

# Appendix 6.3

## Visual Amenity Baseline and Visual Impact Assessment

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## A6.3 Visual Amenity Baseline and Visual Impact Assessment

### A6.3.1 Introduction

1. This appendix provides greater detail on the visual amenity of the route corridor and the identified study area. Information is provided on the existing visual baseline and the visual impact assessment. Viewpoint photography is presented in **Appendix 6.4 Viewpoint Sheets**, which provides a good visual representation of the existing baseline. Indicative visualisations of the proposed development are presented in **Appendix 6.5: Wireline and Photomontage Sheets**.
2. Visual receptors within the study area are identified. For each receptor existing baseline information is provided, followed by details of the visual amenity value, susceptibility, and sensitivity to the proposed development. The magnitude of change and overall level of effect are then provided for each receptor.

### A6.3.2 Existing Visual Baseline

3. The visual baseline and potential visual envelope for the proposed development is based on the landscape baseline.
4. A computer-generated Zone of Theoretical Visibility (ZTV) map ) has been produced to help establish the likely area of visibility of the proposed development. The ZTV does not take account of vegetation or built form, and as such is a worst-case scenario which has been used to help establish the baseline and identify viewpoints (see below). Field survey work has also been undertaken to ground truth the ZTV and to establish the actual visual envelope of the proposed development. The ZTV is presented on **Figure 6.6: ZTV and Viewpoint Locations**.
5. The study area around the route comprises open moorland, commercial forestry, former and existing areas of opencast mining, wind farms and the river valley around Douglas Water. Away from the areas of commercial forestry, it is generally an open landscape with hedgerow boundaries limited to the landscape around Douglas and to the north of Coalburn. There are occasional small pockets of woodland not associated with the commercial forestry focused around the Douglas Valley SLA.
6. Where commercial forestry exists, primarily at the southern end of the proposed route and on uplands to the south of Coalburn, the forestry would act as a significant screen to long distance views from within these areas, and also when viewing into or past these areas from further afield.
7. The more uniform and open areas of moorland and opencast mining, to the north of and around Coalburn, and the central regions to the west of the Douglas Valley, create a landscape where long-distance views are possible, although occasional vegetation and tree belts can act as a visual filter within the landscape. When crossing the open moorland landscape and areas of opencast mining there is the potential for an OHL to be visually prominent, especially as it crosses the crest of a ridge.
8. The study area is on the north-western edge of the Southern Uplands and this topography heavily influences the visual envelope. The Douglas Valley is particularly enclosed by surrounding landform, with views into and from the valley limited to the landscape within and immediately adjacent to the valley.
9. The landform of the route corridor is predominantly between 220 and 300 m AOD, with areas of higher ground (up to 488 m AOD at Common Hill) to the immediate west of the route corridor. Common Hill and the adjacent Hagshaw Hill are the dominant landscape features of the wider study area, with views towards the hills, and the windfarms they host, possible from all around the study area. To the east of the route the landform drops to around 200 m AOD around Douglas Water and also at the northern end of the route. To the east of Douglas Valley, the landform rises again to around 388 m AOD at Pagie Hill and 379 m AOD at Parkhead Hill. The high ground enclosing the route corridor acts as a visual screen towards the route corridor from long distances. The higher ground around the valley also occasionally acts as a visual backcloth when the OHL is perceptible.
10. Whilst generally rural in character there are several visible manmade interventions within the landscape. The most prominent is Hagshaw Hill , Douglas West and Dalquhandy Wind Farms to the west of the route corridor. The M74 and A70

communication networks lie to the east and south-west of the route corridor and existing electricity transmission infrastructure is apparent, particularly around Douglas Substation and Coalburn Substation. Due to its location on the lower lying and level landscape of the plateau farmland north of Coalburn, the large hill-like slagheap associated with the former mining works is a prominent visual feature within the study area. A 400kV steel pylon OHL is prominent running east to west across the north of the study area.

11. The study area includes a mixture of small settlements and scattered individual properties, connected by a small number of roads and lanes. In addition to the roads and lanes, the landscape is crossed by a network of footpaths. Whilst the numbers of people using this lane and footpath network may be relatively few, their attention is likely to be focussed on appreciation of the landscape and views of the Douglas Valley.

### A6.3.3 Viewpoints and Photomontages

12. A series of viewpoints representative of the receptors within the study area were visited and are presented in **Appendix 6.4 Viewpoint Sheets**, together with relevant information and commentary. Other potential viewpoint locations have been excluded from the final viewpoints. The viewpoints were excluded as field survey work confirmed that the operational proposed development would not be visible, they included the track approaching The Cleughs near the Kennoxhead Connection point, footpath SL174 (right of way) to the south of Kennoxhead Connection point and Core Path CL/3461/1 on Common Hill. In addition, the construction work at Douglas West Wind Farm and Dalquhandy Wind Farm has meant restricted access to some foot paths within these areas. It was not possible to access Core Path CL/3451/1 to the east of Hazelside during the field survey work as the landowner had restricted access due to it being lambing season.

No.	Name	Location	Distance & Direction from nearest pole	Relevance
1	CL/5890/1 and A70, Carmacoup	E279933 / N627781	142 m S from 35	Walkers, motorists and residents
2	CL/5118/1 and local road south of Glespin	E281303 / N627577	1.2 km SE from 38	Walkers, motorists and residents. SLA
3	CL/5119/1 and Glespin Main Street (A70)	E280374 / N628061	180 m SE from 38	Walkers, motorists and residents
4	CL/3457/1 Arkney Hill	E281393 / N631576	470 m NW from 76	Walkers. SLA
5	CL/3457/1, Douglas Substation	E282066 / N631010	370 m E from 71	Walkers and residents. SLA
6	CL/5163/1 and A70, Douglas	E283287 / N630211	1.6 km E from 66	Walkers, motorists and residents. SLA
7	Earl of Angus Statue, Douglas	E283476 / N630942	1.4 km SE from 82	Walkers and residents
8	CL/5735/1, near Wallace's Cave, West Toun	E282498 / N633518	300 m NNE from 107	Walkers
9	CL/5187/1 and Bellfield Road, Coalburn	E281310 / N634508	500 m E from 130	Motorists and residents
10	CL/5173/1 and Bellfield Road, Bellfield	E281830 / N634734	1.05 km E from 130	Motorists and residents
11	CL/3310/1 west of Coalburn	E280174 / N635113	350 m W from 137	Walkers
12	Village Green, Coalburn	E281125 / N635297	630 m E from 139	Residents and recreational users

No.	Name	Location	Distance & Direction from nearest pole	Relevance
13	Shoulderigg Road west of Coalburn	E280396 / N635876	290 m WNW from 144	Motorists
14	CL/5178/1 and Coalburn Road, south of Glaikhead	E281189 / N636124	45 m SE from 150	Walkers, motorists and residents
15	CL/3744/1 and Coalburn Road, near Johnshill Farm	E281610 / N637428	335 m WNW from 164	Motorists and residents
16	CL/3747/1, Auchlochan	E280330 / N636988	1.1 km W from 157	Motorists and recreational users
17	CL/5526/1 and New Trows Road, New Trows	E280963 / N638275	1.3 km NW from 165	Motorists and residents
18	Shearwater Grove, Lesmahagow	E281793 / N638277	895 m N from 166	Residents
19	B7078 Carlisle Road (NCN No. 74 and CL/5965/2), nr Auldonheights	E282996 / N637810	865 m NE from 169	Residents, cyclists and motorists
20	B7078 Carlisle Road (NCN No. 74 and CL/5965/2)	E283268 / N637113	1 km E from 169	Cyclists and motorists

Table A6.3.1: Viewpoints

#### A6.3.4 Settlements and Residential Receptors

14. Settlements within the study area and included within the assessment, starting from Kennoxhead, and heading north are:
- Glespin – The small village of Glespin is located 3 km south-west from Douglas formed along the eastbound carriageway of what is now the A70, with the winding path of the Douglas Water to the immediate south-east of the village. The route corridor runs broadly parallel to Glespin between OHL pole nos. 37 and 47.
  - Douglas – Located between 1.3 and 2.3 km south-east of the route corridor between OHL pole nos. 66 and 83, the village of Douglas is a historic village on Douglas Water. The main A70 transport route runs through the village. Douglas Conservation Area covers the historic core of the village.
  - Coalburn – The village of Coalburn is located on the Coal Burn (a tributary of Poniel Water). The village is formed alongside two main streets; the north to south directed Coalburn Road and south-west to north-east directed Bellfield Road. The route corridor loops around the south and west of the village between 170 m and 1 km from the village between OHL pole nos. 127 and 147.
  - Auchlochan Garden Village – Auchlochan Garden Village is a purpose-built retirement village located to the west of Hollandbush Golf Course, between 900 m and 1.2 km west of the northern end of the route corridor between OHL pole nos. 158 and 164.
  - New Trows – Located to the north-west of the route corridor and 1.6 km north-west of Coalburn Substation, the linear village of New Trows is located along the northbound carriageway of New Trows Road. The southern end of the village is 1.1 km north-west of OHL pole no. 166.
  - Lesmahagow – A small linear town located on the River Nethan and to the west of the M74. Only the southern end of the town is within the study area. The southern end of Lesmahagow is 900 m north of the northern end of the route corridor and OHL pole no. 166.
15. In addition to the settlements listed above, there are a small number of scattered property groupings and individual properties/farms within the study area. As well as considering general impacts on the main settlements the visual assessment has considered likely impacts on the residents of all properties within 200 m of the route corridor. Properties within the larger settlements, but also within 200 m of the route corridor, are also included in this list. The consideration of likely impacts on receptors at these properties does not constitute a RVAA.
16. Starting from Kennoxhead and heading north, these properties are located at:

- Cleughs, located 500 m west of the Kennoxhead connection point and 100 m east of the proposed underground cable;
- The Bungalow, located 180 m south-east of OHL pole no. 33;
- Viaduct Cottage, located 130 m north-west of OHL pole no. 33;
- Longhouse, at the western end of Glespin, located 120 m south-east of OHL pole no. 37;
- Braeface Cottages and adjacent properties, located 170 – 200 m south-east of the route corridor between OHL pole no. 38 and OHL pole no. 40;
- 10 properties at the southern end of Coalburn Road, Coalburn, 200 m east of the route corridor between OHL pole nos. 130 and 131;
- Four properties on Coalburn Road at Glaikhead, between 170 m north of the route corridor at OHL pole no. 150 to 200 m west of the route corridor at OHL pole no. 154; and
- Johnshill Farm, Coalburn Road, approximately 160 m west of OHL pole no. 162.

17. Where appropriate the assessment of effects on these properties has been grouped together.

#### Value, Susceptibility and Sensitivity

18. As per the criteria set out in **Table A6.1.5 in Appendix 6.1 Landscape and Visual Assessment Methodology**, the majority of views from the identified settlements and residential properties are considered to be of 'medium' value; where this value differs, this is detailed below in **Table A6.3.2**.
19. As per the criteria set out in **Table A6.1.6 in Appendix 6.1 Landscape and Visual Assessment Methodology**, it is considered that all residential receptors have a low ability to accommodate the proposed change to views and therefore a 'high' susceptibility to change arising from the proposed development. Therefore, as per **Table A6.1.3**, residential receptors are considered to have a high sensitivity to the proposed development. Residential receptors within an existing urban or suburban setting, such as those in Coalburn, would have a reduced susceptibility and sensitivity to the proposed development due to existing views of built form, electricity transmissions structures and other overhead lines, and the road network. Where the susceptibility and sensitivity differ from 'high', this is detailed in **Table A6.3.2**.
20. Effects on all the above receptors are detailed in **Table A6.3.2** on the following pages.

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
<p>Glespin</p> <p>Located between 100 and 500 m south-east of the route corridor between OHL pole nos. 37 and 47.</p> <p>See viewpoints 2 and 3</p>	<p>Glespin is located on the transitional landform at the south-western end of Douglas Water valley and higher upland landform to the north and west. The village is a small linear settlement running south-west to north-east with almost all the residential properties adjacent to the eastbound carriageway of the A70, which in turn is broadly adjacent to the winding Douglas Water to the south-east of the A70. The landform to the north and north-west of the village immediately begins to rise to the Uplands beyond and contains the village to its north and north-west, however the valley landscape elsewhere affords longer distance views out of the village to the south, east and west, although the village is still ultimately confined by the higher ground of the surrounding periphery of the Southern Uplands. The majority of houses within Glespin are orientated to the south-east looking over the valley landscape i.e., away from the route corridor.</p> <p>The path of the route corridor is parallel to the village on the higher ridge of land to the immediate north of the village.</p> <p>Lower-level construction work i.e., earthworks would generally be screened by the rising landform between Glespin and the route corridor, although machinery and movement would be visible. From the western end of the village the 100 m x 100 m laydown area located close to OHL pole no. 35 would be visible. Existing vegetation to the west of the settlement, particularly around its eastern end, and houses on Hillview Crescent, would screen views of construction work. Construction work would be a temporary visual intrusion.</p> <p>The completed OHL would be visible from the rear gardens and upper rear windows of almost all the properties within Glespin, although vegetation and the rising landform would filter occasional views. Due to the shape of the landform the OHL is likely to be visible along the higher ridge of ground to the north-west of Glespin and would not benefit from being backclothed. An existing 11kV OHL would be visible in closer proximity than the proposed development which would therefore not be viewed as a completely new feature within the landscape. All views of the proposed development would be from between 100 m and 500 m.</p> <p>The proposed development would occupy a small portion of existing views. The proposed development would introduce a new structure across views, but a structure that is similar to existing structures already in view.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p><b>Operation: Moderate adverse (significant)</b></p>
<p>Douglas</p> <p>Located between 1.3 and 2.3 km south-east of the route corridor between OHL pole nos. 66 and 83.</p> <p>See viewpoints 6 and 7</p>	<p>Douglas is located in a wide low valley to the east of Douglas Water, with blocks of woodland to all sides, though generally set back from the village by at least 500 m. There are existing mature trees and woodland belts in and around the village, particularly around its south-western corner and northern end. Views from out of Douglas are enclosed by vegetation, the valley landscape, and the higher ground to the west and east of the village.</p> <p>The route corridor crosses an area of slightly higher ground between 1.3 km and 1.6 km west of the western edge of Douglas and generally would be entirely screened by a mix of intervening landform and vegetation.</p> <p>Any potential views of either the construction works or operational OHL would be glimpsed, heavily filtered and from a minimum distance of 1.3 km, they would also be within the context of existing electricity infrastructure. Overall, it is considered there would be little discernible change to the view.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>Auchlochan Garden Village</p> <p>Located between 900 m and 1.2 km west of the route corridor between OHL pole nos. 158 and 164.</p>	<p>Auchlochan Garden Village is a purpose-built retirement village located to the west of Hollandbush Golf Course. The village has been developed on slightly lower lying ground and is focused around a series of ponds. Woodland belts enclosed the village on all sides.</p> <p>Neither the construction works nor the operational OHL would be perceptible from the village, with potential views screened by intervening landform and, in particular, intervening woodland and mature trees.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: No change</p> <p>Operation: No change</p>	<p>Construction: No change</p> <p>Operation: No change</p>
<p>New Trows</p> <p>The southern end of the village is located 1.1 km north-west of OHL pole no. 166.</p> <p>See viewpoint 17</p>	<p>Located to the north-west of the route corridor and 1.6 km north-west of Coalburn Substation, the linear village of New Trows is located on rising ground along the northbound carriageway of New Trows Road.</p> <p>Whilst there are woodland belts separating the village from the northern end of the route corridor, its location on slightly rising landform affords longer distance views across the landscape to the south of the village. The consented wind farm at Broken Cross would be visible from the village to the south-east.</p> <p>Neither the construction works nor the OHL would be visible from the northern end of the village. From the south of the village, movement associated with the construction works at the very northern end of the route corridor would be visible, as would the completed OHL from approximately OHL pole no. 165 until it enters Coalburn Substation 480 m to the east. All views would be filtered and above/through intervening vegetation and would be from a minimum distance of 1.1 km, seen in the context of the intervening steel pylon OHL which crosses the landscape from west to east, to the south of the village. Although the completed OHL is likely to be perceptible from the south of the village, it is considered that there would be little discernible change in the view.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Table A6.3.2: Settlements and Residential Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
<p>Coalburn</p> <p>Located between 170 m and 1 km east of the route corridor between OHL pole nos. 127 and 147.</p> <p>See viewpoints 9, 10 and 12</p>	<p>The village of Coalburn is located on the Coal Burn (a tributary of Poniel Water). The village is formed alongside two main streets; the north to south directed Coalburn Road and south-west to north-east directed Bellfield Road. Views to the south and south-west from the village will encompass Dalquhandy Wind Farm currently under construction on the higher ground to the south of the village.</p> <p>The path of the route corridor approaches Coalburn from the south-east, before looping around the southern end of the village and then continuing on a higher ridge of ground to the immediate west of the village, before turning north-east and crossing flat and open moorland for approximately 1 km to the north-west and north of the village.</p> <p>Where the route corridor approaches Coalburn from the south-east, it would not be perceptible from the village due to intervening landform. From approximately OHL pole no. 121, 500 m south of Coalburn, the proposed development would be visible from within the village.</p> <p>The route corridor is in closest proximity to the village at its south-west passing approximately 170 m from the boundary of properties between OHL pole nos. 130 and 132. At this location, the route corridor is on slightly higher ground above the village and the tops of the wood poles and the OHL would be visible on the skyline. There are areas of young tree planting to the immediate rear of properties in this location which would screen construction works and much of the completed OHL.</p> <p>For approximately 600 m between OHL pole nos. 134 and 138 construction work and the OHL would be less perceptible as the route corridor moved further away from the village and views towards it were screened by intervening vegetation and slightly higher undulating landform directly to the west of Coalburn. As the route corridor reaches the north of Coalburn there is a lack of vegetation, although the undulating landscape continues, and views west towards the OHL (between OHL Pole nos. 138 and 142) and then north as the route corridor heads away from Coalburn across open moorland would be possible from properties at the north-western and northern edge of Coalburn.</p> <p>Generally, views of the proposed development from Coalburn would be limited to being from its western and northern periphery, however there are areas of higher ground (e.g. around Braehead in the east of Coalburn) and other locations where views of the completed OHL would be possible above and through intervening vegetation and built form due to the route corridor's location on a ridge of high ground to the west of Coalburn. Although visible from the settlement of Coalburn, the proposed development would only occupy a small portion of views and would often be heavily filtered. An overhead woodpole line would not be incongruous in views from a village of this size and there would only be a minor alteration to the existing visual baseline.</p>	<p>Value – Medium</p> <p>Susceptibility – Medium</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
<p>Lesmahagow</p> <p>The southern end of the town is located 900 m north of OHL pole no. 166.</p> <p>See viewpoint 18</p>	<p>A small linear town located on the River Nethan and to the west of the M74. Only the southern end of the town is within the study area. The consented wind farm at Broken Cross would be visible from the town to the south-east, though not within the same view as the proposed development.</p> <p>It is likely the intervening vegetation would screen all potential views of the construction works and completed OHL, however occasional glimpsed views may be possible from the properties at the southern end of the town (particularly from upper floor windows). All potential views would be filtered and above/through intervening vegetation, be from a minimum distance of 900 m and seen in the context of the intervening steel pylon OHL which crosses the landscape from west to east, to the south of the town. Any potential views of the completed OHL would be heavily filtered and there would be little discernible change in the view.</p>	<p>Value – Medium</p> <p>Susceptibility – Medium</p> <p>Sensitivity – Medium</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>The Bungalow</p> <p>1800 m south-east of OHL pole no. 33</p> <p>See viewpoint 1</p>	<p>The property is immediately adjacent to the south bank of Douglas Water on lower lying ground than the surrounding landscape. The property is orientated south-west to north-east i.e., along the same orientation as the route corridor and does not directly face the closest OHL poles but does have potential views directly along the path of the route corridor in both directions.</p> <p>Mature vegetation directly to the north-west of the property would filter views towards the closest section of the route corridor, including where it crosses Douglas Water, and a higher ridge of landform to the immediate south and south-west of the property would filter views in this direction.</p> <p>Temporary construction work would be visible including filtered views of the temporary scaffolding where the route corridor crosses Douglas Water and the 100 m x 100 m laydown area located close to OHL pole no. 35. During operation there would be fairly unobstructed views of the proposed development to the north of the property and up to 800 north-east of the property where the OHL crosses open moorland to the west of Glespin before being screened by rising ground, with potentially stacked views of up to six woodpoles. To the south of the property potential views of the OHL would be heavily filtered by intervening landform. An existing 11kV OHL is located to the north-east of the property.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. During operation, the proposed development would be clearly noticeable, with potential stacked views of up to six woodpole structures.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p><b>Operation: Moderate adverse (significant)</b></p>

Table A6.3.2: Settlements and Residential Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
<p>Cleughs</p> <p>500 m west of the Kennoxhead connection point and 100 m east of the proposed underground cable</p>	<p>The property is located on the edge of commercial forestry overlooking the moorland around Kennox Water and the site of the Kennoxhead Wind Farm.</p> <p>The underground cable would pass 100 m west of the property and temporary construction works would be visible. The closest above ground infrastructure (OHL pole no. 1) is 1.6 km north-east of the property and is separated from the property by commercial forestry.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: No change</p>	<p>Construction: Minor adverse</p> <p>Operation: No change</p>
<p>Viaduct Cottage</p> <p>130 m north-west of OHL pole no. 33</p> <p>See viewpoint 1</p>	<p>The property is immediately adjacent to the westbound carriageway of the A70 with steeply rising ground to the north of the property adjacent to the eastbound carriageway. To the south of the property is slightly lower lying ground and the winding course of Douglas Water which passes 20 m south of the property. The property is orientated south-west to north-east i.e., along the same orientation as the route corridor and does not directly face the closest OHL poles.</p> <p>Mature vegetation directly to the south-east of the property would filter many views towards the route corridor. However, temporary construction work would be visible including the temporary scaffolding where the route corridor crosses Douglas Water and the 100 m x 100 m laydown area located close to OHL pole no. 35. During operation heavily filtered views of OHL pole nos. 32, 33 and 34 would be feasible through the intervening vegetation. The rising landform adjacent to the north-east of the property would screen any further views of the OHL in this direction.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. During operation potential oblique views of the proposed development are limited to a 200 m stretch and all views would be heavily filtered by vegetation. The proposed development would occupy a small portion of the view and only create a minor alteration to the existing view.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
<p>Longhouse</p> <p>120 m south-east of OHL pole no. 37</p> <p>See viewpoint 3</p>	<p>A single property to the west of Glespin adjacent to the eastbound carriageway of the A70, orientated to the south-east.</p> <p>The route corridor approaches the property from the south-west across open moorland passing within 90 m of the rear garden and 120 m of the property itself.</p> <p>To the west there would be clear views of the proposed development for approximately 500 m, during construction works this would include temporary scaffolding over Douglas Water and clear views of the laydown area which would be located 200 m west of the property. During operation there would be views of up to six woodpole structures.</p> <p>To the north-east construction work would be visible for up to 400 m and there would be clear views of up to four woodpole structures, which would be stacked in view, and visible against the skyline as the route corridor crossed the rising landform, before the proposed development was screened by landform and a small woodland copse.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. During operation, the proposed development would be clearly noticeable to the west and north-east, with some woodpole structures viewed in relatively close proximity to the property.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p><b>Operation: Moderate adverse (significant)</b></p>
<p>Braeface Cottages and adjacent properties</p> <p>Within the west of Glespin 170-200m south-east of the route corridor between OHL pole no. 38 and OHL pole no. 40</p> <p>See viewpoint 3</p>	<p>Located adjacent to both sides of the A70 within the west of Glespin, the path of the route corridor runs across higher ground to the north-west of the properties. An existing 11kV OHL runs across the landscape between these properties and the route corridor.</p> <p>Between OHL pole nos. 38 and 40 construction work would be visible on the higher ground. When complete there would be clear views of two or three woodpole structures (dependent on the property) against the skyline to the north-west of the properties and potential filtered views of additional woodpole structures to the west.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. The proposed development would occupy a small portion of existing views. The proposed development would introduce a new structure across views, but a structure that is similar to existing structures already in view.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>

Table A6.3.2: Settlements and Residential Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
<p>10 properties at the southern end of Coalburn Road, Coalburn</p> <p>170 m east of the route corridor between OHL pole nos. 130 and 131</p>	<p>These properties are all approximately 170 m from the route corridor and orientated to the east away from the proposed development, however the rear windows and rear gardens, which extend a further 30 m towards the route corridor, all have views towards the route corridor. The proposed development would pass the properties from south to north on a higher ridge of ground to the immediate west of the properties. There are two banks of vegetation – one to the immediate rear of the properties and one on the higher ridge of ground – separating the properties from the route corridor.</p> <p>Ground level construction work would be fully screened by intervening landform and vegetation and whilst there would be occasional glimpsed views of the construction movement these would be heavily filtered and temporary. Due to its location on higher ground above the properties the tops of the wood poles and the OHL would be visible on the skyline, above and through the intervening vegetation. Views are likely to be limited to the OHL poles closest to the properties (stretching from pole no. 129 in the south to 131 in the north), with views of the proposed development further away screened by intervening landform and vegetation.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. The proposed development would occupy a small portion of existing views and would be limited to the tops of the wooden structures and the overhead line itself. The proposed development would introduce a new structure across views but would only create a minor alteration to the existing views.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
<p>Four properties on Coalburn Road at Glaikhead</p> <p>Between 170 m north of the route corridor at OHL pole no. 150 to 200 m west of the route corridor at OHL pole no. 154</p> <p>See viewpoint 14</p>	<p>Four properties adjacent to the northbound carriageway of Coalburn Road at the southern end of Hollandbush Gold Club. All the properties are orientated to the east and have existing views eastwards directly towards the mature woodland belt on the opposite side of Coalburn Road. This woodland belt and the vegetation behind it screen views towards the large hill-like slagheap which is located 360 m east of the properties. To the south and south-west, the landscape is flat and open moorland.</p> <p>Looking east from the properties, construction work (including the laydown area between OHL pole nos. 152 and 153) associated with the proposed development from OHL pole no. 151 to pole no. 154 would be heavily screened by intervening vegetation. Looking south the temporary scaffolding across Coalburn Road would be located approximately 180 m south of the southern most of these properties, however views towards it (and OHL pole no. 150) would be limited to being from this single property or the front gardens of the other properties. From the rear of the properties there would be oblique, but open, views of construction work associated with the proposed development for almost 900 m from OHL pole no. 149 to OHL pole no. 141. Direct views eastwards of the completed proposed development would be heavily filtered by intervening vegetation. Oblique views to the south-west of the proposed development would be possible from rear windows (the properties do not appear to have rear gardens) with stacked views of up to nine woodpole structures. However, none of the properties are orientated in this direction. In addition, there is young, but maturing, vegetation to the rear of the properties which partially filters views to the south-west.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. Direct views eastwards of the proposed development would be heavily filtered, whilst views of the proposed development to the south-west would be oblique and the proposed development would only occupy a small portion of existing views.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
<p>Johnshill Farm, Coalburn Road</p> <p>160 m west of OHL pole no. 162</p> <p>See viewpoint 15</p>	<p>A farm property located to the east of Coalburn Road and Hollandbush Golf Club, within open fields with trees along the field boundaries to the south and east. The landform is relatively flat, although a small drop in the landform along the path of a former brook is noticeable running east to west to the north of the property. There are open views from the property to the north and north-east, where Coalburn Substation is located 750 m east-north-east of the property, affording clear views of the existing steel pylon OHL running east to west across the landscape. The consented Broken Cross Wind Farm would be visible in the middle distance beyond Coalburn Substation. To the south and south-east, likely views of the construction works and proposed development in this direction would be heavily filtered by the farm buildings in close proximity to the residential property, with the existing woodland field boundary providing some additional low-level screening. As the route corridor reaches directly east and north-east of the property there would be clear and unobstructed views, between 130 m and 300 m of construction works (including the temporary laydown area by OHL pole no.165 in the neighbouring field) between OHL pole nos. 164 to 166; and middle-distance and partially filtered views of the remainder of construction work from OHL pole no. 167 to Coalburn Substation. Whilst there would be clear and unobstructed views of between three and seven wooden pole structures, all these views would be in the context of the existing views of the 400kV steel pylon OHL which runs east to west north of the property (the closest existing steel pylon is 350 m north of the property).</p> <p>Due to the temporary nature of the construction works the magnitude of change to the view is considered to be low. Direct and clear views eastwards of the proposed development and between three and seven woodpole structures would be possible, however these views are within the existing context of the steel pylons running east to west across the landscape in relatively close proximity to the property and the existing views of Coalburn Substation and nearby wind turbines. In comparison, the OHL wood structures would not be the prominent feature within views.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – High</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>

Table A6.3.2: Settlements and Residential Receptors



Overall, the study area for the proposed development is sparsely populated and there is little overall visual impact on settlements or residential receptors. **Moderate adverse (significant)** visual effects have only been identified on the village of Glespin and two properties to the west of Glespin – The Bungalow on the south bank of Douglas Water 180 m south-east of OHL pole no. 33: and Longhouse, a property to the west of Glespin adjacent to the eastbound carriageway of the A70, 120 m south-east of OHL pole no. 37.

### **A6.3.5 Transport Routes**

21. The main transport routes within the study area and local roads within the vicinity of the route corridor are:
  - A70, which would be crossed by the route corridor to the west of Glespin between OHL pole nos. 33 and 34. The route corridor would run parallel to, and within 500 m of the A70, for approximately 1.5 km;
  - Shoulderigg Road would be crossed to the west of Coalburn between OHL pole nos. 141 and 142;
  - Coalburn Road would be crossed to the north of Coalburn between OHL pole nos. 150 and 151 and the route corridor would run parallel to, and within 400 m of, the Coalburn Road, for approximately 1.5 km;
  - B7078 runs broadly north to south to the east of the study area and route corridor and is mainly outside the study area, however approximately a 900 m stretch of the B7078 is within 2 km of the route corridor from OHL pole no. 157 to the northern end of the route corridor at Coalburn Substation; and
  - M74 cuts through the very northern end of the study area and is within 2 km of the route corridor from OHL pole no. 159 to the northern end of the route corridor at Coalburn Substation.
22. There are other minor local roads within the study area connecting the settlements, such as Coalburn, with the wider highways network and larger towns outside the study area, and within the settlements. Likely effects on users of any roads not detailed above would never be greater than negligible adverse and they are not considered further within this assessment.

### **Value, Susceptibility and Sensitivity**

23. As per the criteria set out in Table A6.1.5 in Appendix 6.1, the majority of views from the highway network within the study area and identified settlements and residential properties are considered to be of 'medium' value; where this value differs, this is detailed below in Table A6.3.3.
24. As per the criteria set out in Table A6.1.6 in Appendix 6.1, it is considered that all road users within the study area have a high ability to accommodate the proposed change to views and therefore a 'low' susceptibility to change arising from the proposed development. Therefore as per Table A6.1.3 all road users within the study area are considered to have a low sensitivity to the proposed development.
25. Effects on all the above receptors are detailed in Table A6.3.3 on the following page.

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
A70 See viewpoints 1, 3 and 6	<p>The A70 runs south-west to north-east through the study area for around 8 km. Starting at the south-west it enters the study area 2 km west of Carmacoup and OHL pole no 33. The proposed development would initially be screened for road users heading eastwards by intervening landform and commercial forestry. Continuing eastwards the proposed development would become perceptible approximately 750 m north-west of OHL pole no. 32, as the A70 emerges from a narrow valley path to the wider valley of Douglas Water, with filtered views of up to six woodpole structures visible across the valley landscape where the route corridor crosses Douglas Water. Views of the proposed development would become clearer as the road approached the route corridor, until the paths cross approximately 27 m south-west of OHL pole no. 34.</p> <p>For approximately 2.5 km the A70 continues to the north-east towards Douglas and the proposed development runs broadly parallel to the A70 on slightly higher landform to the north-west of the valley. For road users heading eastwards there would only be filtered and oblique views of the OHL as the paths of the route corridor and the road slightly separate, until the road crosses Douglas Water to the east of Hazelside. Within this same stretch of road, road users heading westwards would have more direct views of the proposed development as the route corridor and route of the road diverge and the proposed development gets gradually closer to the road before crossing at OHL pole no. 34. For road users heading westwards the proposed development would be occasionally screened by landform, vegetation and built form within Glespin, as the road users exit Glespin they would be likely to have clear views of up to nine woodpole structures across the valley landscape. These clear views would last for 600 m, with the number of visible structures reducing though those in view would become more clearly visible, as the road users approached and went under the OHL.</p> <p>Views towards the proposed development from the northern 3 km of the A70 within the study area, from approximately where the A70 crosses Douglas Water east of Hazelside, through Douglas and to the north-east of Douglas, would be heavily filtered by vegetation and built form. If the proposed development were perceptible it would be from a minimum distance of 1.1 km.</p> <p>For users of the A70 the existing view of the countryside within the study area already contains views of electricity transmission infrastructure and wind farms, including Hagshaw Wind Farm and the under-construction Douglas Wind Farm.</p> <p>Due to the temporary nature of the construction works, the magnitude of change to the view is considered to be low. For short stretches heading in both directions there would be direct and clear views of the proposed development where it crosses the south-west end of Douglas Valley, as road users approached and then went under the OHL. Whilst the proposed development would be readily noticeable, this would only be for a very short period and would not change the overall perception of the view for users of the A70. Longer distance sequential views of the proposed development are unlikely due to the level of existing vegetation within the landscape.</p>	<p>Value – Low</p> <p>Susceptibility – Low</p> <p>Sensitivity – Low</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
Shoulderigg Road See viewpoint 13	<p>A 2 km local road extending out of the north-west of Coalburn and connecting with Stockbriggs to the north-east. The road is oversailed by the proposed development between OHL pole nos. 141 and 142. Drivers heading south would have views of Dalquhandy and Douglas West Wind Farms on the higher ground to the south of Coalburn.</p> <p>Shoulderigg Road is located within a flat landform to the north-west of Coalburn and there would be localised clear views of the proposed development for drivers heading in both directions to the point where the OHL crossed the road. Whilst there is some roadside vegetation filtering views, this is concentrated around the northern end of the road. For approximately 600 m, heading in both directions, there would be relatively clear views of potentially up to 1 km of the proposed development from OHL pole no. 139 in the south to OHL pole no. 151 in the north.</p> <p>The construction works and the proposed development would introduce a new contrasting feature into views for users of Shoulderigg Road. Whilst the views of the construction works and the proposed development would be clear and in close proximity they would only be for a very short period, as users approached and then went under the OHL.</p>	<p>Value – Low</p> <p>Susceptibility – Low</p> <p>Sensitivity – Low</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>

Table A6.3.3: Transport Routes

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
Coalburn Road See viewpoints 12, 14 and 15	<p>Coalburn Road runs north to south for 4.6 km and is within the study area for its entirety.</p> <p>The southern 1.1 km of the road is the main road around which the village of Coalburn is focused, from this stretch of the road there would be occasional heavily filtered views of the OHL which runs north to south broadly adjacent (between 220 m and 700 m) to the road, to its west between OHL pole nos. 131 and 143. Within this southern stretch of the road all construction work is likely to be screened by intervening built form, vegetation, and landform.</p> <p>As Coalburn Road exits Coalburn it runs through an area of flat, open landscape for approximately 950 m from 660 m west of the road at OHL pole no. 143 diverging with the road for 950 m, until crossing Coalburn Road between OHL pole nos. 150 and 151. Road users heading north would have oblique, becoming direct, views of the construction works and the proposed development as they approach and head under the OHL. Road users heading south would have more oblique views of the OHL as it separates away from the road. After crossing Coalburn Road, approximately 280 m of the proposed development (including OHL pole nos. 153 – 155) would be visible to the east of the road.</p> <p>For the next 1 km, as road users head north, roadside vegetation would screen or heavily filter all construction work and the proposed development for road users. As road users pass the northern end of the roadside vegetation, for those heading north, there would be brief oblique views of the northern end of the proposed development as it turned eastwards and joined Coalburn Substation.</p> <p>For road users heading south from where Coalburn Road joins the B7078 there would be an approximate 1.1 km stretch of road where filtered views of the northern end of the proposed development would be visible where it turns eastwards and joins Coalburn Substation. All these views would be in the context of the existing and more prominent 400kV OHL which the road passes under. As drivers proceed south they would have views of Dalquhandy and Douglas West Wind Farms on the higher ground to the south of Coalburn. There would be oblique views of the consented Broken Cross Wind Farm to the east.</p> <p>For almost its full-length different elements of construction works and the completed development would be visible to road users heading in both directions. Whilst views would often be heavily filtered and seen in the context of existing electricity infrastructure, the most open views, for road users heading north as they exit Coalburn, would be in relatively close proximity and the Proposed development would be located in an open landscape with little existing visual intrusion. The most open views of the proposed development would be localised and only be experienced for a short period, as users approached and then went under the OHL.</p>	<p>Value – Low</p> <p>Susceptibility – Low</p> <p>Sensitivity – Low</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
B7078 See viewpoints 19 and 20	<p>The B7078 runs broadly north to south to the east of the study area and route corridor and is mainly outside the study area, however approximately a 900 m stretch of the B7078 is within 2 km of the route corridor from OHL pole no. 156 to the northern end of the route corridor at Coalburn Substation. At its closest point, the B7078 is 800 m from OHL pole no. 169 and 400 m east of the eastern boundary of Coalburn Substation. The road runs north-west to south-east to the east of Lesmahagow to the north of the route corridor.</p> <p>For road users heading south the proposed development would be screened by intervening vegetation, built form and landform until they were almost directly to the east of Coalburn Substation and then had very oblique views of the proposed development. For road users heading north there is an area of flat, open landscape separating the road and the proposed development and there would be a 1.3 km stretch of road where oblique, becoming more direct, views of the proposed development would be possible. The views would be from distances ranging from 900 m to 2.4 km, would have low level partial filtering by vegetation and be seen in the context of existing views of the 400 kV OHL. Whilst noticeable there would be no discernible change in the view for road users.</p> <p>For road users heading south there would be longer distance oblique views of Dalquhandy and Douglas West Wind Farms, and Hagshaw Hill Wind Farm on higher ground beyond. For these road users the woodpole structures and scale of the proposed development would not be considered within the same context of the much larger wind turbines on higher ground beyond. Road users in both directions would pass the consented Broken Cross Wind Farm, the consented scheme is separated from the proposed development by the B7078 and M74 and the structures would not be viewed as a collective, with the turbines being a separate and visually dominate development.</p> <p>Summary of effects description also applicable to path CL/5965/2 (Wider Network) and National Cycle Network No. 74.</p>	<p>Value – Low</p> <p>Susceptibility – Low</p> <p>Sensitivity – Low</p>	<p>Construction: Negligible</p> <p>Operation: Low</p>	<p>Construction: Negligible</p> <p>Operation: Minor Adverse</p>
M74	<p>The M74 runs parallel to the B7078 and the summary of effects is similar except that road users of the M74 would be a further 400 m to the east of the proposed development.</p>	<p>Value – Low</p> <p>Susceptibility – Low</p> <p>Sensitivity – Low</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Table A6.3.3: Transport Routes

### A6.3.6 Recreation

26. As presented on **Figure 6.4** there are a number of Core Paths and Aspirational Core Paths (ACP) within the study area, particularly around the settlements of Coalburn and Douglas.
27. Starting at the Kennoxhead connection point and heading north, the route corridor would cross:
- CL/5891/1 (ACP);
  - CL/3454/1;
  - CL/3453/1;
  - CL/3457/1;
  - CL/5733/1 (ACP) also referenced as SL103 (right of way);
  - CL/5729/1 (ACP);
  - CL/5157/1 (Wider Network);
  - CL/5714/1 (ACP);
  - ;
  - CL/5735/3;
  - CL/5735/4
  - CL/5734/1;
  - CL/5736/2 (ACP);
  - CL/5909/1 (ACP);
  - CL/5738/1 (ACP); and
  - CL/3310/1.
28. Where the proposed overhead line oversails the paths, users of the paths would potentially see the OHL at very close range and may also have views of multiple poles 'stacked' against one another.
29. In addition to those Core Paths crossed by the route corridor, desk-based research and field survey work has also identified other Core Paths within the study area and ZTV, from which perceptibility of the proposed development is likely for users of the paths. Starting at Kennoxhead connection point and heading north, those considered within the assessment are:
- CL/5890/1 (ACP);
  - CL/3455/1;
  - CL/5887/1 (Wider Network);
  - CL/3451/1;
  - CL/3452/1;
  - CL/3458/1;
  - CL/5721/1 (ACP);
  - CL/5728/2 (ACP);
  - CL/5735/2;
  - CL/5735/1;
  - CL/5737/1 (ACP);
  - CL/5835/1;
  - CL/5736/1 (ACP);
  - CL/3311/1;
  - CL/5190/1;
  - CL/5171/8 (Wider Network);
  - CL/3744/1 (Wider Network on Road);
  - CL/5742/1 (ACP);
  - CL/5718/1 (ACP); and
  - CL/5965/2 (Wider Network).
30. Other recreational receptors within the study area and considered within the visual amenity assessment are users of National Cycle Network Route No. 74 and Hollandbush Golf Club.

### Value, Susceptibility and Sensitivity

31. Depending on the location and existing visual amenity of individual Core Paths and Cycle Routes, the sensitivity of users to the proposed development would vary e.g. users of footpaths within the centre of Coalburn could be considered to have a medium or low sensitivity to the development, whereas users of footpaths within the Douglas Valley SLA may be considered to have a high sensitivity. However, this straightforward approach is complicated by factors such as those Core Paths (e.g. CL/3458/1) on the high ground around Common Hill which would usually be considered to have scenic views and a high sensitivity to the proposed development, but are already directly within a wind turbine landscape, thereby reducing the likely sensitivity of the users of these paths. In addition, ACP are considered to have a lower susceptibility and sensitivity to the proposed development than Core Paths. Overall, as per the criteria set out in **Table A6.1.5 in Appendix 6.1: Landscape and Visual Assessment Methodology**, the users of the majority of Core Paths within the study area are likely to have 'medium' value views and be considered to have a 'high' susceptibility to change arising from the proposed development (as per the criteria set out in **Table A6.1.6 in Appendix 6.1: Landscape and Visual Assessment Methodology**) and a 'medium' or 'high' sensitivity to the proposed development as per **Table A6.1.3 in Appendix 6.1: Landscape and Visual Assessment Methodology**.
32. Information on individual Core Paths, and the assessment of effects, is detailed below in **Table A6.3.3**. Where appropriate the assessment of effects on users of paths has been grouped together.
33. The route corridor passes the south and east of Hollandbush Golf Club for approximately 1 km between OHL pole nos. 149 and 163. The golf club's official website notes that the golfers can enjoy *'the magnificent scenery and panoramic views of the Southern Uplands dominating to the East, South and West while playing the course and on a clear day, the peaks of Ben More and Ben Vorlich can be seen to the North.'* However, it is noted that several wind turbines are visible in all directions from the golf course and lower-level views from within the golf course are often filtered by mature vegetation within and adjacent to the course. In addition, a line of mature roadside trees, at the eastern boundary of the course, separate the course from the path of the proposed route. Overall, the value of views from the golf course are considered to be 'medium' and users of the golf course are considered to have a 'low' susceptibility to change arising from the proposed development and would be considered to have an overall sensitivity of 'low'.
34. Effects on all the above receptors are detailed in **Table A6.3.3** on the following page. Where viewpoints are referenced for a footpath, the viewpoint is either located on the footpath, in close proximity to the footpath; or the view includes the footpath and its setting and provides a good visual representation of the likely visual amenity of the footpath.

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5891/1 (ACP) c. 500 m east to west path oversailed by the route corridor between OHL pole nos. 28 and 29 See viewpoint 1	<p>Located on the boundary of land between former mine works and Douglas Water valley the path crosses an open landscape where construction works and the proposed development would be clearly visible for up to 300 m south of the route corridor and 800 m north of the route corridor. As walkers approach the OHL it would be clearly visible and prominent within the view. An existing 11kV OHL already oversails the path and OHL are clearly visible from the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would occupy a significant portion of the view and would be clearly noticeable, however it would not be dissimilar to components of the existing view and would not change the overall perception of the view; therefore the magnitude of change is considered to be medium.</p>	<p>Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/3454/1 c. 180 m south-east to north-west path oversailed by the route corridor between OHL pole nos. 37 and 38 See viewpoint 3	<p>A short path connecting the A70 (in Glespin) to the wider network of Core Paths on higher ground overlooking the valley, whilst still being towards the base of Longhouse Hill and Rob's Hill (see CL/3453/1 below). The path rises steeply within Glespin and across Moorland and is oversailed by an existing 11kV OHL. OHL pole no .38 (which is an angle deviation pole and therefore of greater size than standard poles) is located adjacent to the path and would therefore be very prominent in views.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would occupy a significant portion of the view, would be clearly noticeable and disruptive to users of the path; however the OHL would not be out of context with existing features and the magnitude of change is considered to be medium.</p>	<p>Value – Medium Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/3453/1 c.2 km north-east to south-west path oversailed by the route corridor between OHL pole nos. 39 and 40 See viewpoint 3	<p>Located on higher ground to the west of Douglas Valley, along the path of a dismantled railway, this path overlooks the valley to the south-east whilst still being towards the base of Longhouse Hill and Rob's Hill. The south-west of the path, where it would be oversailed by the route corridor, is on the higher ground above Glespin, to the north-east of Glespin the path enters Douglas Valley SLA. The proposed development oversails the path at its very southern end, and then would be adjacent to the path (within a maximum distance of 200 m) across a moorland landscape for the full length of the path. An existing 11kV OHL already oversails the path. For over 800 m a single 11kV OHL, and for over 500 m two 11kV OHLs, run adjacent to the north-west of the path, and separate the path from the route corridor. It is also noted that the key views from this path are all to the south-east i.e. away from the route corridor.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, the proposed development would occupy a significant portion of the view and would be clearly noticeable, however it would not be dissimilar to components of the existing view and would not change the overall perception of the view; therefore the magnitude of change is considered to be medium.</p>	<p>Value – High (within SLA) Susceptibility – High Sensitivity – High</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/3457/1 c. 1.3 km east to west path oversailed by the route corridor between OHL pole nos. 73 and 74 See viewpoint 4	<p>A path ascending Blackwood Hill and Arkney Hill and further paths around the summit of Hagshaw Hill in the west, from Douglas West in the east. For walkers descending the hill and heading eastwards, longer distance views across Douglas Water valley are possible above the intervening woodland.</p> <p>Douglas Substation is located at the eastern end of the path and the path is crossed by four OHL in the vicinity of the route corridor. Hagshaw Hill Wind Farm is located approximately 600 m west of the western end of the OHL.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be noticeable, however it would not be dissimilar to the main components of the existing view i.e. the existing electricity infrastructure at the eastern end of the path and the windfarm at the western end of the path. Therefore the magnitude of change in the view is considered to be low.</p>	<p>Value – Medium (within SLA, but degraded by existing infrastructure) Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Low</p>	<p>Construction: Minor adverse Operation: Minor adverse</p>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5733/1 (ACP) also referenced as SL103 (right of way) c. 600 m east to west path oversailed by the route corridor between OHL pole nos. 85 and 86 See viewpoint 4	<p>A path ascending the north-eastern slopes of the high ground around Common Hill and through Douglas West Wind Farm, located on the boundary of the SLA. The OHL would oversail the very eastern end of the path. The proposed development would be clearly visible for users of the path heading eastwards, when viewed north-east, east and south-east across the Douglas Valley. For walkers heading west there would be likely to be clear views of the OHL for long distances as the route corridor turns north-west and heads towards Coalburn. The proposed development would be viewed from higher ground and therefore often backclothed by the landscape beyond.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, long stretches of the proposed development would be visible to the south-east, east, north, and north-west and the OHL would be a noticeable and new feature in views, however this would be within the context of Douglas West Wind Farm through which the path runs, and the clear views of the adjacent Dalquhandy Wind Farm. Views of the OHL would be clear and noticeable within the immediate vicinity of the OHL, the majority of views would be middle-to-long distance and, in comparison to the turbines in close proximity to the path, the proposed development would not be the dominant feature in the view. Overall the magnitude of change in the view is considered to be low, reduced from medium due to the path's location through a wind farm landscape.</p>	Value – High (within SLA) Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Low Operation: Low	Construction: Minor adverse Operation: Minor adverse
CL/5729/1 (ACP) c.950 m north-east to south-west path oversailed by the route corridor between OHL pole nos. 85 and 86 See viewpoints 4 and 5	<p>A continuation of path CL/5721/1 (ACP), but outside the SLA. There are existing OHL structures immediately adjacent to the east of the path. Mature vegetation adjacent to the central section of the path would filter views out from the path in this location. Douglas West Wind Farm will be visible on the higher ground to the west of the path.</p> <p>Construction works and the proposed development would be in close proximity to, and visually prominent from, the southern end of the path where the OHL would oversail the path. From this point the route corridor and path run broadly parallel to each other. For the length of the path the OHL will be a prominent feature.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be clearly noticeable and a key feature of views eastwards from the path across Douglas Valley. The magnitude of change to the view is considered to be medium.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Low Operation: Medium	Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b>
CL/5157/1 (Wider network) c. 630 m north to south path oversailed by the route corridor oversailed by the route corridor between OHL pole nos. 96 and 97	<p>A path that predominantly runs through commercial forestry (the long plantation) except for at its northern end when it emerges adjacent to the power station building, an existing lower voltage OHL and Douglas West Wind Farm.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, the proposed development would usually be screened by forestry. When the OHL is visible it would be in the context of the large power station shed and Douglas West Wind Farm. Views of the OHL would be clear and noticeable within the immediate vicinity of the OHL, but would not be the dominant feature in the view. Overall the magnitude of change in the view is considered to be low.</p>	Value – High (within SLA) Susceptibility – Medium (largely in commercial forestry and adjacent to power station) Sensitivity – Medium	Construction: Low Operation: Low	Construction: Minor adverse Operation: Minor adverse
CL/5714/1 (ACP) c. 2.8 km south to north-east path oversailed by the route corridor oversailed by the route corridor between OHL pole nos. 96 and 97	<p>A path that predominantly runs through commercial forestry and adjacent to large warehouses away from the route corridor. The very southern end of the path emerges close to the power station building, an existing lower voltage OHL and Douglas West Wind Farm, at which point it crosses the OHL.</p> <p>Construction works and the completed development would not be visible from the majority of the footpath. For the short southern section when the OHL would be visible, it would be viewed within the context of the power station building and larger Douglas West Wind Farm. Overall the magnitude of change in the view is considered to be low.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Low Operation: Low	Construction: Minor adverse Operation: Minor adverse

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5735/3 c.440 m south-east to north-west path oversailed by the route corridor between OHL pole nos. 101 and 102	<p>Short path at Poniel Hill, which connects to the wider network at the south-eastern boundary of Douglas Wind Farm. The east of the OHL is adjacent to the path and western end of the path is oversailed by the OHL. There would be clear and unobstructed views of the proposed development, for the full length of the path. This would be in the context of existing views of other, larger, manmade structures including wind turbines, a large industrial shed (power station) directly adjacent to the eastern end of the path and existing lower voltage overhead line.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. Due to the bend the OHL is required to take in this location there are a number of angle poles and stays necessary. For users of the path the proposed development would occupy a significant portion of the view and would be clearly noticeable. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/5735/4 c. 170 m east to west path oversailed by the route corridor between OHL pole nos. 113 and 114	<p>A short path adjacent to scrub vegetation and land impacted by open cast mining and the under construction Dalquhandy Wind Farm. The OHL oversails the very western end of the path at its junction with CL/5734/1 (see below). The path crosses an open landscape where construction works and the proposed development would be prominent and clearly visible when within the vicinity of and oversailing the path, and also visible for longer distances for up to 750 m to the north-west of the path and 1.5 km to the south-east and south of the path. The proposed development would be viewed in the context of both Dalquhandy and Douglas West Wind Farm adjacent to the path.</p> <p>Construction works would be short-term and temporary, and the magnitude of change is considered to be low. For users of the path, the proposed development would occupy a significant portion of the view and would be clearly noticeable; however, the scale and frame of the new structures are such that they would not dominate the view. The magnitude of change to the view is considered to be low, reduced from medium due to the existing views of a wind farm landscape.</p>	<p>Value – Medium Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Low</p>	<p>Construction: Minor adverse Operation: Minor adverse</p>
CL/5734/1 c. 1 km north to south path oversailed by the route corridor between OHL pole nos. 113 and 114	<p>A path connecting Braehead (east Coalburn) to the network of paths to the south and south-east around Douglas Valley. The route corridor oversails the very southern end of the path. Walkers heading south from Coalburn would have clear views of the OHL for the length of the path (with very occasional vegetation filtering) and the OHL would become more prominent as they approached the OHL. In addition, there would be oblique views of the OHL to the west where the route corridor has changed direction and runs parallel to the path, but at a distance of around 680 m. As walkers headed south there would be clear views of Dalquhandy and Douglas West Wind Farm on the higher ground immediately to the south of the path.</p> <p>Construction works would be short-term and temporary, and the magnitude of change is considered to be low. For users of the path, the proposed development would occupy a significant portion of the view and would be clearly noticeable; however, the scale and frame of the new structures are such that they would not dominate the view. The magnitude of change to the view is considered to be low, reduced from medium due to the existing views of a wind farm landscape.</p>	<p>Value – Medium Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Low</p>	<p>Construction: Minor adverse Operation: Minor adverse</p>
CL/5736/2 (ACP) c. 2.1 km north-west to south-east path oversailed by the route corridor between OHL pole nos. 121 and 122	<p>A path around the northern slopes of the high ground around Common Hill and through Dalquhandy Wind Farm and adjacent to Douglas West Wind Farm, following the path of a track (Dalquhandy Road) associated with the former mine works. Connecting CL/5728/2 (ACP) (see above) with Middlemuir Road and Coalburn. For users of the path heading north, the proposed development runs on lower ground to the east of the path for approximately 1.7 km, between 400 m to 900 m from the proposed development, and there would be oblique views of the OHL, although landform would occasionally filter views. The OHL would then run directly adjacent to the path for 230 m before the OHL oversailed the path at its very northern end. All views would be seen within the context of the surrounding wind farms.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, the OHL would be a noticeable and new feature in views, however this would be within the context of the Dalquhandy and Douglas West Wind Farms and, whilst views of the OHL would be clear within the immediate vicinity of the OHL, the majority of views would be middle distance. In comparison to the turbines in close proximity to the path the proposed development would not be the dominant features of views. Overall, the magnitude of change in the view is considered to be low, reduced from medium due to the path's location through a wind farm landscape.</p>	<p>Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium</p>	<p>Construction: Low Operation: Low</p>	<p>Construction: Minor adverse Operation: Minor adverse</p>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5909/1 (ACP) c. 300 m short path at the southern end of Coalburn oversailed by the route corridor between OHL pole nos. 122 and 123	<p>A short connecting path on an existing track at the southern end of Coalburn which the OHL oversails as it loops round the southern end of Coalburn and the entrance to Dalquhandy opencast mine. The OHL would be clearly visible within the immediate vicinity of the paths and for up to 500 m to the south-east; to the north the proposed development would be heavily filtered by existing vegetation around the periphery of Coalburn. Dalquhandy Wind Farm will be visible on higher ground to the south of the paths.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the paths the proposed development would occupy a significant portion of the view and would be clearly noticeable; however, the scale and frame of the new structures are such that they would not dominate the view. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/5737/1 (ACP) c. 620 m east to west path 2 oversailed by the route corridor between OHL pole nos. 125 and 126	<p>Path along an existing track at the southern end of Coalburn linked to CL/5736/1 and CL/5738/1. The path would be oversailed by the OHL and run adjacent and in close proximity to the OHL for 90 m from OHL pole no. 127 to 128.</p> <p>Users of the path heading eastwards would have views, partially filtered by vegetation, of the OHL to the north-west; in addition, there would be 'stacked' views of the OHL to the south-east. At the eastern end of the path there would be clear and unobstructed views of the OHL in close proximity to the path. There will be oblique views of Dalquhandy Wind Farm.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be prominent and would be an incongruous new element in the view. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>
CL/5738/1 (ACP) c. 430 m north to south path oversailed by the route corridor between OHL pole nos. 127 and 128	<p>A path extending south out of Coalburn along Middlemuir Road and to the entrance of Dalquhandy open cast mine, linking to CL/5909/1 (ACP) and CL/5736/1 (ACP) (see above). Within Coalburn the OHL would be heavily screened for users of this path by intervening vegetation and built form, with views of the OHL only possible from the very southern end of the path where it would be oversailed by the OHL. Dalquhandy Wind Farm will be visible on higher ground to the south of the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would generally not be perceptible, however for a very short section at the path's southern end the proposed development would be prominent as it oversailed the path. Overall, the magnitude of change to the view is considered to be low.</p>	<p>Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium</p>	<p>Construction: Low Operation: Low</p>	<p>Construction: Minor adverse Operation: Minor adverse</p>
CL/3310/1 c. 1.1 km east to west path oversailed by the route corridor between OHL pole nos. 134 and 135 See viewpoint 11	<p>The path extends westwards out of Coalburn across the slightly higher landform to the west of the village. For walkers heading west they would approach the OHL for approximately 350 m with direct views of the OHL where it oversails the path. They would have clear views to the south-west of three wood pole structures within relative close proximity to the path and then 'stacked' views of six further wooden structures. Views to the north would be screened by adjacent vegetation. OHL pole no. 135 (which is an angle deviation pole and therefore of greater size than standard poles) is located directly adjacent to the path and would be very prominent for users of the path as they passed the structure. At the point at which the OHL oversails the path, the path turns to the north-west and continues for a further 600 m. At the same point, the vegetation to the north of the path ceases and there is a flat and open moorland landscape across which at least seven wood pole structures would be clearly visible, particularly for walkers heading east, with further structures visible in 'stacked' views. There would be long-distance views of Broken Cross Wind Farm for walkers heading east.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, the proposed development would occupy a significant portion of the view and would be clearly noticeable; however, the scale and frame of the new structures are such that they would not dominate the view. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium Susceptibility – High Sensitivity – Medium</p>	<p>Construction: Low Operation: Medium</p>	<p>Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b></p>

Table A6.3.4: Recreational Receptors



Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5890/1 (ACP) c.470 m north to south path. 150 m south-east of OHL pole no. 34 at its closest point See viewpoint 1	<p>Path located on Kennox Road at the entrance to Glentaggart open cast coal site, the path crosses the transitional landscape of Douglas Valley and the former opencast workings. Existing views to both the east and the west include lower voltage OHLs.</p> <p>For the full length of the path there would be clear views of the proposed development running broadly parallel to the west of the path (distances ranging from 150 m to 400 m). Construction works would include views of temporary scaffolding where the OHL oversails Douglas Water and the temporary laydown area adjacent to the A70 and the northern end of the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be noticeable, particularly to walkers heading north who would also view the OHL as it headed north-east across rising ground in the middle distance, however the closest pole would be 150 m from the path and the new structures would only occupy a small portion of the view. The magnitude of change to the view is considered to be low.</p>	<p>Value – Medium</p> <p>Susceptibility – Medium (ACP)</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
CL/3455/1 c. 1.3 km east to west path. 45 m north of OHL pole no. 34 at its closest point See viewpoints 1 and 3	<p>A path following the line of the dismantled railway on ground slightly higher than the valley floor, and which connects to, and continues as, CL/3453/1 (see above).</p> <p>The western end of the path is located on the south-western slopes of Longhouse Hill, from where longer distance views of the OHL to the south where it crosses the A70 and runs close to Kennox Water would be possible, as the path loops around Longhouse Hill and views to the east and north-east become possible, then a further stretch of the OHL would be perceptible. For the eastern 430 m of the path, it runs adjacent, and on slightly higher ground, to the OHL (between pole nos. 32 and 36), for approximately 330 m the path is within 50 m of the OHL. In this location the OHL would be seen within the context of existing views of the A70, the large sheds at the western end of Glespin and existing electricity infrastructure.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be noticeable, particularly along the eastern 330 m of the path. For this eastern stretch it is considered that the proposed development would occupy a significant portion of the view and would be clearly noticeable, however it would not change the overall perception of the view. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p><b>Operation: Moderate adverse (significant)</b></p>
CL/5887/1 (Wider Network) c. 550 m south-west to north-east path 245 m south-east of OHL pole no. 40 at its closest point	<p>Path to the immediate west of Glespin and the rear of houses on the A70 and Hill View Terrace. An existing 11kV OHL oversails this path and crosses the landscape between this path and the route corridor. For 380 m there would be views of the OHL on the higher ground immediately above the path – construction vehicles and movement may be visible, but it is likely that most construction work would be screened by the intervening landform. The eastern end of the path passes through mature vegetation which would screen views towards the OHL.</p> <p>Construction works would be short term and heavily filtered and the magnitude of change is considered to be negligible. A short span of the OHL would be visible against the skyline for users of the path, however the closest pole would be 245 m from the path, the new structures would only occupy a small portion of the view and would be viewed within the context of the intervening 11 kV OHL. The magnitude of change to the view is considered to be low.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Negligible</p> <p>Operation: Low</p>	<p>Construction: Negligible</p> <p>Operation: Minor adverse</p>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
<p>CL/3451/1</p> <p>c. 1.5 km south-west to north-east path 680 m south-east of OHL pole no. 50 at its closest point</p> <p>Intended viewpoint location inaccessible during site survey</p>	<p>A path connecting the A70 (and Douglas Water) at Hazelside to Windrow Cottage. The eastern 1 km of the path is entirely within woodland and perceptibility of the proposed development would not be possible. There are existing OHL (two or three dependent on location) between the path and the route corridor.</p> <p>For an approximate 300 m stretch of the path there would be partially filtered views (around 700 – 800 m) of the OHL on the landform above the path and some longer distance views of the OHL to the south-east. Construction works are likely to be screened by intervening landform.</p> <p>Construction works would be short term and visually heavily filtered and the magnitude of change is considered to be negligible. A short span of the OHL would be visible against the skyline for users of the path, however the closest pole would be 680 m from the path, the new structures would only occupy a small portion of the view and would be viewed within the context of the intervening electricity infrastructure. The magnitude of change to the view is considered to be low.</p>	<p>Value – High (within SLA)</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Negligible</p> <p>Operation: Low</p>	<p>Construction: Negligible</p> <p>Operation: Minor adverse</p>
<p>CL/3452/1</p> <p>c.1.6 km north-east to south-west path 180 m east of OHL pole no. 64 at its closest point</p>	<p>Located on higher ground to the west of Douglas Valley around the lower ground of Rob's Hill, along the path of a dismantled railway, this path is a continuation of CL/3453/1 (see above). The path is entirely within the Douglas Valley SLA. The proposed development would be adjacent to the path across a moorland landscape for the full length of the path, generally around 200 m north-west of the path. The exception is at the northern end of the path as the route corridor heads on to higher ground and circumvents Douglas Substation. Along the full route of the path, it runs adjacent to existing OHL, with further electricity infrastructure visible around the northern end of the path close to Douglas Substation.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be similar to prominent components of the existing view and it would not change the overall perception of the view; therefore, the magnitude of change is considered to be low.</p>	<p>Value – High (within SLA)</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
<p>CL/3458/1</p> <p>c. 2.8 km east to west path 730 m west of OHL pole no. 71 at its closest point</p>	<p>A path connecting the peak of Arkney Hill in the east to the peak of Common Hill in the west running adjacent to a large area of commercial forestry to the immediate north of the path and through Hagshaw Hill Wind Farm.</p> <p>The proposed development would be almost entirely screened by intervening landform, there may be very occasional glimpsed views of the top of individual structures in the distance.</p> <p>The magnitude of change in visual amenity during both construction and operational is considered to be negligible.</p>	<p>Value – High (within SLA)</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>
<p>CL/5721/1 (ACP)</p> <p>c.630 m north-east to south-west path 17 m south of OHL pole no. 82 at its closest point</p> <p>See viewpoints 4 and 5</p>	<p>Continuation of previous paths along the route of the dismantled railway. Path is wholly within the SLA. Path is adjacent to OHL structures to its west at the southern end, which oversail the path, and continue adjacent to the east of the path. Some mature vegetation around the southern end of the path provides a visual filter. Douglas West Wind Farm will be visible on the higher ground to the north-west of the path.</p> <p>The construction works and proposed development would be clearly visible adjacent to the path, and in close proximity to the path at its northern end. The construction works would also involve the realignment of existing OHL structures on the higher ground to the west of the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be noticeable and take up a significant portion of the existing view, however it would be similar to components of the existing view and would not change the overall perception of the view; therefore, the magnitude of change is considered to be low.</p>	<p>Value – High (within SLA)</p> <p>Susceptibility – Medium (ACP)</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5728/2 (ACP) c. 1.4 km north-east to south-west path, 50 m from OHL pole no. 96 at its closest point	<p>A path ascending the north-eastern slopes of the high ground around Common Hill through Douglas West Wind Farm and adjacent to Dalquhandy Wind Farm, following the path of a track (Dalquhandy Road) associated with the former mine works. The proposed development would be clearly visible for users of the path approaching the route corridor and oblique wider views of the OHL are likely for a long-distance to the north and for up to 800 m to the south.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path, the OHL would be a noticeable and new feature in views, however this would be within the context of the Douglas West and Dalquhandy Wind Farms and, whilst views of the OHL would be clear within the immediate vicinity of the OHL, the majority of views would be middle-to-long distance and in comparison to the turbines in close proximity to the path, the proposed development would not be the dominant feature in the view. Overall, the magnitude of change in the view is considered to be low, reduced from medium due to the path's location through a wind farm landscape.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Low Operation: Low	Construction: Minor adverse Operation: Minor adverse
CL/5735/2 & CL/5735/1 c.1.3 km south-east to north-west path 135 m north-east of OHL pole no. 103 at its closest point See viewpoint 8	<p>A continuation of path CL/5735/3 broadly following the route of Poniel Water and woodland edge on the lower north-eastern slopes of the higher ground around Common Hill, connecting with Wallace's Cave.</p> <p>The proposed development would run broadly parallel to the path for its full length at a distance generally around 350 m (ranging between 135 and 700 m. There would often be clear and unobstructed views towards the proposed development, particularly when the path and proposed development are both on higher ground either side of the narrow valley created by Poniel Water. All views towards the proposed development would be within the context of views towards the Dalquhandy and Douglas West Wind Farm which would dominate views in the direction of the proposed development.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be clearly noticeable but would only occupy a small portion of the view and it would not change the overall perception of the view, which when looking towards the proposed development would be dominated by wind turbines. The magnitude of change to the view is considered to be low.</p>	Value – Medium Susceptibility – High Sensitivity – Medium	Construction: Low Operation: Low	Construction: Minor adverse Operation: Minor adverse
CL/5736/1 (ACP) c. 250 m short path at the southern end of Coalburn running parallel to the OHL between pole nos. 122 and 126	<p>A short connecting path on an existing track at the southern end of Coalburn which the OHL runs parallel to as it loops round the southern end of Coalburn and the entrance to Dalquhandy opencast mine. The OHL would be clearly visible within the immediate vicinity of the paths and for up to 500 m to the south-east; to the north the proposed development would be heavily filtered by existing vegetation around the periphery of Coalburn. Dalquhandy Wind Farm will be visible on higher ground to the south of the paths.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the paths the proposed development would occupy a significant portion of the view and would be clearly noticeable; however, the scale and frame of the new structures are such that they would not dominate the view. The magnitude of change to the view is considered to be medium.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Low Operation: Medium	Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b>
CL/5835/1 c.670 m north to south path 110 m east of OHL pole no. 130 at its closest point	<p>A path to the immediate west of Coalburn on the very eastern ridge of the slightly higher landform to the west of Coalburn.</p> <p>The proposed development would be broadly parallel to the path for approximately 500 m and whilst some vegetation in the immediate vicinity of the path would provide occasional screening, the construction works and OHL would normally be visible. Longer distance views of the OHL, to the south and north, would be heavily filtered by intervening vegetation. Users of the path would be orientated away from the route corridor where it is closest to the path and they would not be directly viewing the OHL.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be clearly noticeable and would be an incongruous new element in the view. The magnitude of change to the view is considered to be medium.</p>	Value – Medium Susceptibility – High Sensitivity – Medium	Construction: Low Operation: Medium	Construction: Minor adverse <b>Operation: Moderate adverse (significant)</b>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/3311/1 c.800 m north to south path 320 m east of OHL pole no. 138 at its closest point	<p>A path round the outskirts of the north-west of Coalburn, the northern 330 m of which is concurrent with Shoulderigg Road.</p> <p>Views towards the proposed development are likely to be heavily filtered by built form (from the northern end of the path) or partially filtered by vegetation (from the southern end of the path), however there is a short section at the centre of the path where clear views across an open landscape towards the OHL are possible. From this section there would be oblique views of the OHL in the middle distance to the west of the path and longer distance views of the OHL to the north.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be noticeable, but only take up a small portion of the view and would not change the overall perception of the view; therefore, the magnitude of change is considered to be low.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
CL/5190/1 c.620 m north-east to south-west path 20 m west of OHL pole no. 142 at its closest point See viewpoint 11	<p>The path crosses open moorland to the west of Coalburn and for walkers heading west the OHL would be behind them and not visible. For walkers heading east they would be approaching the OHL as the route corridor and the path diverge, until the path finishes at Shoulderigg Road 20 m west of OHL pole no. 142. In addition, there would be views of the consented Broken Cross Wind Farm 4 km to the north-east across the relatively flat landscape between the path and the proposed wind farm site.</p> <p>The path would be within 200 m of the OHL for approximately 300 m from pole no. 139 to 142 with clear and unobstructed views. In addition, the route of the OHL changes direction north-eastwards as it meets the path and for walkers heading east there would be stacked views of up to 10 woodpole structures until the OHL reached Coalburn Road 820 m north-east of the eastern end of the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be prominent and would be an incongruous new element across the open landscape in the view. The magnitude of change to the view is considered to be medium.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Medium</p>	<p>Construction: Minor adverse</p> <p><b>Operation: Moderate adverse (significant)</b></p>
CL/5171/8 (Wider Network) c.800 m west to east path 50 m south-east of OHL pole no. 152 at its closest point See viewpoint 14	<p>Path across a former mine works landscape to the north of Coalburn, connecting a trail along the route of a dismantled railway to Coalburn Road. Walkers heading east would have no view of the OHL. Walkers heading west would have an existing view dominated by the large hill-like slagheap to the north of Coalburn.</p> <p>Whilst some vegetation around the path would partially filter views, the flat and often open landscape would allow middle distance views of the OHL running north to south. As walkers approached the western end of the path there would be open views of the OHL to the north (OHL pole no. 153) and to the west (OHL pole no. 152) in close proximity to the path.</p> <p>Construction works, whilst visually disruptive, would be short-term and temporary and the magnitude of change is considered to be low. For users of the path the proposed development would be clearly noticeable but would only occupy a small portion of the view, except from the very western end of the path, and it would not change the overall perception of the view. The magnitude of change to the view is considered to be low.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Low</p> <p>Operation: Low</p>	<p>Construction: Minor adverse</p> <p>Operation: Minor adverse</p>
CL/3744/1 (Wider Network on Road) c.620 m north to south path 300 m west of OHL pole no. 165 at its closest point See viewpoint 15	<p>Path along Coalburn Road to the north of Johnshill Farm. For users heading northwards an existing 400 KV steel pylon OHL is in view and oversails the path.</p> <p>For a short section there would be oblique views of the OHL to the east of the path, although these would be partially screened by intervening landform and vegetation. For large sections of the path roadside vegetation would fully screen the proposed development.</p> <p>The magnitude of change in visual amenity during both construction and operational phases is considered to be negligible.</p>	<p>Value – Medium</p> <p>Susceptibility – High</p> <p>Sensitivity – Medium</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>	<p>Construction: Negligible</p> <p>Operation: Negligible</p>

Table A6.3.4: Recreational Receptors

Receptor	Summary of Effects	Value, Sensitivity & Susceptibility	Magnitude of effects	Level of effect
CL/5742/1 (ACP) c. 2.4 km north-east to south-west path 390 m east of OHL pole no. 169 at its closest point	<p>Path along the route of a dismantled railway (linked in with further paths to the south) linking Coalburn in the south to the B7078 in the north. The path runs broadly parallel to the route corridor for approximately 1.8 km at a distance of around 700 m. A woodland belt follows the route of the path for almost its full length; however, this vegetation opens around the northern end of the path close to the northern end of the OHL and Coalburn Substation. As walkers headed north-east there would be oblique, but relatively open, views of the consented Broken Cross Wind Farm to the east (though not within the same view of the proposed development).</p> <p>There would be glimpsed oblique views of the OHL from the north of the path, but these would all be seen in the context of existing views of the substation and 400 kV OHL. Potential views of construction works would be fleeting and heavily filtered, the magnitude of change to the view is therefore considered to be negligible. The proposed development would not be readily noticeable and to the casual observer there would be no discernible change to views. The magnitude of change to the view is considered to be low.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Negligible Operation: Low	Construction: Negligible Operation: Minor adverse
CL/5718/1 (ACP) c. 2.3 km north-west to south-east path 750 m east of OHL pole no. 169 at its closest point	<p>Path along the route of a dismantled railway (linked in with further paths to the south) which converges with path CL/5742/1 at its northern end 400 m north-east of Coalburn Substation. The landscape between the path and the route corridor is flat and open with only occasional vegetation offering visual filtering of the OHL. For walkers heading north there would be middle distance glimpsed views of the OHL across the landscape and from the north of the path there would be middle-distance views of the OHL as it enters Coalburn Substation, but all the views would all be experienced in the context of existing views of the substation and 400 kV OHL. As walkers headed north-west there would be oblique, but relatively open, views of the consented Broken Cross Wind Farm to the east (though not within the same view of the proposed development).</p> <p>Potential views of construction works would be fleeting and from a long-distance, the magnitude of change to the view is considered to be negligible. The proposed development would not be readily noticeable and to the casual observer there would be no discernible change to views, due to the general distance between the OHL and the path. The magnitude of change to the view is considered to be low.</p>	Value – Medium Susceptibility – Medium (ACP) Sensitivity – Medium	Construction: Negligible Operation: Low	Construction: Negligible Operation: Minor adverse
CL/5965/2 (Wider Network) c. 3.5 km north-west to south-east path 870 m east of OHL pole no. 169 at its closest point See viewpoints 19 and 20	As per B7078 summary of effects description above.	Value – Medium Susceptibility – High Sensitivity – Medium	Construction: Negligible Operation: Low	Construction: Negligible Operation: Minor Adverse
NCN no. 74 Within the study area for c. 4 km north-west to south-east path 870 m east of OHL pole no. 169 at its closest point See viewpoints 19 and 20	As per B7078 summary of effects description above.	Value – Medium Susceptibility – High Sensitivity – Medium	Construction: Negligible Operation: Low	Construction: Negligible Operation: Minor Adverse
Hollandbush Golf Club 170 m west of OHL pole no. 156 at its closest point See viewpoint 16	<p>The proposed development would loop around the south and east of the golf course for approximately 1.8 km.</p> <p>All views out from the course to the south and south-east would be heavily filtered by vegetation within the course, round the boundary of the course and adjacent to Coalburn Road. It is not anticipated that any views of the construction work, or proposed development would be likely in these directions.</p> <p>There is less woodland around the north-east of the course. Partially filtered glimpsed views of the proposed development as it passes to the east of Johnshill Farm and turns eastwards towards Coalburn Substation, are feasible. All such views would be filtered, from a minimum distance of 550 m and be seen in the context of existing views of the 400 kV OHL in this direction. The proposed development would not be readily noticeable and to the casual observer there would be no discernible change to views, due to the general distance between the OHL and the course and the level of screening in between. The magnitude of change in visual amenity during both construction and operational phases is considered to be negligible.</p>	Value – Medium Susceptibility – Low Sensitivity – Low	Construction: Negligible Operation: Negligible	Construction: Negligible Operation: Negligible

Table A6.3.4: Recreational Receptors

**A6.3.7 Cumulative Effects on Visual Amenity**

- 35. Only one scheme is considered relevant for inclusion within the cumulative visual effects assessment – the consented Wind Farm at Broken Cross to the east of the M74 within the north-east of the study area.
- 36. Broken Cross Wind Farm is located within the north-east of the study area and would not appear visually within the same views or context of the proposed development, due to its physical separation from the proposed development and the difference in scale between the structures. The western boundary of the Broken Cross Wind Farm site is 1 km east of Coalburn substation and the closest turbine to the nearest wood pole structure (OHL pole no. 169) would be approximately 2 km to the east.
- 37. Visual receptors from where the proposed wind farm at Broken Cross would be perceptible have been identified in the text within the assessment tables above and are listed below in **Table A6.3.5**. Receptors where operational effects have been assessed as negligible (New Trows, Lesmahagow and the M74) have been excluded from the table below.

Receptor	Level of Effect from proposed development	Potential for Cumulative Visual Effects	Operational Cumulative Effects
Coalburn	Minor Adverse	Whilst the wind turbines at Broken Cross Wind Farm are likely to be visible from Coalburn, the two developments are on opposite sides of Coalburn and there would not be any intervisibility except for potentially very oblique views of one development whilst viewing directly towards the other. It is assessed that there would be minimal change to views as a result of the cumulative developments, resulting in negligible cumulative effects on visual amenity for receptors within Coalburn.	Negligible
Johnshill Farm	Minor Adverse	Clearer potential views from this property to the proposed development are experienced when viewing eastwards along the northern section of the proposed development and towards Coalburn Substation. When viewing in this direction the wind turbines at Broken Cross Wind Farm would be visible beyond the substation backdropping views of the OHL. However, the difference in scale of the structures, together with the actual distance between the two developments, mean the developments would be viewed as being associated, with the turbines being the dominant structures in the view. The magnitude in change to the view resulting from the cumulative developments would be low and the cumulative effect on receptors at Johnshill Farm would be minor adverse.	Minor adverse
Coalburn Road	Minor Adverse	Whilst there would be middle to long distance oblique views of the wind turbines at Broken Cross Wind Farm these would often be screened by intervening vegetation, particularly where the proposed development is closest to the road and in between the road and the proposed wind farm. It is assessed that there would be minimal change to views as a result of the cumulative developments, resulting in negligible cumulative effects on visual amenity for users of Coalburn Road.	Negligible

Receptor	Level of Effect from proposed development	Potential for Cumulative Visual Effects	Operational Cumulative Effects
B7078, CL/5965/2 (Wider Network) & National Cycle Network No. 74	Minor Adverse, Minor Adverse & Minor Adverse	There would be clear views from these access routes of Broken Cross Wind Farm as users approach it from the north and south. The routes run through the landscape between the proposed development and the proposed wind farm site. Whilst there may be occasional views of the proposed development at its northern end around Coalburn Substation and the turbines within the wind farm site, the developments would not overlap and the scale of the proposed development in comparison to the wind turbines would be negligible. The effects of the proposed development on the visual amenity of these routes is minor adverse and these impacts would not increase as there would be only minimal change to views as a result of the cumulative developments. Cumulative visual effects on users of these routes is assessed as low and the cumulative effects on the visual amenity of these receptors would be minor adverse to negligible.	Minor adverse to negligible.
CL/3310/1 & CL/5190/1	Moderate Adverse & Moderate Adverse	From footpaths on the higher ground to the west of Coalburn, walkers heading east would see the proposed development in relatively close proximity, with longer distance (c. 4-5 km) views of the turbines at Broken Cross Wind Farm beyond the OHL. The distance between the proposed development and the turbines at Broken Cross Farm, together with the context of existing wind farms within the views, mean that the additional cumulative visual impact on the users of these paths is low and the cumulative effects on the visual amenity of these receptors would be minor adverse.	Minor adverse
CL/5742/1 (ACP) & CL/5718/1 (ACP)	Minor Adverse & Minor Adverse	Footpaths along the route of dismantled railway lines to the west of Broken Cross Wind Farm and the B7078 and M74. For walkers heading north there would be oblique views of Broken Cross Wind Farm to the east. For users of these paths the proposed development and Broken Cross Wind Farm would generally not be visible at the same time and the developments would not overlap in views. The scale of the proposed development in comparison to the wind turbines would be negligible. The magnitude in change to the view resulting from the cumulative developments would be low and the cumulative effect on these receptors would be minor adverse.	Minor adverse

Table A6.3.5: Cumulative Visual Effects

**A6.3.8 Summary**

- 39. No significant visual effects have been identified during the construction phase of the proposed development.
- 40. A small number of significant adverse effects have been identified on the visual amenity of receptors during the operational phase of the proposed development. Those receptors where significant effects have been identified are detailed below.

### **Residential Receptors**

41. The village of Glespin and two residential receptors to the west of Glespin have been identified as experiencing **moderate adverse (significant)** effects:

- Glespin, located between 100 and 500 m south-east of the route corridor between OHL pole nos. 37 and 47;
- The Bungalow (200 m south-east of OHL pole no. 33), a single property adjacent to Douglas Water slightly set back from the A70; and
- Longhouse (120 m south-east of OHL pole no. 37), a single property to the west of Glespin adjacent to the A70.

### **Core Paths and Access Routes**

42. Twelve footpaths have been identified as experiencing **moderate adverse (significant)** effects. Of these 12, eight would be oversailed by the proposed development. All the identified significant effects are localised to users of the footpaths where the proposed development would oversail the footpaths and/or run adjacent to a significant section of the footpath:

- CL/5891/1 (ACP) c. 500 m east to west path oversailed by the route corridor between OHL pole nos. 28 and 29;
- CL/3455/1 c. 1.3 km east to west path. 45 m north of OHL pole no. 36 at its closest point;
- CL/3454/1 c. 180 m south-east to north-west path oversailed by the route corridor between OHL pole nos. 37 and 38;
- CL/3453/1 c.2 km north-east to south-west path oversailed by the route corridor between OHL pole nos. 39 and 40;
- CL/5729/1 (ACP) c.950 m north-east to south-west path oversailed by the route corridor between OHL pole nos. 85 and 86;
- CL/5735/3 c.440 m south-east to north-west path oversailed by the route corridor between OHL pole nos. 101 and 102;
- CL/5909/1 (ACP) c. 300 m west to east path oversailed by the route corridor between OHL pole nos. 122 and 123;
- CL/5736/1 (ACP) c. 230 m north-west to south-east path running adjacent, 50 m parallel, to the route corridor for its length and between OHL pole nos. 122 and 126;
- CL/5737/1 (ACP) c. 620 m east to west path oversailed by the route corridor between OHL pole no. 125 and 126;
- CL/5835/1 c.670 m north to south path 115 m east of OHL pole no. 129 at its closest point;
- CL/3310/1 c. 1.1 km east to west path oversailed by the route corridor between OHL pole nos. 134 and 135; and
- CL/5190/1 c.620 m north-east to south-west path 20 m west of OHL pole no. 142 at its closest point.