22 Year 15: with growth of the woodland plantations and hedgerows on the southern boundary there would be screening into the Site. There would be gaps in the planting with visibility filtered by the retained existing hedgerows. This would provide a glimpse at 90° into the Proposed Development. The level of magnitude would be medium with a **Moderate Adverse and significant** visual effect.

C38B – Denholm to the hamlet of Nether Kinmundy

- 1.2.23 Potential visibility would vary according to distance and presence of intervening vegetation and topography. The route passes from undulating elevated land in the east with far reaching views with the Site visible on the far horizon, to lower lying land at Parkhill and then rises up to Nether Kinmundy with distant views in all directions.

- 1.2.24 Assessment: Construction Period (temporary effects)

- 1.2.25 During construction, activity would be visible for travellers in both directions on the distant horizon for a wide horizontal but small vertical angle of view, with the lower parts of the Proposed Development screened by intervening topography and vegetation. This would be a low magnitude of change, a **Minor Adverse, not significant to Moderate Adverse significant** visual effect. The level of significance would vary according to the direction of travel, distance from the site and presence of intervening topography and landform.

Assessment: Operational Period (permanent effects)

- 1.2.26 Year 1: on completion the taller elements of the Proposed Development would be visible on the horizon, a **Minor Adverse to Moderate Adverse** visual effect, depending on the distance from the Site, direction of travel and presence of intervening topography and landform.
- 1.2.27 Year 15: the taller elements would remain visible on the distant horizon the lower parts of the Proposed Development screened by topography and vegetation. The level of magnitude would reduce over time with a Minor Adverse , **not significant** visual effect.

C57B – C55B to Nether Savock and Upper Savock to the C56B

- 1.2.28 At this elevated location there are open views to the north towards the Site. At locations close to the Site vegetation of coniferous plantation, tree belts and high roadside vegetation provides screening at some locations on the routes. The potential visibility varies along the minor roads. The Site is visible backdropped by the land beyond with visual detractors of overhead lines and wind turbines visible on the horizon.

Assessment: Construction Period (temporary effects)

- 1.2.29 At Construction, the bulk of the activity would not be visible due to screening with a low level of magnitude and a **Minor Adverse and not significant** visual effect. There would be a wide horizontal angle of view with a small vertical angle of view of the proposed emerging development.

Assessment: Operational Period (permanent effects)

- 1.2.30 Year 1: at completion, the taller elements of the Proposed Development would be visible in the far distance partially backdropped by the land beyond with a low magnitude with a **Minor Adverse and not significant** effect from this elevated location with wide ranging views in all directions.
- 1.2.31 Year 15: over time, the upper part of the taller elements of the Proposed Development would remain visible in the far distance with a low level of magnitude of change with a **Negligible Adverse and not significant** effect from this elevated location with wide ranging views in all directions.

C181B - C55B to C38B at hamlet of Nether Kinmundy

- 1.2.32 For users of the highway travelling north the Site is only partially visible in the far distance at this elevated location. There are far ranging views to the north towards the Site, which is partially screened by intervening topography and vegetation. The Site is partially visible backdropped by the land beyond with visual detractors of overhead lines and wind turbines visible on the horizon.

Assessment: Construction Period (temporary effects)

- 1.2.33 At construction only the taller elements of activity would be visible, for a small horizontal and vertical angle of view. The level of magnitude would be low with a **Minor Adverse and not significant** effect.

Assessment: Operational Period (permanent effects)

- 1.2.34 Year 1 and Year 15: at completion the upper part of the tallest buildings would be visible in the far distance, partially screened. The level of magnitude would be low with a **Minor Adverse and not significant** effect. With the growth of vegetation this would reduce further leading to a **Negligible Adverse and not significant** effect.

Inn Brae C39B – Woodside via Longside to South Braeside

- 1.2.35 There would be open views to the Proposed Development at 90° to the direction of travel for approximately 2.5 km distance of the route. The Site would be visible on the horizon to the east. The HVDC Switching station would be prominent although it would screen other buildings on the Site.

Assessment: Construction Period (temporary effects)

- 1.2.36 During construction activity in the western part of the Site would be visible on the horizon, with storage piles and moving equipment and storage compounds. This would initiate a temporary **Moderate Adverse and significant** visual effect.

Assessment: Operational Period (permanent effects)

- 1.2.37 Year 1 and Year 15: on completion there would be open views of the Proposed Development, with a **Moderate adverse and significant** visual effect. Over time there would be some reduction in effect from the northern and southern ends of this road as mitigation planting develops but no change from the middle section so it would remain **Moderate Adverse and significant**.

C52B – From C39B to Mill Hill

- 1.2.38 For highway users travelling east there are long ranging views to the east with the Site partially visible in the far distance backdropped by the land and screened by intervening vegetation and topography.

Assessment: Construction Period (temporary effects)

- 1.2.39 During construction there would be visibility into the site from this elevated location however the angle of view

would be small, and the level of magnitude would be negligible with a **Negligible Adverse and not significant** effect.

Assessment: Operational Period (permanent effects)

- 1.2.40 Year 1 and Year 15: at completion the taller elements of the Proposed Development would be partially visible partially screened by vegetation and landform. Over time the visual effects would reduce further with a **Negligible Adverse and not significant** visual effect.