



SP Energy Networks

**Kendoon to Tongland
Reinforcement Project
Residential Visual
Amenity Assessment**

Draft report
Prepared by LUC
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APP2.1



SP Energy Networks

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Residential Visual Amenity Assessment**

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Chapter 1

Introduction

Background

1.1 This Residential Visual Amenity Assessment (RVAA) is provided on behalf of the Applicant, SP Energy Networks (SPEN) in relation to the applications (“Applications”) for consent under section 37 of the Electricity Act 1989 (“1989 Act”) to install and keep installed five 132kV overhead lines (“OHLs”), together with directions under Section 57(2) of the Town and Country Planning (Scotland) Act 1997 that planning permission is deemed to be granted for the OHLs and ancillary development located in Dumfries and Galloway. The Applications have been assigned reference numbers TRL-170-1, TRL-170-2, TRL-170-3, TRL-170-4 and TRL-170-5 by the Planning and Environmental Appeals Division (DPEA) of the Scottish Government.

1.2 All five Applications were the subject of unresolved objections by Dumfries and Galloway Council (“Council”) in April 2021. As a result of the Council’s objections and in line with paragraph 2 of Schedule 8 of the 1989 Act, the Scottish Ministers caused a public inquiry (“Inquiry”) to be held to consider all five Applications.

1.3 A pre-examination meeting (PEM) was held on 15 June 2022 by the Reporter appointed by the Scottish Ministers to carry out the examination of the Applications. At the PEM, and as detailed in para 11. of the note of the PEM, ‘*In relation to the landscape and visual impact inquiry session, the Reporter asked the applicant how, in the absence of visualisations, she would be enabled to make an assessment of the visual impact on residential properties effected. The applicant responded that it is the intention to submit a residential amenity assessment as part of the inquiry evidence. The Reporter will ask for a more detailed explanation from the applicant as to the extent and nature of the information to be submitted. In addition, whether this would require to be advertised or might be information requested as part of the inquiry process in the context of the terms of part 6 (Sections 19 and 20) of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.*’ The Applicant provided its submission on these matters on 7th July. In its submission the Applicant:

- 1.3.1** set out the proposed scope and approach to the preparation of visualisations as part of the Residential Visual Amenity Assessment (RVAA) as well as including an example template for the presentation of the RVAA with an example wirelines visualisation to accompany each property/group of properties specified; and
- 1.3.2** confirmed that in its view the RVAA would provide verification (supported by wirelines) of the existing assessment presented in the LVIA within Chapter 7 of the EIAR and would not constitute additional information as defined in regulation 2 and nor would it constitute supplementary information required under regulation 19(2) of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and would not require to be advertised and consulted upon in terms of the requirements of regulation 20(1).

1.4 Having considered the submission, the Reporter the Applicant was formally requested under section 19(4) of the regulations, to provide the residential visual impact assessment as verification evidence to clarify/substantiate information in the EIA Report as part of the inquiry.

1.5 The Reporter also requested that the Applicant carry out its notification of property owners affected of the availability of the RVAA at the same time it was submitted to the inquiry on 29th August 2022. Residents will then have a period of four weeks within which to provide any comments, where they are not involved in the inquiry session on landscape and visual impact.

Approach to the Assessment

1.6 The assessment verifies the original assessment of visual effects from affected properties as set out in the Landscape and Visual Impact Assessment (LVIA) contained within **Chapter 7: Landscape and Visual Amenity (CD1.13)** of the **KTR Project Environmental Impact Assessment Report (EIAR) Volume 1: Main Report**. The LVIA (CD1.13) was undertaken in accordance with the methodology set out in **KTR EIAR Volume 3 – Appendix 7.1: LVIA Assessment Methodology (CD1.24)** and supported by **Appendix 7.5: Visual Baseline (CD1.128)** found in **KTR Project Environmental Impact Assessment Report (EIAR) Volume 3: Appendices** and informed the assessment of compliance as set out in the **Planning Statement**.

¹ Distances calculated from the centre line of the proposed overhead line connection, therefore distances to individual towers or wood poles may be greater than 150m in some instances.

1.7 The RVAA draws direct reference to the LVIA (CD1.13), methodology (CD1.124) and visual baseline appendix (CD1.128) and where relevant refers to LVIA assessment viewpoint visualisations presented in **KTR Project EIAR Volume 4 – Volume 6: Visualisations (CD1.163 to CD1.194)**.

LVIA Assessment

1.8 All residential properties located within 500m of the KTR Project are shown on Figure 7.12.1 to Figure 7.12.19 (CD1.62).

1.9 Table A7.5.60 (found in CD1.128) and **Table 1.1** below provide a summary of the number of residential properties located within 150m and between 150m>500m of: 1) the KTR Project and 2) the existing infrastructure comprised in N route and R route (north and south) . Overall, approximately 25% fewer properties (171 compared with 226) are located within 500m of the proposed KTR Project connections as compared to N route and R route. Approximately 55% fewer properties are located within 150m of the proposed KTR Project connections as compared to N route and R route (36 compared with 80). In addition, there are approximately 7.5% fewer properties located within 150m>500m (135 compared with 146) of the proposed KTR Project connections as compared to N route and R route.

1.10 The LVIA considered potential effects on residential visual amenity as experienced by residents of properties located within 150m of the existing N route and R route (north and south) and the proposed Kendoon to Tongland Reinforcement Project (KTR Project connections (Polquhanity to Glenlee via Kendoon (P-G via K), Carsfad to Kendoon (C-K), Earlstoun to Glenlee (E-G), BG Deviation and Glenlee to Tongland (G-T)).

Table 1.1: Proximity of Residential Properties to Existing and Proposed Infrastructure

Proximity of Residential Properties to Existing and Proposed Infrastructure	
Existing Infrastructure (N route and R route (north and south))	
Properties within 150m of existing infrastructure	80 residential properties
Properties within between 150m>500m of existing infrastructure	146 residential properties
Total	226 residential properties
Proposed Infrastructure (P-G via K, C-K, E-G, BG Deviation and G-T)	
Properties within 150m of proposed infrastructure	36 residential properties
Properties within between 150m>500m of proposed infrastructure	135 residential properties
Total	171 residential properties

1.11 Individual residential properties were mapped using Ordnance Survey (OS) AddressBase Plus® data, and a 150m radius ‘trigger for consideration zone’ applied to each property. The general location of properties, including for example multiple residences within converted agricultural buildings or similar, was verified in the field and the data set updated accordingly.

1.12 Table A7.5.61 (found in CD1.128) provided details of all residential properties located within 150m of the existing N route and R route (north and south) and the proposed KTR Project connections (P-G via K, C-K, E-G, BG Deviation and G-T)¹, and considered in the assessment of visual effects. In addition, properties located beyond the 150m distance of the relevant part of the KTR Project (typically between 150-200m) were considered, and a number of these properties which afford potential open views towards the existing and/or proposed connections were included in the assessment reported in Chapter 7: Landscape and Visual Amenity (CD1.13).

1.13 An assessment of potential changes in the view from each property was undertaken, however where appropriate some properties were grouped, where similar views may be experienced from a number of properties located in particularly close proximity to one another, or the group of properties represents the extents of a discrete settlement or hamlet.

1.14 As outlined in Landscape Institute (LI) Guidance (para 4.23)² residential receptors (people) were considered to be of high susceptibility to changes in views from their places of residence (property, curtilage, and access). An appreciation of the surrounding views is often material to the quality of life from residential properties; therefore, the value of these views was typically considered to be high. However, this may vary and was determined in relation to the availability and nature of existing views, including the presence of other existing transmission infrastructure (such as N route and R route (north and south)), or other infrastructure in views. Taking account of the susceptibility of receptors and the value of views from properties, the overall sensitivity of residential receptors was typically judged to be **high**.

Chapter 2

Approach and Methodology

2.1 The LVIA Assessment Methodology (**CD1.24**) set out the approach taken to the consideration of potential effects on residential visual amenity. That approach is presented below for completeness and supplemented by the additional methodology which has informed the preparation of this RVAA.

Background

2.2 The Landscape Institute (LI) published RVAA guidance² in early 2019 setting out the background and approach to the assessment of potential effects on residential visual amenity. The guidance states that “Residential Visual Amenity Assessment (RVAA) is a stage beyond LVIA and focusses exclusively on private views and private visual amenity.” (Foreword, Page 2).

2.3 This is reinforced by the guidance provided in the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3)³, which states; “Effects of development on private property are frequently dealt with mainly through ‘residential amenity assessments’. These are separate from LVIA although visual effects assessment may sometimes be carried out as part of a residential amenity assessment, in which case this will supplement and form part of the normal LVIA for a project. Some of the principles set out here for dealing with visual effects may help in such assessments but there are specific requirements in residential amenity assessment.” (Para. 6.17, Page 107 and 109).

2.4 It is also important to note that residential visual amenity is only one component of residential amenity and should be considered in conjunction with assessments of potential effects on the other components of residential amenity including noise, dust, access to daylight, vibration and electromagnetic field etc. and which may otherwise be referred to collectively as ‘living conditions’.

2.5 With respect to visual effects, the focus of LVIA is on public views and public visual amenity which are given due consideration in the planning process. In respect of private views and visual amenity, it is widely accepted that no one has ‘a right to a view’, including situations where the visual amenity of a property is judged to be significantly affected by a proposed development. As a consequence, views from private residences are not a ‘material consideration’ in the determination of an application for planning or associated consents. However, in instances where the views of development from a property or its curtilage are judged to be so overbearing or unavoidable in key/principal views that they become a material planning consideration which is of greater public interest, they may be considered in the planning balance by a determining authority or decision maker.

2.6 GLVIA3 provides further clarification of the differences between LVIA and RVAA: “The issue of whether residents should be included as visual receptors and residential properties as private viewpoints has been discussed in Paragraph 6.17. If discussion with the competent authority suggests that they should be covered in the assessment of visual effects it will be important to recognise that residents may be particularly susceptible to changes in their visual amenity - residents at home, especially using rooms normally occupied in waking or daylight hours, are likely to experience views for longer than those briefly passing through an area. The combined effects on a number of residents in an area may also be considered, by aggregating properties within a settlement, as a way of assessing the effect on the community as a whole. Care must, however, be taken first to ensure that this really does represent the whole community and second to avoid double counting of the effects”. (Para. 6.36, Page 114).

2.7 The RVAA guidance introduces an approach to considering a potential ‘Residential Visual Amenity Threshold’, beyond which effects may be of “such nature and/or magnitude that it potentially affects ‘Living Conditions’ or residential Amenity” (Para. 2.1, Page 5).

2.8 The guidance highlights that “LVIA prepared in accordance with GLVIA3 provides an appropriate starting point for a RVAA.” (Para. 2.4, Page 5), and recommends four step approach (Figure 1 RVAA Process, page 7) and which draws heavily on the GLVIA3 principles and process. The first three steps of the approach “fall broadly within the normal scope of LVIA consisting of an assessment of the magnitude and significance of visual effect (in the EIA context) and change to visual amenity likely to be experienced by occupants at those individual residential properties which were identified” (Para. 3.2, Page 6). The fourth step “requires a further

assessment of change to visual amenity examining whether the Residential Visual Amenity Threshold is likely to be, or has been, reached. Whether or not this final step is engaged depends on the circumstances specific to the case.” (Para. 3.3, Page 6).

Residential Properties Assessed in LVIA

2.9 In line with the key principles of the Holford Rules (**CD6.1**), avoiding settlements and residential properties was a key consideration of the routeing process for the KTR Project in order to avoid or minimise the potential for significant effects on the views and visual amenity of residential receptors.

2.10 Wherever feasible, routeing of the proposed KTR Project connections sought to avoid encroaching on the 150m ‘trigger for consideration zone’ adopted at the routeing stages of the project⁴ to reflect the principles within the Further Notes on Clarification to the Holford Rules a)⁵.

2.11 In addition, route options sought to avoid introducing visibility of infrastructure into principal views from residential properties, informed by observations made during field work which considered the orientation of properties, the likely availability of views from the property and its curtilage and the presence of intervening screening (e.g. localised landform, woodland, forestry and vegetation, built form and other landscape features). Nevertheless, the potential remains for significant visual effects in relation to views and visual amenity, experienced from residential properties in close proximity to the proposed KTR Project connections / route phases.

2.12 The assessment of potential effects on views and visual amenity from residential properties considers all properties located within 150m of the existing N route and R route and the proposed KTR Project connections (Polquhanity to Glenlee via Kendoon (P-G via K), Carsfad to Kendoon (C-K), Earlstoun to Glenlee (E-G), BG Deviation and Glenlee to Tongland (G-T))⁶ of the KTR Project to determine whether any potential visual effects require further consideration through more detailed study as part of a RVAA, in line with the RVAA guidance (para 4.7, page 10). An assessment of potential changes in the view from each property is undertaken, however where appropriate some properties may be grouped, where similar views may be experienced from a number of properties located in particularly close proximity to one another.

2.13 Following the approach taken within the LVIA (**CD1.13**), the consideration of beneficial (positive) effects arising from the decommissioning and removal of N Route, R Route (north) and R Route (south) (between Glenlee and Dunjop) is outlined in the assessment for relevant residential properties. The assessment assumes that the decommissioning and removal of this existing infrastructure will take place following construction and energisation of the proposed KTR Project connections and will commence within the first 12 months of the operational phase. The assessment of operational effects (and cumulative operational effects) therefore considers the long-term effects once the existing infrastructure of N Route, R Route (north) and R Route (south) has been decommissioned, removed and any associated disturbance reinstated.

2.14 In addition, properties located beyond 150m distance (typically between 150m - 200m) were reviewed and a number of these properties which afford potential open views towards the existing and/or proposed connections were included in the assessment.

Approach to Consideration of Visual Effects from Residential Properties in LVIA

2.15 As set out above it is important to note that the assessment of effects on residential visual amenity is often distinctly separate from the assessment of visual effects as covered in a standard LVIA. Nevertheless, in order to determine whether more detailed consideration of effects on views and visual amenity from residential properties is required, in the form of an RVAA, potential effects on views and visual amenity from residential properties in closest proximity to the proposed KTR Project Connections, experienced during construction and operation, has been undertaken.

² The Landscape Institute (February 2019) Technical Guidance Note 2/19: Residential Visual Amenity Assessment (RVAA) (**CD9.8**)

³ Landscape Institute and Institute of Environmental Management and Assessment - Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) (2013) (**CD9.1**)

⁴ The adoption of the 150 m trigger for consideration zone was designed to reduce, and where possible avoid effects on the general amenity of residential properties as detailed in para. 4.18, The Kendoon to Tongland Reinforcement Project: Routeing and Consultation Document (October 2016) SP Energy Networks and LUC (**CD1.222**)

⁵ The Holford Rules: Guidelines for the Routeing of New High Voltage Overhead Transmission Lines (with NGC 1992 and SHETL 2003 Notes)

⁶ Distances calculated from the centre line of the proposed overhead line connection, therefore distances to individual towers or wood poles may be greater than 150 m in some instances.

2.16 It is this distinction between LVIA and RVAA which has informed the approach to considering potential effects on views and visual amenity in relation to the introduction of the proposed KTR Project connections, and *“In any event RVAA should be considered supplementary to LVIA following on from, and informed by, the latter’s findings and conclusions.”* (Para. 3.3, Page 6).

Sensitivity of Residential Receptors

2.17 As advocated in LI Guidance receptors at their homes are often judged to be most susceptible to changes in views and visual amenity. GLVIA3 states at paragraph 6.36: *“in the assessment of visual effects it will be important to recognise that residents may be particularly susceptible to changes in their visual amenity - residents at home, especially using rooms normally occupied in waking or daylight hours, are likely to experience views for longer than those briefly passing through an area.”*

2.18 As outlined in LI Guidance (para 4.23) residential receptors (people) are considered to be of high susceptibility to changes in views from their places of residence (property, curtilage, and access). An appreciation of the surrounding views is often material to the quality of life from residential properties; therefore, the value of these views is typically considered to be high. However, this may vary and is determined in relation to the availability and nature of existing views, including the presence of other existing transmission infrastructure (such as N route and R route (North and South)), or other infrastructure in views.

2.19 The nature of the existing view, including the direction of the view, the orientation of buildings, location of garden or curtilage areas access and the presence of intervening features such as vegetation are considered, whilst the seasonality of vegetation screening and potential changes to forestry are referred to where applicable.

2.20 Taking account of the susceptibility of receptors and the value of views from residential properties, the overall sensitivity of residential receptors is typically judged to be **high** and is referred to as such throughout the assessment.

Magnitude of Visual Change

2.21 In order to establish whether visual effects are of such magnitude that they require further consideration as part of a more detailed RVAA (final fourth step) and thus warrant material consideration within the planning balance, it is important to determine whether these effects make the property ‘an unattractive place to live’. Potential significant adverse effects on views and visual amenity, in the context of the EIA Regulations, experienced by people at their place of residence as a result of introducing a new development are not uncommon, but in themselves may not trigger further consideration in the planning balance as a ‘material consideration’.

2.22 As outlined in the RVAA guidance, *“Determining whether the threshold has been reached requires informed professional judgement. It is the process by which informed professional judgement is engaged to reach a conclusion regarding the Residential Visual Amenity Threshold that is the subject of this Technical Guidance Note.”* (Para. 2.2, Page 5), informed by the *“LVIA findings of significant (adverse) effects on outlook and /or on visual amenity at a residential property do not automatically imply the need for a RVAA. However, for properties in (relatively) close proximity to a development proposal, and which experience a high magnitude of visual change, a RVAA may be appropriate, and may be required by the determining / competent authority.”* (Para. 2.5, Page 5).

2.23 In line with Step 3 of the RVAA guidance, the consideration of visual effects from residential properties in the LVIA therefore concludes *“by identifying which properties should be assessed further in the final step in order to reach a judgement regarding the Residential Visual Amenity Threshold.”* (Para. 4.16, Page 12). Typically, this will be limited to those properties judged to experience a high magnitude of visual change, resulting in major significant adverse effects, as a consequence of the introduction of a proposed development.

Further Consideration of Effects on Residential Visual Amenity

2.24 In the event that more detailed examination of effects on residential visual amenity is required, as identified during Step 3 of the process advocated within the RVAA Guidance, properties which are predicted to experience the largest magnitude of visual effect will be subject to a further judgement regarding the Residential Visual Amenity Threshold.

2.25 As detailed in the RVAA Guidance, *“This concluding judgement should advise the decision maker whether the predicted effects on visual amenity and views at the property are such that it has reached the Residential Visual Amenity Threshold, therefore potentially becoming a matter of Residential Amenity. This judgement should be explained in narrative setting out why the effects are*

⁷ The LI TGN 2/19 notes that *“the factors which might contribute to the threshold being reached, or the way in which these are expressed, may be different for different types of development (for example, one might use terms such as ‘overwhelming/overbearing’ for tall structures, or ‘overly intrusive’ for a development overlooking a garden or principal room)”* (paragraph 2.2).

considered to reach the Residential Visual Amenity Threshold. Equally, judgements should explain why the threshold has not been reached.” (Para. 4.18, Page 12).

2.26 The LVIA (**CD1.13**) noted that any judgement in relation to the Residential Visual Amenity Threshold *“goes beyond the assessment undertaken in Step 3 which is restricted to judging the magnitude and significance of visual effect, typically as a supplement to the accompanying LVIA.”* (Para. 4.20, Page 12). and as such, the detailed approach and methodology to inform this concluding step was not presented in the LVIA assessment methodology (**CD1.24**).

2.27 The LVIA methodology (**CD1.24**) stated that in the event that effects identified within the LVIA and/or CLVIA undertaken during Step 3, and in accordance with GLVIA3 principles and processes, require further consideration, the RVAA approach to Step 4 would be undertaken in accordance with the approach advocated within the LI RVAA Guidance.

2.28 Despite findings of significant effects on views or visual amenity from properties considered in the LVIA, it does not automatically imply the need for further assessment. However, for properties likely to experience a high magnitude of visual change and which are in closest proximity to a development, undertaking an RVAA may be appropriate. The LVIA considered the implications for views and visual amenity of residents in respect to the introduction of the relevant KTR Project Connections and the removal of N route R route (North and South), however it also considered the existing visual amenity of residents in respect to the presence of this existing infrastructure, which often forms a key component of the baseline views from residential properties.

2.29 In no instance within the original LVIA (**CD1.13**) was it determined that the level of predicted visual effects on the existing views and visual amenity of residents which would arise from the introduction of the proposed KTR Project connections warranted further consideration of effects on residential visual amenity as part of a dedicated RVAA.

2.30 Nevertheless, as outlined in **Chapter 1** the Applicant has committed to preparing an RVAA to provide further verification of the likely effects on the views and visual amenity of residents, including conclusions in respect to the Residential Visual Amenity Threshold.

RVAA Methodology

2.31 The RVAA does not consider other components of residential amenity, such as noise, dust, solar glint and glare or shadow flicker, which were dealt with in the appropriate chapters of the KTR EIAR.

2.32 The methodology can be summarised as follows:

- Identification of properties to be considered (defining the study area and scope) (**Step 1**);
- Collation of baseline information from maps and aerial photographs and preparation of wirelines, to inform field survey (**Step 2**);
- Field survey to collate information in relation to baseline views and visual amenity from each property (**Step 2**);
- Assessment of the magnitude of change in visual amenity likely to be experienced at the property (**Step 3**); and
- For properties experiencing a medium or high magnitude of change, a judgement of whether the predicted change in views and visual amenity reaches the ‘Residential Visual Amenity Threshold’ described in LI TGN 2/19, i.e. *“is the effect of the development on Residential Visual Amenity of such nature and / or magnitude that it potentially affects ‘living conditions’ or ‘Residential Amenity’?”* (Para. 2.1, Page 5); (**Step 4**)

2.33 The following section sets out the methodology and the factors considered in more detail.

Step 1 - Definition of study area and scope of the assessment

2.34 As for the LVIA, the assessment includes consideration of the changes in views and visual amenity from all properties up to approximately 150m of the proposed connections. This is informed by the LI TGN 2/19 which states *“For example, when assessing effects of overhead transmissions lines, generally only those properties within 100 – 150 metres of the finalised route are potentially considered for inclusion in a RVAA.”* (Para. 4.7, Page 10). Although there is the potential for significant visual effects to occur beyond this distance, such effects are not considered likely to affect ‘living conditions’⁸. This opinion was informed by experience, observations made onsite, including those in respect to the existing infrastructure to be removed (N route and R route (north and

⁸ LI TGN 2/19 notes that *“Residential Amenity comprises a range of visual, aural, olfactory and other sensory components. Development can cause effects on one or more components of Residential Amenity, for example effects of noise, dust, access to daylight, vibration, shadow flicker, outlook and visual amenity. Sometimes this is referred to as ‘living conditions’”* (Para. 1.4, Page 3).

south)) and a detailed understanding of the proposed development infrastructure comprised in the KTR Project. Such infrastructure is hereinafter referred to as either the Proposed Development or the Proposed Infrastructure

2.35 The properties considered in the LVIA were verified using updated Ordnance Survey (OS) AddressBase Plus data, which included comparative analysis to identify any additional properties which may have been constructed and registered since the submission of the applications. This data was verified in the field during July 2022. Field based verification also included consideration of other new properties or consented properties identified through review of recent planning applications via the Council's public planning portal⁹.

2.36 Properties (including their curtilage and access drives) with no theoretical visibility, as indicated by the Zone of Theoretical Visibility (ZTV) map in Figure 7.12.1-19 (**CD1.162**), were not considered in the RVAA.

Step 2 – Evaluation of Baseline Visual Amenity

Desktop Studies

2.37 For the purposes of this RVAA, the visual amenity experienced at a property is made up of a combination of the type, nature, extent and quality of views that may be available from the property and its domestic curtilage (e.g. gardens and access drives).

2.38 OS maps, aerial imagery and Google Streetview were used for desktop research to assist with recording information such as the location of the residential elements of each property, the orientation of the property, and the extent of its curtilage.

2.39 In considering baseline visual amenity, the following was examined:

- The nature and extent of the available existing views (including main/principal views) from the property and its garden, including the proximity and relationship of the property to surrounding landform, landcover and visual foci, including the existing infrastructure N route and/or R route (north and south); and
- Views experienced when approaching or departing from the property via its driveway and/or access roads, if applicable.

Additional Field Surveys

2.40 Additional field surveys to those undertaken for the original LVIA were undertaken from publicly accessible locations and vantage points during July and August 2022 to determine the following baseline information:

- The orientation and likely views from each property (including principal/primary aspects and presence of windows);
- Layout and orientation of the gardens and property curtilage;
- Access location, and likely views from private or shared driveways or access tracks;
- The nature of existing views from the properties and their gardens, including the proximity and relationship of the properties to surrounding landform, landcover and visual foci and the scenic quality of views;
- Existing views/visibility of the existing infrastructure N route and/or R route (north and south) from the property and its curtilage, and when approaching or departing from the property via its driveway and/or access roads, if applicable; and
- Potential screening provided by local variations in topography, the built environment and vegetation/tree cover within the surrounding landscape.

2.41 Although this additional fieldwork was undertaken during the summer season when vegetation is in full leaf, earlier fieldwork for the LVIA was undertaken across all seasons enabling consideration of the 'maximum case' scenario to be assessed, on the basis that any available screening offered by deciduous vegetation was at a minimum during winter months.

Preparation of Accompanying Visualisations

2.42 On the basis of guidance included in LI TGN 2/19 (**CD9.8**), indicative wirelines based on a bare ground digital terrain model were generated using Topos 3D software from all individual properties and property groups that have been included in the detailed assessment. These illustrative wirelines are presented in **Appendix C**. They have been centred on the closest tower or wood pole of

the proposed connections(s) (P-G via K, C-K, E-G, BG Deviation and G-T) the closest existing tower of the infrastructure to be removed (N route and/or R route (north and south) and illustrate a 90° included angle of view and 1.5m viewing height from each location.

2.43 The wireline visualisations represent the 'maximum case effect' scenario which will occur at the point at which all construction activities are completed, where all existing infrastructure to be removed (i.e. N route and R route (north and R route (south)) still remains present alongside the new connections comprising the KTR Project (P-G via K, C-K, E-G, BG Deviation and G-T). Where relevant the illustrative wirelines show both the proposed connections and the existing infrastructure of N route and/or R route (north and south) to be removed, with the closest tower/pole numbered for ease of reference. It is considered that no other components of the Applications have the potential to affect 'living conditions' and are therefore not included in the wireline visualisations. The existing steel lattice towers to be removed (N route and R route (north and south)) are shown in grey in the wireline visualisations, whilst the individual steel lattice towers and wood poles of the KTR Project connections are shown in corresponding individual colours.

2.44 Where the proposed connections and/or the existing infrastructure which will be removed (N route, R route (north), R route (south)) may be evident in views in different view directions from the property (e.g. P26, P27 and P28), two wirelines are presented (View A and View B) and labelled accordingly.

2.45 The baseline situation considered in the cumulative LVIA (**CD1.13**) and shown on **EIAR Figure 3.1 (CD1.32)**¹⁰ has been reviewed to inform the preparation of the RVAA. Despite changes in the status of some of the wind energy schemes considered in the original assessment since the submission of the application in August 2020, none of these changes are judged to influence the RVAA. Due to the proximity of properties to the proposed and existing infrastructure, and the absence of other developments considered in the cumulative assessment within the study area for the RVAA (shown on **Updated Figures 7.12.1-19** in **Appendix B** there is not considered to be potential scope for cumulative interactions to affect 'living conditions' therefore other cumulative schemes are not included in the wireline visualisations.

2.46 The wireline visualisations are not always necessarily representative of the primary or principal outlook of the property and do not show features such as buildings and trees that may provide screening or filtering of views. It should therefore be noted that these indicative wireline visualisations often represent a 'maximum visibility scenario' which may potentially be experienced from the property or its curtilage and this should be borne in mind when using the images. The primary or principal outlook of residential properties is discussed in the tables for each property or property group in the assessment in **Chapter 3**.

2.47 The methodology for the production of wireline visualisations is consistent with that presented in **KTR EIAR Volume 3 – Appendix 7.2: ZTV Mapping and Visualisation Methodology (CD1.126)**.

2.48 The accompany wireline visualisations should also be viewed in conjunction with the relevant LVIA wireline and photomontage visualisations presented in the KTR Project Environmental Impact Assessment Report (EIAR) Volume 4 – 6: Visualisations (**CD1.163** to **CD1.194**).

Step 3 – Assessment of likely change to visual amenity of properties

Sensitivity of Residential Receptors

2.49 GLVIA3 (**CD9.2**) advocates an approach which considers the overall sensitivity of visual receptors (people) in terms of "both their susceptibility to change in views and visual amenity and also the value attached to particular views" (GLVIA3, Page 113, Para. 6.31), whilst stating that visual receptors most susceptible to change are likely to include "residents at home" (GLVIA3, Page 113, Para. 6.33).

2.50 Taking account of the purposes of this RVAA, the consideration of susceptibility and value set out in para. 2.16 to para. 2.19 above and taking a precautionary approach, all people at their place of private residence are considered to be of **high** sensitivity to changes in their views and visual amenity, as detailed in **Table 3.1** below. As a consequence, no individual assessment of sensitivity is outlined in the assessment which follows in **Chapter 3**.

Magnitude of Change to Views and Visual Amenity

2.51 The likely changes in views and visual amenity as a result of the Proposed Development are considered with reference to the individual representative wirelines from each property or property group (see **Appendix C**) and supported where relevant by the

⁹ <https://eaccess.dumgal.gov.uk/online-applications/> - Accessed and reviewed 4th July 2022

¹⁰ 27th April 2020 was agreed with statutory consultees and the ECU as the cut-off for the inclusion of other developments to be considered as part of the original CLVIA (para A7.1.71, **CD1.124**)

photomontage visualisations found in the KTR Project EIAR Volume 4 – 6: Visualisations, Figure 7.21 to Figure 7.52 (CD1.163 – CD1.194). A judgement on the magnitude of visual change which will be experienced is made, and the change in views summarised, with reference, as appropriate, to the following factors which are set out in GLVIA3 (Page 115, Para. 6.39-6.40):

- “scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the Proposed Development;
- degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line, height, colour and texture;
- angle of view in relation to the main activity of the receptor;
- distance of the viewpoint from the Proposed Development; and
- extent of the area over which the changes would be visible.”

2.52 The following additional factors are specific to the type of development proposed:

- Type and nature of the available view (e.g. panoramic, framed);
- Relative size and proximity of infrastructure (e.g. steel lattice towers, gantries (within existing substations) and wood poles, and associated conductors (i.e. overhead lines / wires)) or other ancillary infrastructure;
- Number, extent and composition of towers and/or wood poles, and/or conductors visible (and presence of screening);
- Position of towers and/or wood poles, and/or conductors, in views from the property e.g. whether in the principal/primary outlook from the property;
- Proportion of the skyline occupied by the towers and/or wood poles, and/or conductors;
- Direction (including the aspect) of the view affected; and
- Density and spacing of towers and/or wood poles, and/or conductors, and their overall composition in the view.

2.53 For each property or group of properties, the evaluation consists of:

- A description of the property and of its location and existing context;
- A description of the likely existing available views and visual amenity from the property and its domestic curtilage, including gardens and private or shared access drives/tracks; and
- A description of the likely effect on views and visual amenity resulting from the introduction of the proposed KTR Connections, and/or removal of the existing infrastructure to be removed as part of the project (e.g. N route, R route (north) and R route (south)).

2.54 Judgements of the predicted magnitude of visual change is expressed on a relative scale, as set out **Table 2.1** below, which highlights the differences between the types of change experienced in views from residential properties examined as part of this RVAA, and with reference to the criteria descriptions/definitions set out in Table A7.1.10 in **CD1.24**. The existing and proposed view from each property is described, and the likely relative magnitude of change (high, medium, low, barely perceptible) arising from the Proposed Development is determined. The nature of existing and predicted views (open, enclosed, panoramic, focused, framed etc.) affects the relative magnitude of change and is taken on board in reaching each judgement. The RVAA looks at the range of views likely to be available from the house and its curtilage and considers potential effects on all of these.

Table 2.1: Magnitude of change in views and visual amenity

Magnitude of Change in Visual Amenity	Description
High	The Proposed Development will be a key/defining element in the view.
Medium	The Proposed Development will be clearly discernible but will not be a key/defining element of the view.
Low	The Proposed Development will be visible and will form a minor element of the view.
Barely Perceptible	The Proposed Development may go unnoticed as a minor element of the view or is not visible.

Step 4 – Forming the RVAA judgement

2.55 The LI TGN 2/19 (CD9.8) Note states that “The final step of RVAA involves a more detailed examination of the predicted effects on the visual amenity at those properties identified for further assessment in the previous step.” (Para. 4.17, Page 12).

2.56 The assessment concludes with a judgement with respect to the potential effect on ‘living conditions’, or residential visual amenity, for those properties or groups of properties which are predicted to experience a **medium** or **high** magnitude of change during the long-term operational phase of the project. This corresponds to the ‘Residential Visual Amenity Threshold’ as described in LI TGN 2/19.

2.57 Whilst a medium or high magnitude of change may be predicted to occur during the construction phase for some residential properties, in the majority of instances the long-term effects will be diminished from those during construction, as temporary accesses and disturbances are removed, and the existing N route, R route (north) and R route (south) are decommissioned.

2.58 For properties experiencing a **low** or **low to medium** magnitude of change, it is considered that there is no potential for ‘living conditions’ to be affected, and this final stage is therefore not undertaken.

2.59 It is intended that this judgement may assist the decision maker in coming to a wider overall planning judgement on overall residential amenity, when considered within the context of other component parts of residential amenity (e.g. noise, dust, vibration etc.).

Chapter 3

Assessment of Effects on Residential Visual Amenity

3.1 Each residential property or property group detailed in **Table 3.1** below is assessed in this chapter with a conclusion drawn in respect to the potential for overbearing, detrimental effects to living conditions, and the Residential Visual Amenity Threshold (Step 4).

3.2 All other residential properties located within approximately 150m>500m of the existing N route, R route (north) or R route (south) or the Proposed Infrastructure (P-G via K, C-K, E-G, BG Deviation, G-T) are detailed in **Appendix A** and shown on **Updated Figures 7.12.1-19** presented in **Appendix B**.

Table 3.1: Residential Properties within approximately 150m of Existing or Proposed Infrastructure

LUC Ref No. / Property Group		Property Name	Grid Reference (NGR)		Within 150m of proposed KTR Project	Within 150m of existing N route or R route	Approx. Distance to nearest proposed KTR Project Connection (m) ¹¹	Nearest KTR Project Connection	Nearest KTR Project Connection – Tower Number	Approx. Distance to N route or R route (m)	Nearest N route or R route – Tower Number	Other KTR Project Connections within 150m	Part of the KTR Project considered in the context of the potential Visual Effects	Susceptibility of Receptor	Value of View	Overall Sensitivity
n/a	P5	Dalshangan Wood, North ¹²	259505	588898	No	N route	380m	P-G via K	3	119m	232 (N)	n/a	P-G via K, removal of N route	n/a	n/a	n/a
n/a	P6	Dalshangan Lodge	259514	588871	No	N route	384m	P-G via K	3	114m	232 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P7	Karnak	259577	588727	No	N route	406m	P-G via K	4	100m	233 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P8	Hawkrigg	259716	588492	No	N route	445m	P-G via K	5	113m	234 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P9	Polmaddie Farm	259906	588076	No	N route	462m	P-G via K	7	82m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
Group A	Representative Wireline location¹³		259742	588001												
	P10	Deughside	259775	588007	No	N route	315m	P-G via K	7	66m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P11	The Cabin	259742	588001	No	N route	282m	P-G via K	7	98m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
Group B	Representative Wireline location		259951	587943												
	P12	8, Dundee	259948	588003	No	N route	463m	P-G via K	8	85m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P13	7, Dundee	259940	588000	No	N route	454m	P-G via K	8	76m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P14	9, Dundee	259961	587995	No	N route	469m	P-G via K	8	92m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P15	10, Dundee	259966	587987	No	N route	469m	P-G via K	8	93m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P16	6, Dundee	259936	587980	No	N route	440m	P-G via K	8	63m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P17	5, Dundee	259940	587971	No	N route	439m	P-G via K	8	62m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P18	11, Dundee	259976	587965	No	N route	466m	P-G via K	8	91m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P19	12, Dundee	259981	587958	No	N route	467m	P-G via K	8	92m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P20	4, Dundee	259947	587949	No	N route	433m	P-G via K	8	58m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P21	3, Dundee	259951	587943	No	N route	433m	P-G via K	8	59m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P22	13, Dundee	259991	587937	No	N route	464m	P-G via K	8	91m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P23	14, Dundee	259994	587930	No	N route	463m	P-G via K	8	91m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
	P24	2, Dundee	259968	587925	No	N route	438m	P-G via K	8	65m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
P25	1, Dundee	259971	587917	No	N route	436m	P-G via K	8	64m	236 (N)	n/a	P-G via K, removal of N route	High	High	High	
n/a	P26	Knockback	259779	587798	No	No	211m	P-G via K	8	161m	236 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P27	Ridgeway, Dalry	259820	587701	No	No	183m	P-G via K	8	169m	237 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P28	Phail Barcris, Dalry	259908	587642	No	N route	188m	P-G via K	9	118m	237 (N)	n/a	P-G via K, removal of N route	High	High	High
n/a	P31	Stonebyres, Kendoon	260487	587623	Yes	R route (north)	6m	C-K	37	5m	240 (N)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
Group C	Representative Wireline location:		260530	587617												
	P30	Benavean, Kendoon	260588	587660	Yes	R route (north)	54m	C-K	R001R	72	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High

¹¹ Distances referenced in Table 3.1 between properties and nearest component part of the KTR Project or existing infrastructure calculated to the nearest tower, pole or conductor (overhead line).

¹² Property identified as a ruin during fieldwork, not considered further in assessment.

¹³ Representative wireline locations selected to represent maximum case effect views from property group and selected representative property within group highlighted in **bold**.

LUC Ref No. / Property Group	Property Name	Grid Reference (NGR)		Within 150m of proposed KTR Project	Within 150m of existing N route or R route	Approx. Distance to nearest proposed KTR Project Connection (m) ¹¹	Nearest KTR Project Connection	Nearest KTR Project Connection – Tower Number	Approx. Distance to N route or R route (m)	Nearest N route or R route – Tower Number	Other KTR Project Connections within 150m	Part of the KTR Project considered in the context of the potential Visual Effects	Susceptibility of Receptor	Value of View	Overall Sensitivity	
n/a	P32	Nairn, Kendoon	260538	587635	Yes	R route (north)	13m	C-K	R001R	26m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P33	Struan, Kendoon	260530	587617	Yes	R route (north)	24m	C-K	R001R	34m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P34	Birnam, Kendoon	260510	587596	Yes	R route (north)	29m	C-K	R001R	40m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P35	Kinross, Kendoon	260512	587584	Yes	R route (north)	40m	C-K	R001R	51m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P36	Strathmore, Kendoon	260528	587563	Yes	R route (north)	67m	C-K	R001R	78m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P37	Dunkeld, Kendoon	260543	587559	Yes	R route (north)	79m	C-K	R001R	89m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P38	Brander, Kendoon	260569	587570	Yes	R route (north)	84m	C-K	R001R	95m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P39	Katrine, Kendoon	260583	587581	Yes	R route (north)	83m	C-K	R001R	95m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P40	Lochy, Kendoon	260591	587599	Yes	R route (north)	75m	C-K	R001R	90m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P41	Clunie, Kendoon	260588	587618	Yes	R route (north)	61m	C-K	R001R	78m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P42	Treig, Kendoon	260571	587637	Yes	R route (north)	38m	C-K	R001R	56m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
	P43	Affric, Kendoon	260559	587642	Yes	R route (north)	25m	C-K	R001R	43m	0A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
n/a	P44	Stroangassel Farm	260374	586749	Yes	R route (north)	124m	C-K	R010R	138m	003 (R)	n/a	C-K, removal of R route (north)	High	High	High
n/a	P45	Carsfad Cottage	260467	585456	Yes	R route (north)	69m	C-K	R024R	105m	007A (R)	P-G via K	C-K, P-G via K, removal of R route (north)	High	High	High
n/a	P46	Inverharrow	260503	584209	No	R route (north)	236m	P-G via K	21	77m	011 (R)	n/a	Removal of R route (north)	High	High	High
n/a	P53	Staffa	261392	581768	Yes	R route (north)	136m	E-G	EG0016	300m	023A (R)	n/a	E-G, removal of R route (north)	High	High	High
n/a	P56	Waterside, Glenlee	261240	580996	No	No	194m	E-G	EG006	214m	026 (R)	n/a	P-G via K, E-G, removal of R route (north)	High	High	High
Group D ¹⁴	Representative Wireline location:		260688	580425	m											
	P57	Carville	260709	580452	Yes	R route (south)	50m	G-T	1	65m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High
	P58	Dunston	260720	580443	Yes	R route (south)	61m	G-T	1	56m	30 (R)	P-G via K, E-G	G-T, P-G via K, E-G, removal of R route (north)	High	High	High
	P59	Tummel	260698	580434	Yes	R route (south)	42m	G-T	1	80m	30 (R)	B-G	P-G via K, E-G, removal of R route (north)	High	High	High
	P60	Rannoch	260688	580425	Yes	R route (north)	38m	G-T	1	92m	30 (R)	P-G via K, E-G, B-G Deviation	G-T, P-G via K, E-G, B-G Deviation, removal of R route (north)	High	High	High
	P61	Tarbert	260675	580364	Yes	R route (north)	67m	G-T	1	137m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High
	P62	Navaar	260668	580348	Yes	R route (north)	72m	G-T	1	153m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High
	P63	Maree	260668	580340	Yes	No	77m	G-T	1	159m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High
	P64	Orrin	260662	580314	Yes	No	90m	G-T	1	183m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High

¹⁴ Residential properties within this Property Group are now under the ownership and control of ScottishPower Transmission (SPT) and are currently unoccupied. The properties will remain unoccupied until construction of the consented Glenlee Substation Extension and the proposed KTR Project connections (subject to S.37 consents) construction has been completed. Short-term effects on residential visual amenity during the construction phase of the project are therefore not considered in the RVAA. Long-term effects during operation of the KTR Project have been considered within the assessment, on the assumption that that the properties will become habitable residences in the future.

LUC Ref No. / Property Group	Property Name	Grid Reference (NGR)		Within 150m of proposed KTR Project	Within 150m of existing N route or R route	Approx. Distance to nearest proposed KTR Project Connection (m) ¹¹	Nearest KTR Project Connection	Nearest KTR Project Connection – Tower Number	Approx. Distance to N route or R route (m)	Nearest N route or R route – Tower Number	Other KTR Project Connections within 150m	Part of the KTR Project considered in the context of the potential Visual Effects	Susceptibility of Receptor	Value of View	Overall Sensitivity	
	P65	Garry	260661	580305	Yes	No	95m	G-T	1	191m	30 (R)	B-G Deviation	G-T, B-G Deviation, removal of R route (north)	High	High	High
n/a	P76	Glenlee Kennels	260709	579842	No	No	389m	G-T	4	618m	30 (R)	n/a	G-T	High	High	High
n/a	P77	Airie Cottage	261053	578546	No	No	250m	G-T	9	1832m	033 (R)	n/a	G-T	High	High	High
n/a	P79	Darsalloch	260788	577021	No	No	400m	G-T	15	3380m	033 (R)	n/a	G-T	High	High	High
n/a	P82	Boatknowe	262297	580172	No	R route (south)	1499m	G-T	EG006	20m	036 (R)	n/a	Removal of R route (south)	High	High	High
Group E	Representative Wireline location:		263477	579866												
	P83	Grennan Farm	263477	579866	No	R route (south)	2685m	G-T	EG006	121m	040 (R)	n/a	Removal of R route (south)	High	High	High
	P84	Unnamed (previously named Grennan Cottage)	263524	579884	No	R route (south)	2720m	G-T	EG006	95m	040 (R)	n/a	Removal of R route (south)	High	High	High
	P85	Dairy Cottage, Grennan Farm	263510	579847	No	R route (south)	2722m	G-T	EG006	134m	040 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P86	Grennan Cottage (previously named Mallard Cottage) ¹⁵	263814	579747	No	R route (south)	3041m	G-T	EG006	3m	042 (R)	n/a	Removal of R route (south)	High	High	High
Group F	Representative Wireline location:		263727	579683												
	P87	Plover Cottage	263727	579683	No	R route (south)	2989m	G-T	EG006	103m	042 (R)	n/a	Removal of R route (south)	High	High	High
	P88	Curlew Cottage	263721	579674	No	R route (south)	2987m	G-T	EG006	112m	042 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P89	Garplefoot	264100	579198	No	R route (south)	3100m	G-T	12-New	35m	044 (R)	n/a	Removal of R route (south)	High	High	High
Group G	Representative Wireline location:		264703	578460												
	P91	Old Gateside	264697	578492	No	No	3393m	G-T	12-New	284m	047 (R)	n/a	Removal of R route (south)	High	High	High
	P92	Craig View	264703	578460	No	No	3392m	G-T	12-New	276m	047 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P106	Killochy Farm	264956	576914	No	R route (south)	3503m	G-T	13	141m	052 (R)	n/a	Removal of R route (south)	High	High	High
Group H	Representative Wireline location:		265804	575008												
	P110	Midpark	265823	575581	No	No	4525m	G-T	39	270m	058 (R)	n/a	Removal of R route (south)	High	High	High
	P111	Roanbank	265937	575358	No	No	4398m	G-T	40	312m	059 (R)	n/a	Removal of R route (south)	High	High	High
	P112	Mosscroft	265804	575008	No	R route (south)	4031m	G-T	40	75m	060 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P114	Ken Tor	266213	573791	No	R route (south)	3231	G-T	41	18m	065 (R)	n/a	Removal of R route (south)	High	High	High
Group I	Representative Wireline location:		267358	572756												
	P115	Nether Ervie Farm	267358	572756	No	R route (south)	3216m	G-T	44	78m	071 (R)	n/a	Removal of R route (south)	High	High	High
	P116	Nether Ervie Cottage	267370	572741	No	R route (south)	3215m	G-T	44	83m	071 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P129	Barbershall	272160	569135	No	R route (south)	7010m	G-T	47	77	094 (R)	n/a	Removal of R route (south)	High	High	High
Group J	Representative Wireline location:		272284	568817												
	P131	Cogarth Cottage	272284	568817	No	R route (south)	7162m	G-T	77	126m	095 (R)	n/a	Removal of R route (south)	High	High	High
	P132	Cogarth	272288	568757	No	R route (south)	7120m	G-T	77	128m	095 (R)	n/a	Removal of R route (south)	High	High	High

¹⁵ Property incorrectly named as Mallard Cottage within OS AddressBase Plus® data, property name updated.

LUC Ref No. / Property Group	Property Name	Grid Reference (NGR)	Within 150m of proposed KTR Project	Within 150m of existing N route or R route	Approx. Distance to nearest proposed KTR Project Connection (m) ¹¹	Nearest KTR Project Connection	Nearest KTR Project Connection – Tower Number	Approx. Distance to N route or R route (m)	Nearest N route or R route – Tower Number	Other KTR Project Connections within 150m	Part of the KTR Project considered in the context of the potential Visual Effects	Susceptibility of Receptor	Value of View	Overall Sensitivity	
n/a	P133	Waterside	272258 567749	No	No	6361m	G-T	79	239m	099 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P136	Auchenhay	271298 565772	No	R route (south)	4322m	G-T	79	105m	107 (R)	n/a	Removal of R route (south)	High	High	High
Group K	Representative Wireline location:		270893 564107												
	P138	Drumlane Cottage	270796 564217	No	No	2974	G-T	83	243m	113 (R)	n/a	Removal of R route (south)	High	High	High
	P139	Drumlane House	270706 564140	No	No	2856m	G-T	83	322m	113 (R)	n/a	Removal of R route (south)	High	High	High
	P140	Drumlane Farm	270893 564107	No	R route (south)	2984m	G-T	83	132m	113 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P141	Cot Cottage	266570 563353	No	No	431m	G-T	74	4317m	118 (R)	n/a	G-T	High	High	High
n/a	P142	Neuk Farm	270841 563217	No	R route (south)	2320m	G-T	88	66m	116 (R)	n/a	Removal of R route (south)	High	High	High
Group L	Representative Wireline location:		270825 562093												
	P143	Glentoo Cottage	270825 562093	No	R route (south)	1447m	G-T	89	67m	120 (R)	n/a	Removal of R route (south)	High	High	High
	P143a	Bluebell Cottage	270893 562147	Yes	R route (south)	1534m	G-T	89	128m	120 (R)	n/a	Removal of R route (south)	High	High	High
	P144	Glentoo Farm	270637 562015	No	R route (south)	1254m	G-T	89	111m	120 (R)	n/a	Removal of R route (south)	High	High	High
n/a	P167	Upper Balannan Farm	270169 559181	No	No	292m	G-T	98	162m	131 (R)	n/a	G-T, removal of R route (south)	High	High	High
Group M	Representative Wireline location:		270170 558980												
	P170	North Cottage, Upper Balannan	270170 558980	No	R route (south)	209m	G-T	99	127m	131 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P171	Upper Balannan Cottages	270163 558962	No	R route (south)	208m	G-T	99	131m	131 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P172	South Cottage, Upper Balannan	270161 558960	No	R route (south)	209m	G-T	99	133m	131 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P173	Woodlands	269769 556712	Yes	R route (south)	97m	G-T	107	143m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
Group N	Representative Wireline location:		269959 556634												
	P174	Dalriada	270071 556640	No	No	213m	G-T	107	167m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P174a	Kilbrannan ¹⁶	270058 556659	No	No	197m	G-T	107	151m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P175	Dunaverty	270032 556635	No	R route (south)	175m	G-T	107	129m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P176	The Upper Cottage	269959 556634	Yes	R route (south)	104m	G-T	107	57m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P177	Dunroamin	270043 556628	No	R route (south)	187m	G-T	107	141m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P178	Davaar	270062 556623	No	No	207m	G-T	107	161m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P180	Argrennan Mains Farm	270039 556548	No	No	197m	G-T	107	150m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
Group O	Representative Wireline location:		269910 555438												
	P185	Carrick Lodge	269961 555573	No	No	279m	G-T	111	235m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P185a	Parkview Cottage ¹⁷	270042 555663	No	No	344m	G-T	111	300m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High

¹⁶ Additional property identified in OS AddressBase Plus® data and verified in field.

¹⁷ Additional property during field-based verification of OS AddressBase Plus® data, property missing in dataset.

LUC Ref No. / Property Group	Property Name	Grid Reference (NGR)		Within 150m of proposed KTR Project	Within 150m of existing N route or R route	Approx. Distance to nearest proposed KTR Project Connection (m) ¹¹	Nearest KTR Project Connection	Nearest KTR Project Connection – Tower Number	Approx. Distance to N route or R route (m)	Nearest N route or R route – Tower Number	Other KTR Project Connections within 150m	Part of the KTR Project considered in the context of the potential Visual Effects	Susceptibility of Receptor	Value of View	Overall Sensitivity	
	P186	Cairnsmore Lodge	269950	555546	No	No	273m	G-T	111	229m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P187	Criffel Chalet	269932	555512	No	No	260m	G-T	111	216m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P188	Criffel Lodge	269933	555512	No	No	261m	G-T	111	217m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P189	Hilldrop Lodge	269912	555475	No	No	247m	G-T	111	203m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
	P190	Bengairn Lodge	269910	555438	No	No	251m	G-T	111	207m	141 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P195	High Clachan	269809	555076	No	No	210m	G-T	112	168m	147 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P199	Langbarns Cottage	269647	554011	No	No	155m	G-T	117	171m	151 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P207	Barhullion	269632	553982	Yes	No	132m	G-T	117	155m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P208	Meikleyett	269605	553982	Yes	R route (south)	106m	G-T	117	128m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P216	Barwood	269636	553945	Yes	No	123m	G-T	117	159m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P220	Comhla	269623	553918	Yes	R route (south)	105m	G-T	117	146m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P221	Meikleyett House	269595	553880	Yes	R route (south)	79m	G-T	117	118m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P225	Langbarns	269439	553790	Yes	R route (south)	64m	G-T	118	39m	152 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P226	Weir House, Langbarns	269418	553735	Yes	R route (south)	78m	G-T	118	60m	153 (R)	n/a	G-T, removal of R route (south)	High	High	High
n/a	P236	Lynnbank, Culdoach Road	269632	553687	Yes	No	143m	G-T	118	153m	153 (R)	n/a	G-T, removal of R route (south)	High	High	High


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction	
Property Reference <i>(As per Updated Figure 7.12.1)</i>	P6: Dalshangan Lodge		Disturbance associated with the creation of temporary construction tracks, forestry felling and preparatory groundworks will be largely screened in views from this location, by trees lining the A713.	
Grid Reference (NGR)	259514, 588871		Increased traffic associated with construction works may be seen on the A713, directly in front of the property, as it approaches the temporary construction tracks north-west and south-east of the property. The scale of visual change from this property will be barely perceptible.	
Illustrative wireline visualisation reference.	Appendix C: P6: Dalshangan Lodge		Given limited visibility experienced from the property the overall magnitude of visual change will be low, and the level of visual effect during the construction phase will be none and not significant .	
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		Description of Effects on Residential Visual Amenity – Operation	
Nearest KTR Project connection and distance (m) to nearest tower/pole ¹⁸	P-G via K, 401m		The P-G via K connection will occupy a similar proportion of available views as the N route but will be seen at a further distance.	
Nearest KTR project connection - Tower number	3		Decommissioning and removal of N route will increase the distance of transmission infrastructure from this property.	
Approx. Distance to nearest tower of N route or R route (m)	131m		The scale of visual change from this property will be barely perceptible.	
Nearest N route or R route – Tower number	232 (N)	Overall, the magnitude of visual change during the operational phase will be low and the level of visual effect resulting from the introduction of P-G via K will be none and not significant .		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects – Operation	
<ul style="list-style-type: none"> A 1.5 storey house of traditional appearance with modern, renovated elements The house is situated on the Eastern edge of the A713, visible from the main road over a low stone wall. In front of the window, the wall is topped with a hedge which obscures the eye level view of passing cars. Overall, it is still visible from the road. The primary aspects are south-east and south-west, facing onto the A713, and south-west, facing onto the driveway, with multiple medium sized windows Garden vegetation is minimal and formal, though there is woodland north and south-west 		<p>Principal views are orientated south-west from the property and its private garden, across the A713, which appears in close distance views.</p> <p>On east side of A713, where the property lies, there is limited visual screening, affording open views from the property curtilage onto main road. Mixed woodland on the western side of the A713, approximately 10m from the property, largely foreshortens views to the existing N route.</p>	<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative effects will be none and not significant.</p>	
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		The magnitude of visual change during operation will be barely perceptible, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.		

¹⁸ Distances referenced in each assessment and shown on wireline visualisations in **Appendix C** are calculated between properties and nearest tower or pole of the KTR Project or tower of existing infrastructure (N Route or R Route (north) or R Route (south)), rather than conductor (overhead line).

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.1)</i>	P7: Karnak	<p>Property: P7 Closest tower to be removed: 233 (N route) Angle/distance to removed tower: 211°, 134m Closest proposed tower: 4 (P-G via K) Angle/distance to proposed tower: 254°, 409m Wireline view angle A: 254° Wireline view angle B: N/A</p>	<p>During the construction phase disturbance associated with preparatory groundworks including the felling of forestry and the introduction of temporary access tracks will be evident from this property. This will include an access track to the south of the property which will be seen in principal close proximity views looking south-east and views from the property curtilage.</p> <p>The removal and undergrounding of existing distribution infrastructure in close proximity views to the west of the property will reduce the presence of vertical man-made elements in the view.</p> <p>Overall, the magnitude of change during construction will be medium, and the level of visual effect during the construction phase on views from this property will be moderate and significant.</p>
Grid Reference (NGR)	259577, 588727		
Illustrative wireline visualisation reference	Appendix C: P7: Karnak (Similar views illustrated by EIAR Figure 7.21: VP1 Layby on A713 near Polquhanity – CD1.163)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 409m		
Nearest KTR project connection - Tower number	P-G via K - 4		
Approx. Distance to nearest tower of N route or R route (m)	134m		
Nearest N route or R route – Tower number	233 (N)	<p>The P-G via K connection will occupy a similar proportion of the available views to N route west of the property but will be seen at a further distance from the property.</p> <p>Decommissioning and removal of N route will reduce the presence of transmission infrastructure within the immediate views from this property. The towers of P-G via K will continue to occupy a similar proportion of the view but further from the property resulting in a medium scale change.</p> <p>Overall, the magnitude of change during construction will be medium, and the level of visual effect during the operational phase of P-G via K will be moderate and significant.</p> <p>The replanting of felled windthrow areas of coniferous woodland east of the P-G via K connection wayleave (in accordance with EIA Report Volume 3 - Appendix 5.1: Forest Design Concept - Approach to Mitigation and Enhancement (CD1.120)) will result in the screening and filtering of longer term views of towers, however the upper extents of some towers are likely to remain visible as woodland matures</p> <p>As the woodland matures the magnitude of visual change will reduce to low, and the level of residual effect during the operational phase will be minor and not significant.</p>	
		<p>Description of Potential Cumulative Effects – Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative effects will be none and not significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey house of traditional appearance with a 1.5 storey extension to the North, situated approximately 40m from the A713 with a private track leading to the property. The property is not discernible from the main road (and vice versa) in summer months due to deciduous screening provided by trees which line the road corridor. There are views afforded anticlockwise from north, west, south-west to south-east, south-west. Whilst it is unclear of the principal orientation of the property, clear views are focused south, south-east from the front façade accessed via the driveway from the south-east. Views west, north-west towards the Galloway Hills are available from the property and its curtilage, partially screened by forestry to the west and with the towers and conductors of N route appearing across the view in relatively close proximity to the west. There appears to be no garden vegetation within the curtilage of the property to the north, south and west. 		<p>Steel lattice towers of the existing N route are seen in views anticlockwise from north, through to south-west, with towers and conductors seen in close proximity from the property and its curtilage. Views to the north-east, west and south are relatively open and overlook the pastoral landscape.</p> <p>Views east, north-east from the property towards the A713 are contained by roadside vegetation.</p>	<p>The magnitude of visual change during operation will be medium. This will reduce to low as felled coniferous woodland west of the property is replanted, or mitigation proposals are implemented as per the Forest Design Concept (CD1.120). The Proposed Development will be visible across a relatively wide horizontal extent of views to the north-west, west and south-west of the property.</p> <p>At approximately 400m the towers of the P-G via K connection to the west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference (As per Updated Figure 7.12.1)	P8: Hawkrigg		<p>During the construction phase disturbance associated with preparatory groundworks including the felling of forestry and the introduction of temporary access tracks will be evident from this property. This will include an access track to the south-west of the property that will be seen in close-proximity views from the property and curtilage.</p> <p>Overall, the magnitude of change during construction will be medium, and the level of visual effect during the construction phase on views from this property will be moderate and significant.</p>
Grid Reference (NGR)	259716, 588492		
Illustrative wireline visualisation reference	Appendix C: P8: Hawkrigg (Similar views illustrated by EIAR Figure 7.21: VP1 Layby on A713 near Polquhanity – CD1.163)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 446m		
Nearest KTR project connection - Tower number	P-G via K - 5		
Approx. Distance to nearest tower of N route or R route (m)	134m		
Nearest N route or R route – Tower number	234 (N)		
Description of Effects on Residential Visual Amenity - Operation			<p>Decommissioning and removal of N route will reduce the immediate presence of transmission infrastructure within views from this property. The towers of P-G via K will occupy a similar proportion of the view resulting in a medium scale change, with towers seen at a greater distance than the decommissioned N route.</p> <p>Overall, the magnitude of change during construction will be medium, and the level of visual effect resulting from the introduction of P-G via K will be moderate and significant.</p> <p>The replanting of felled windthrow areas of coniferous woodland east of the P-G via K connection wayleave (in accordance with the Forest Design Concept (CD1.120)) will result in the screening and filtering of views of towers, however the upper extents of some towers are likely to remain visible as woodland matures.</p> <p>As the woodland matures the magnitude of visual change will reduce to low, and the level of residual effect during the operational phase will be minor and not significant.</p>
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative visual effects will be none and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A modern two storey house built in traditional style with multiple outbuildings and sheds, including campsite facilities¹⁹ and holiday home stationary caravans to the north, north-west of the property. The property is situated west of the A713 along a private track, which is visible from the main road before the track turns to the property. The primary aspect views are north-east and south-west, equally, as the property appears fairly symmetrical with dormer windows evident to both facades There is limited vegetation within the curtilage, however between the property and main road, there are trees and shrubs which offer the property more privacy, however the grounds of the adjacent campsite are generally open, with views afforded west towards the existing towers of N route. 		<p>Steel lattice towers of the existing N route are seen in direct close proximity views south-west from the property and in views from the property curtilage looking anticlockwise from north-west to south-west.</p> <p>Outward views from the property are relatively open and overlook the pastoral landscape. Coniferous forestry to the west of the property foreshortens more distant views. Glimpsed views of the A713 are afforded in between breaks in vegetation which lines the road.</p>	<p>The magnitude of visual change during operation will be medium. This will reduce to low as felled coniferous woodland west of the property is replanted, or mitigation proposals are implemented as per the Forest Design Concept (CD1.120). The Proposed Development will be visible across a relatively wide horizontal extent of views to the north-west, west and south-west of the property.</p> <p>At approximately 445m the towers of the P-G via K connection to the west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

¹⁹ <https://www.ukcampsite.co.uk/sites/details.asp?revid=13623>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.1)</i>	P9: Polmaddie Farm	<div data-bbox="736 449 1154 617" style="border: 1px solid black; padding: 5px;"> Property: P9 Closest tower to be removed: 236 (N route) Angle/distance to removed tower: 187°, 169m Closest proposed tower: 7 (P-G via K) Angle/distance to proposed tower: 240°, 466m Wireline view angle A: 240° Wireline view angle B: N/A </div>  <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will not be evident in views from the property, however, construction traffic will be evident from the curtilage of the property when passing on the A713.</p> <p>Felling of conifer forest within the Galloway Forest Park north-west of the settlement and within the wayleave will be screened by retained vegetation to the east of the P-G via K connection, and vegetation between the property and the A713.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a barely perceptible scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>The magnitude of visual change during construction will be barely perceptible and taking account of the high sensitivity will result in a negligible and not significant visual effect on views from this property.</p>
Grid Reference (NGR)	259906, 588076		
Illustrative wireline visualisation reference	Appendix C: P9: Polmaddie Farm <i>(Similar views illustrated by EIAR Figure 7.22: VP2 Dundegh at access to Polmaddy – CD1.164)</i>		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 466m		
Nearest KTR project connection - Tower number	P-G via K - 7		
Approx. Distance to nearest tower of N route or R route (m)	169m		
Nearest N route or R route – Tower number	236 (N)		
Description of Effects on Residential Visual Amenity - Operation			<p>The P-G via K connection will be introduced beyond the existing N route west of the A713. Views from the property will be subject to localised screening and filtered by vegetation within the immediate grounds of the property east of the A713.</p> <p>The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will be evident in views from the access drive when leaving the property and will reduce the presence and influence of vertical infrastructure in these views.</p> <p>The P-G via K connection will be seen at a further distance to the west of the decommissioned N route in available views, with views screened of heavily filtered by the intervening woodland and roadside vegetation found west of the property along the A713. The replanting of felled windthrow areas of coniferous woodland east of the P-G via K connection wayleave (in accordance with the Forest Design Concept (CD1.120) will result in the further screening and filtering of views of towers, however the upper extents of some towers are likely to remain visible as woodland matures.</p> <p>Overall, the magnitude of visual change during the operational phase will be low and will result in a minor and not significant visual effect.</p>
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative visual effects will be none and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey house of traditional appearance with two separate outbuildings, including garage to the north. The property is situated east of the A713 and just North of a branch of the Water of Deugh. To the north-east, the residential property looks onto the adjacent outbuildings and the courtyard space in between. West, south and south-east, there is dense woodland surrounding the curtilage, with grounds extending to the south and south-east of the property. The primary aspect is to the south, with a view across the garden lawn and then enclosed by the woodland that lines the banks of the Water of Deugh. 		<p>Principal views are orientated south from the property, overlooking the private garden and woodland along the Water of Deugh.</p> <p>Views west from the property, towards the A713 and the steel lattice towers of the existing N route, are screened and filtered by intervening woodland which lines this section of the road. More distant glimpsed views are afforded looking north-east from the property across pastoral fields and the forested skyline of Dundegh Hill.</p>	<p>The magnitude of visual change during operation will be barely perceptible, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference (As per Updated Figure 7.12.1)	Property Group A (P10: The Cabin, P11: Deughside)		<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be evident in views to the west, and construction traffic will be evident when passing the properties to the south along the access track.</p> <p>Felling of conifer forest within the Galloway Forest Park to the north-west and within the wayleave for the P-G via K connection will be largely screened by retained vegetation to the north of the properties.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a small scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>The magnitude of visual change during construction will be low and taking account of the high sensitivity will result in a minor and not significant visual effect on views from these properties.</p>
Grid Reference (NGR)	259742, 588001		Description of Effects on Residential Visual Amenity – Operation
Illustrative wireline visualisation reference	Appendix C: P11: The Cabin - Representing Property Group A (Similar views illustrated by EIAR Figure 7.22: VP2 Dundegh at access to Polmaddy – CD1.164)		<p>Views of the P-G via K connection will be limited to visibility of towers located to the south-west as the OHL crosses the Water of Deugh and passes around the west. Where properties are orientated with principal and secondary views looking west to south-west the tops of the towers of P-G via K connection will be seen against the skyline in close proximity views. The P-G via K connection will be seen beyond the existing N route.</p> <p>Views will be subject to localised screening and filtered by vegetation within property grounds, and VP2: Dundegh at access to Polmaddy, illustrates similar views experienced from the northern part, and small geographical extent of the settlement. The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will reduce the presence and influence of vertical infrastructure in views to the south of the settlement.</p> <p>The P-G via K connection will be seen at a further distance to the west, north-west in the limited available views in this direction, which will remain largely contained by the presence of retained woodland along the Water of Deugh (see EIAR Figure 5.2 – CD1.47). Where open views are afforded to the south, south-west the steel lattice towers of P-G via K will be seen largely backclothed against the western slopes of the valley, with a small number of towers breaking the skyline as the OHL passes south-west of Dundegh. Towers will be seen at distances exceeding 280m (tower 7) and up to c.500m (tower 10) resulting in a small scale change in views from the properties and their curtilages, whilst the closest towers of N route (236 (N) and 237 (N)) will be removed from principal views to the south, south-east.</p> <p>Overall, the magnitude of visual change during the operational phase will be low and will result in a minor and not significant visual effect.</p>
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		Description of Potential Cumulative Effects – Operation
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 287m		<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties.</p> <p>Therefore, the predicted cumulative visual effects will be none and not significant.</p>
Nearest KTR project connection - Tower number	P-G via K - 7		Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
Approx. Distance to N route or R route (m)	170m		<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>
Nearest N route or R route – Tower number	236 (N)		
Description of property/property group, location, and existing context		Description of existing views and visual amenity	
<ul style="list-style-type: none"> Two bungalows, both of relatively modern appearance with primary aspects to the south, south-east. Gardens extend to the west, south and east of the properties, with P10 in particular having a large, open garden with outbuildings to the east. The properties are situated west of the A713, along a shared public access track which leads to the Polmaddie historic settlement and picnic site to the west. There is a private, gated track running north between the two properties providing access to a driveway and garages/outbuildings for P10. Garden vegetation is limited, with small trees and coniferous shrubs to the front of P11, and more open grounds to the front of P11, and both gardens are bordered by a mixed post and wire, and wooden fence along the access track. North of the properties is the Water of Deugh, lined with trees and a large expanse of coniferous woodland beyond to the north-west. To the south, there is little vegetation enclosing views. 		<p>Both properties afford relatively open views to the south, south-east from the front windows and curtilages, and when accessing/leaving the properties via the access track leading from the A713.</p> <p>Towers of N route are evident in these views, with tower 236 (N) and 237 (N) appearing in relatively close proximity views to the south-east, and the conductors between 236 (N) and 235 (N) evident in views east from the property curtilages and crossing overhead the access track when leaving/accessing the properties.</p> <p>Views north, north-west, including to the nearest towers of N route (235 (N)) are largely contained by woodland and vegetation located along the Water of Deugh, and the gently rising landform to the north.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference (As per Updated Figure 7.12.1)	Property Group B (Properties within group – P12 – P25: 1-14, Dundee)		<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be evident in views to the west, where outward views from properties are afforded in this direction from the westernmost properties of the group.</p> <p>Felling of conifer forest within the Galloway Forest Park north-west of the property group will be seen beyond retained mixed woodland. Felling within the wayleave will be largely screened by retained vegetation to the east of the P-G via K connection.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a medium scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>Similar views will occur primarily from the western properties of the group (P16, P17, P20, P21, P24, P25).</p> <p>The magnitude of visual change during construction will be medium and taking account of the high sensitivity will result in a moderate and significant visual effect on views from this settlement.</p>
Grid Reference (NGR)	259951, 587943		
Illustrative wireline visualisation reference	Appendix C: P21: 3, Dundee - Representing Property Group B (Similar views illustrated by EIAR Figure 7.22: VP2 Dundee at access to Polmaddy – CD1.164)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 456m		
Nearest KTR project connection - Tower number	P-G via K - 8		
Approx. Distance to nearest tower of N route or R route (m)	75m		
Nearest N route or R route – Tower number	236 (N)		
Description of Effects on Residential Visual Amenity - Operation			<p>The tops of the towers of P-G via K connection will be seen against the skyline in the middle distance of secondary views looking south-west from the western properties of the group and in views looking north-west to south-west from the curtilages of these properties. Retained vegetation to the east of the P-G via K connection will partially screen towers.</p> <p>The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will reduce the presence and influence of vertical infrastructure in secondary views south-west from the western properties of the group and partially screened principal views of the eastern properties of the group. The P-G via K connection will be seen at a further distance to the west of the decommissioned N route in available views north-west to south-west. Views will be subject to localised screening and filtered by vegetation within property grounds. Where outward views are afforded, steel lattice towers will be seen against the skyline in the middle distance of views, resulting in a small scale change in views.</p> <p>Overall, the magnitude of visual change during the operational phase will be low for the property group and will result in a minor and not significant visual effect.</p>
Description of Potential Cumulative Effects - Operation			<p>No consented or proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this settlement and will not therefore contribute to additional cumulative effects experienced from this location. The magnitude of cumulative visual change to views from the property group will be barely perceptible.</p> <p>Taking account of the sensitivity of the receptors, the cumulative visual effect will be none and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A cluster of 1.5 storey houses of modern appearance situated around a cul-de-sac to the east of the A713. The primary aspects of views from the majority of properties are either north-east or south-west, excluding P12 and P13 for which principal views are focused south. The private gardens face away from the central access road, meaning some properties (P16, P17, P20, P21, P24 and P25) have gardens adjacent to the A713. Several properties are visible from the A713 due to low lying vegetation. To the north and east of the property group, the Water of Deugh river is located to the north and east of the property group, with riparian woodland lining the watercourse, and a larger area of mixed woodland and conifer forest at Dundee Hill beyond. 		<p>The principal views of properties located to the east of the cul-de-sac (P14, P15, P18, P19, P22, P23) are focused towards the western properties of the group, which screen more distant views looking south-west. Principal views of properties located to the west of the cul-de-sac are focused north-east, towards the eastern properties of the group and the forested skyline formed by Dundee Hill. Secondary views of the western properties of the group are relatively open and focused south-west towards the A713 and existing N route, with some vegetation within property curtilages occasionally screening and filtering outward views.</p> <p>Property P21 has been selected as the representative view from this property group. Steel lattice tower 236 (N) of the existing N route is prominent in secondary views south-west from this property and relatively open views are afforded looking further south-west towards the elevated and forested landform to the west of properties P26, P27 and P28.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.1)</i>	P26: Knockback		<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be partially screened by mixed woodland and coniferous forestry in views to the north and west of the property. Movement and noise associated with construction traffic on the A713 will be seen in principal views north-east.</p> <p>Felling of conifer forest within the Galloway Forest Park will be seen beyond retained mixed woodland in views north from the property curtilage. Felling within the wayleave to the north-west, west and south-west of the property will be partially screened by retained coniferous forestry and mixed woodland to the east of the P-G via K connection.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a medium scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>Similar views will occur from a small number of residential properties (P27: Ridgeway, Dalry and P28: Phail Barcris, Dalry). The magnitude of visual change during construction will be medium and taking account of the high sensitivity will result in a moderate and significant visual effect on views from this property.</p>
Grid Reference (NGR)	259779, 587798		
Illustrative wireline visualisation reference	Appendix C: P26: Knockback		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 238m		
Nearest KTR project connection - Tower number	P-G via K - 8		
Approx. Distance to nearest tower of N route or R route (m)	153m		
Nearest N route or R route – Tower number	236 (N)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The tops of the towers of P-G via K connection will be seen against the skyline in close proximity secondary views looking south-west from the property and in views looking north-west to south-west from the property curtilage. Retained vegetation to the east of the P-G via K connection will partially screen towers.</p> <p>The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will reduce the presence and influence of vertical infrastructure in principal views to the north-east of the property. The P-G via K connection will be seen at a further distance to the west of the decommissioned N route, with the nearest tower appearing in available views approximately 238m to the west. However, steel lattice towers will be seen against the skyline in relatively close proximity across a medium angle of the view, resulting in a medium scale change in views.</p> <p>Overall, the magnitude of visual change during the operational phase will be medium for the property and will result in a moderate and significant visual effect.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> A large two storey house with multiple outbuildings, and primary aspect views north-east and south-west, judging by the window extrudes which are symmetrical. The property shares an access road with properties P27 and P28. The curtilage is predominantly hardscape, covered in tarmac from the access road to the back of the outbuildings. This means there is little vegetation within the curtilage, though the south-east border has a line of trees and shrubs. The landscape to the north-east of the access road comprises informal parkland with occasional in field trees. Post and wire fencing lines the A713. West and south-west of the property, the land slowly gains height, forming a ridgeline covered in mixed woodland and conifer forestry. A track leading south-west from the property curtilage approaches a sheepfold/ pen. 	<p>Principal views north-east are relatively open, overlooking the property curtilage, with an informal parkland landscape seen beyond. Steel lattice tower 236 (N) of the existing N route is prominent in principal views north-east (at a distance of approximately 153m) and views from the property curtilage, with the A713 seen beyond.</p> <p>Properties to the east of the A713 are seen in partially screened distant views north-east and east from the property. Forested landform at Dundeugh Hill forms the skyline in views north-east.</p> <p>Secondary views south-west from the property are foreshortened by rising landform with mixed woodland and coniferous forestry.</p>	<p>Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold</p> <p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the north-west to south-west. However, the towers of the P-G via K connection will appear at a greater intervening distance than the existing towers of the N route, which is seen in principal views north-east.</p> <p>At approximately 238m the nearest towers of the P-G via K connection to the west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference (As per Updated Figure 7.12.1)	P27: Ridgeway, Dalry	<p>Property: P27 Closest tower to be removed: 237 (N route) Angle/distance to removed tower: 100°, 198m Closest proposed tower: 8 (P-G via K) Angle/distance to proposed tower: 236°, 194m Wireline view angle A: 236° Wireline view angle B: 100°</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be partially screened by mixed woodland, coniferous forestry, and the adjacent residential buildings at P26: Knockback in views to the north and west of the property. Movement and noise associated with construction traffic on the A713 will be partially screened by intervening vegetation and localised landform in principal views north-east.</p> <p>Felling of conifer forest within the Galloway Forest Park will be seen beyond retained mixed woodland in views north from the property curtilage. Felling within the wayleave to the north-west, west and south-west of the property will be partially screened by retained coniferous forestry and mixed woodland to the east of the P-G via K connection.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a medium scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>Similar views will occur from other nearby residential properties (P26: Knockback and P28: Phail Barcris, Dalry). The magnitude of visual change during construction will be medium and taking account of the high sensitivity will result in a moderate and significant visual effect on views from this property.</p>
Grid Reference (NGR)	259820, 587701		
Illustrative wireline visualisation reference	Appendix C: P27: Ridgeway, Dalry		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route,		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 194m		
Nearest KTR project connection - Tower number	P-G via K - 8		
Approx. Distance to nearest tower of N route or R route (m)	198m		
Nearest N route or R route – Tower number	237 (N)		<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>The tops of the towers of P-G via K connection will be seen against the skyline in close proximity secondary views looking south-west from the property and in views looking north-west to south-west from the property curtilage. Retained vegetation to the east of the P-G via K connection will partially screen towers.</p> <p>The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will reduce the presence and influence of vertical infrastructure in principal views to the north-east of the property. The P-G via K connection will be seen at a further distance to the west of the decommissioned N route in available views west. However, steel lattice towers will be seen against the skyline in relatively close proximity across a medium angle of the view, resulting in a medium scale change in views.</p> <p>Overall, the magnitude of visual change during the operational phase will be medium for the property and will result in a moderate and significant visual effect.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> This 1.5 storey modern property with three outbuildings shares the same access road as P26 and P28. Small streams run north-east from Polmaddy Burn, descending elevated landform behind the property, collecting in a pond within the property curtilage then flowing east to join the Water of Deugh The primary views are either north-east looking over the pond or south-west over the property courtyard and outbuildings. On the south-west facing roof, solar panels are installed. There is limited formal landscaping however the property boundaries are lined with trees and shrubs. 		<p>Principal views north-east are relatively open, overlooking the property curtilage, with an informal parkland landscape with scattered trees and areas of rough grassland seen beyond. Steel lattice tower 236 (N) of the existing N route is prominent in principal views north-east from the property curtilage, and tower 237 (N) in views south-east from the property curtilage. The A713 is relatively well screened by mixed woodland lining the road and localised landform (which descends towards the road) in principal views north-east.</p> <p>Forested landform at Dundee Hill forms the skyline in views north-east. Secondary views south-west from the property are foreshortened by rising landform with mixed woodland and coniferous forestry.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity, across a medium angle of available views to the north-west to south-west. However, the towers of the P-G via K connection will appear at a greater intervening distance than the existing towers of the N route, which is seen in principal views north-east.</p> <p>At approximately 194m the nearest towers of the P-G via K connection to the west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.1)</i>	P28: Phail Barcris, Dalry	<p>Property: P28 Closest tower to be removed: 237 (N route) Angle/distance to removed tower: 77°, 110m Closest proposed tower: 9 (P-G via K) Angle/distance to proposed tower: 187°, 216m Wireline view angle A: 187° Wireline view angle B: 77°</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>During the construction phase disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be partially screened by mixed woodland, coniferous forestry and the adjacent residential buildings at P26: Knockback and P27: Ridgeway, Dalry in views to the north and west of the property. Disturbance associated with the temporary access tracks to the south-east of the property will be seen in partially screened views beyond intervening vegetation within the property curtilage. Movement and noise associated with construction traffic on the A713 will be partially screened by intervening vegetation and localised landform in views north and north-east.</p> <p>Felling of conifer forest within the Galloway Forest Park will be seen beyond retained mixed woodland in glimpsed views north and north-west from the property curtilage. Felling within the wayleave to the north-west, west and south-west of the property will be partially screened by retained coniferous forestry and mixed woodland to the east of the P-G via K connection.</p> <p>The introduction of the P-G via K connection and associated construction activities will result in a medium scale change when viewed in combination with the existing N route which will remain present during construction.</p> <p>Similar views will occur from other nearby residential properties (P26: Knockback and P27: Ridgeway, Dalry). The magnitude of visual change during construction will be medium and taking account of the high sensitivity will result in a moderate and significant visual effect on views from this property.</p>
Grid Reference (NGR)	259908, 587642		
Illustrative wireline visualisation reference	Appendix C: P28: Phail Barcris, Dalry		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, removal of N route		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 216m		
Nearest KTR project connection - Tower number	P-G via K - 8		
Approx. Distance to nearest tower of N route or R route (m)	110m		
Nearest N route or R route – Tower number	237 (N)		
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity – Operation
<ul style="list-style-type: none"> This 1.5 storey property with one outbuilding shares the same access road as P26 and P27. The road creates a loop around the property before leading to the outbuilding Small streams run north-east from Polmaddy Burn, descending elevated landform behind the property, collecting in a pond within the property curtilage then flowing east to join the Water of Deugh The curtilage is large and predominantly rough grassland with numerous tree clumps and in field trees. Shrubs and trees line the property boundary. 		<p>Trees within the property curtilage result in a semi-enclosed character. Glimpsed principal views north overlook the property curtilage. The informal parkland landscape with scattered tree clumps and areas of rough grassland are seen in middle distance glimpsed views.</p> <p>Partially screened views of two steel lattice towers of the existing N route – 236 (N) and 237 (N) - are glimpsed in views north and east from the property curtilage. The A713 is relatively well screened by mixed woodland lining the road and localised landform (which descends towards the road) in views north and north-east.</p> <p>Forested landform at Dundough Hill forms the skyline in views north. Secondary views south from the property are foreshortened by rising landform with mixed woodland and coniferous forestry.</p>	<p>The tops of the towers of P-G via K connection will be seen against the skyline in close proximity secondary views looking south from the property and in views looking north-west to south-east from the property curtilage. Retained vegetation to the east of the P-G via K connection and within the property curtilage will partially screen outward views towards towers.</p> <p>The undergrounding of existing distribution infrastructure located within close proximity of the proposed P-G via K connection will reduce the presence and influence of vertical infrastructure in views to the north and east of the property. The P-G via K connection will be seen at a further distance to the west of the decommissioned N route in available views west. However, steel lattice towers will be seen against the skyline in relatively close proximity and across a wide angle of views from the property curtilage, where outward views are afforded, resulting in a medium scale change in views.</p> <p>Overall, the magnitude of visual change during the operational phase will be medium for the property and will result in a moderate and significant visual effect.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects – Operation
<ul style="list-style-type: none"> This 1.5 storey property with one outbuilding shares the same access road as P26 and P27. The road creates a loop around the property before leading to the outbuilding Small streams run north-east from Polmaddy Burn, descending elevated landform behind the property, collecting in a pond within the property curtilage then flowing east to join the Water of Deugh The curtilage is large and predominantly rough grassland with numerous tree clumps and in field trees. Shrubs and trees line the property boundary. 		<p>Trees within the property curtilage result in a semi-enclosed character. Glimpsed principal views north overlook the property curtilage. The informal parkland landscape with scattered tree clumps and areas of rough grassland are seen in middle distance glimpsed views.</p> <p>Partially screened views of two steel lattice towers of the existing N route – 236 (N) and 237 (N) - are glimpsed in views north and east from the property curtilage. The A713 is relatively well screened by mixed woodland lining the road and localised landform (which descends towards the road) in views north and north-east.</p> <p>Forested landform at Dundough Hill forms the skyline in views north. Secondary views south from the property are foreshortened by rising landform with mixed woodland and coniferous forestry.</p>	<p>There is potential for the P-G via K connection to be seen in combination with the C-K connection in relatively distant views looking south to south-east, partially filtered by vegetation. Given the relatively distant and partially screened nature of combined views, this will result in a small scale of change.</p> <p>No other consented or proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this settlement and will not therefore contribute to additional cumulative effects experienced from this location. The magnitude of cumulative visual change to the view from this location will be low. Taking account of the sensitivity of the receptors, the cumulative visual effect will be minor (adverse and long-term) and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> This 1.5 storey property with one outbuilding shares the same access road as P26 and P27. The road creates a loop around the property before leading to the outbuilding Small streams run north-east from Polmaddy Burn, descending elevated landform behind the property, collecting in a pond within the property curtilage then flowing east to join the Water of Deugh The curtilage is large and predominantly rough grassland with numerous tree clumps and in field trees. Shrubs and trees line the property boundary. 		<p>Trees within the property curtilage result in a semi-enclosed character. Glimpsed principal views north overlook the property curtilage. The informal parkland landscape with scattered tree clumps and areas of rough grassland are seen in middle distance glimpsed views.</p> <p>Partially screened views of two steel lattice towers of the existing N route – 236 (N) and 237 (N) - are glimpsed in views north and east from the property curtilage. The A713 is relatively well screened by mixed woodland lining the road and localised landform (which descends towards the road) in views north and north-east.</p> <p>Forested landform at Dundough Hill forms the skyline in views north. Secondary views south from the property are foreshortened by rising landform with mixed woodland and coniferous forestry.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a relatively wide angle of available views to the north-west to south-east. However, the towers of the P-G via K connection will appear at a greater intervening distance than the existing towers of the N route, which is seen in principal views north-east.</p> <p>At approximately 215m the nearest towers of the P-G via K connection to the south of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.2)</i>	P31: Stonebyres, Kendoon		<p>Whilst construction activities will largely be accommodated in areas of existing electricity infrastructure the creation of the wayleave and required felling of mixed woodland at Glenhoul Wood and Dundeugh Wood will be evident north of the property and when accessing/leaving the property.</p> <p>Viewed in combination with N route, R route (north) which will remain present during this phase, and ancillary construction activities, the P-G via K connection will introduce a large scale change in views from the north-east (tower 37, which will replace the existing terminal tower within the Kendoon Substation) and south-west (tower 36) of this property, whilst the OHLs of P-G via K will not pass over the property or its curtilage. The introduction of the wood poles of C-K (R001R within the Kendoon Substation and R002R across the Water of Ken) will introduce additional transmission infrastructure and OHLs in close proximity to the property.</p> <p>A high magnitude of change has been identified for VP4 during the construction phase.</p> <p>The magnitude of visual change during construction will be high and taking account of the high sensitivity will result in a major and significant visual effect on views from this property.</p>
Grid Reference (NGR)	260487, 587623		
Illustrative wireline visualisation reference	Appendix C: P31: Stonebyres, Kendoon (Similar views illustrated by EIAR Figure 7.24: VP4 Footbridge access to Kendoon – CD1.166)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, C-K, removal of N route and R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	C-K, 46m		
Nearest KTR project connection - Tower number	C-K - 37		
Approx. Distance to nearest tower of N route or R route (m)	44m		
Nearest N route or R route – Tower number	240 (N)	<p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 house with outbuilding situated to the south of Kendoon Power Station, south-west of Kendoon Substation, and east of the Water of Ken River. Primary aspect is south-west over its private gardens which extend to the south-west and south, and along the alignment of the existing N route and R route (north) as they cross the Water of Ken. The property curtilage is enclosed by woodland to the north, and dense scrub vegetation to the north, south and west down to the river's edge. The property access road approaches from the north-east passing the Kendoon Hydropower Station and Substation and provides access to the adjacent properties to the east within the small settlement of Kendoon. 		<p>Existing views from the property contain the close proximity presence of N route and R route (north), with the conductors (overhead lines) passing over the roof and curtilage of the property.</p> <p>Views to the north-east from the front of the property and its curtilage are across the narrow access road to the existing Kendoon Substation with palisade security fencing, and the terminal tower of N route and R route (north) (240 (N) / 0A (R)). Views south-west across the Water of Ken to the nearest tower (239 (N)) are largely obscured at ground level by dense vegetation west of the property along the banks of the river, however views from upper storey rear dormer windows are available broadly along the alignment of the existing OHLs.</p>	<p>The magnitude of visual change during operation will be high. The proposed C-K and P-G via K connections will be visible in combination, in very close proximity views from the property and its curtilage, although appearing in the context of the other transmission substation infrastructure and nearby hydropower station infrastructure at Kendoon and replacing the existing transmission infrastructure of N route and R route (north).</p> <p>Although, at approximately 45m the towers of the P-G via K connection and poles of the C-K connection to the south-west and north-east of the property, and the associated overhead lines, will be evident in views from the property and form key features in most views, the change from the existing baseline situation in which N route and R route (north) are present will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.1-2)</i>	Property Group C (Properties within group - P30: Benavean, P32: Nairn, P33: Struan, P34: Birnam, P35: Kinross, P36: Strathmore, P37: Dunkeld, P38: Brander, P39: Katrine, P40: Lochy, P41: Clunie, P42: Treig, P43: Affric)		<p>Whilst construction activities will largely be accommodated in within areas of occupied by elements of electricity infrastructure the creation of the wayleave and required felling of mixed woodland at Glenhoul Wood and Dundough Wood will be visible in views from properties within the group.</p> <p>Viewed in combination with the N route, R route (north) which will remain present during this phase and ancillary construction activities, the introduction of the towers of P-G via K connection (tower 36 and 37) will introduce a medium scale change from the property group, with the closest properties to the substation experiencing the greatest change.=.</p> <p>The introduction of the wood poles of C-K (R001R within the Kendoon Substation and R002R across the Water of Ken) will introduce additional transmission infrastructure and OHLs in close proximity to properties within this group (particularly P32, P33, P34 and P43).</p> <p>The magnitude of visual change during construction will be medium and taking account of the high sensitivity will result in a moderate and significant visual effect on views.</p>
Grid Reference (NGR)	260530, 587617		
Illustrative wireline visualisation reference	Appendix C: P33: Struan - Representing Property Group C		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, C-K, removal of N route and R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 33m		
Nearest KTR project connection - Tower number	P-G via K - 37		
Approx. Distance to nearest tower of N route or R route (m)	48m		
Nearest N route or R route – Tower number	0A (R)		
Description of Effects on Residential Visual Amenity - Operation			<p>Where properties are orientated with principal and secondary views looking west to north-west, the closest steel lattice towers of P-G via K (36 and 37) and wood poles (R001R, R002R) of C-K will be evident, although closely associated with the existing transmission infrastructure within Kendoon Substation.</p> <p>Similar views will be afforded from most properties within the group, which broadly defines the small settlement of Kendoon, with views from properties to the southern and eastern extents of the group largely unaffected by the long-term change in infrastructure present. The decommissioning and removal of N route and R route (north), and the undergrounding of existing distribution infrastructure will reduce the presence of electricity infrastructure in views from this group of properties.</p> <p>The introduction of the P-G via K connection will result in a medium scale change across a large proportion of available views from properties in the group and the shared access. The magnitude of visual change during the operational phase will be medium for the group as a whole and will result in a moderate and significant visual effect.</p> <p>The introduction of the C-K connection will result in a small scale change across a large proportion of available views from properties in the group and the shared access. Overall, the magnitude of visual change will be low for the group as a whole and will result in a minor and not significant visual effect.</p>
Description of Potential Cumulative Effects - Operation			<p>The P-G via K connection will be seen in combination with the C-K connection from this property, with infrastructure located a similar distance from the property as the existing N route and R route (north). Collectively the introduction of these connections will result in a medium scale of cumulative change experienced from the property group.</p> <p>No other KTR Project connections will be evident in views from the property, whilst other consented or proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group.</p> <p>The magnitude of cumulative visual change to views from this property group will be medium, and taking account of the sensitivity of the receptors, the cumulative visual effect will be moderate and significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A cluster of single storey properties/bungalows orientated around a circular shared access road, situated to the south of Kendoon Hydropower Station and Kendoon Substation, and east of the Water of Ken River. The principal/primary aspect and orientation of properties within the group, as well as their gardens and curtilages are varied, though woodland to the north-east, south and south-west largely encloses the properties and contains outward views. Several properties have both a front and back garden, most with significant vegetation which offers some privacy, and a public green space is found at the centre of the circular access road within the property group. 		<p>Residential properties located closest to Kendoon Substation (P32, P33, P34 and P43) experience close proximity views of existing transmission infrastructure within the substation compound, through and above the boundary palisade security fence, from their ground floor windows and curtilages. Similar views are possible from the shared public green at the centre of the access road, with some views screened by intervening properties and vegetation.</p> <p>The properties at the southern and eastern extents of the group experience views of infrastructure at slightly greater distances, often limited to the taller vertical elements within the substation, such as the existing N route and R route (north) terminal tower (240 (N) / 0A (R)), and the corresponding OHLs.</p> <p>Longer distance views beyond the extents of the settlement of Kendoon are largely contained by trees and vegetation to the south, east and west.</p>	<p>The magnitude of visual change during operation will be medium. The proposed C-K and P-G via K connections will be visible in combination, in close proximity views from properties within the group and the shared access road, although towers and poles will be evident in the context of the other transmission substation infrastructure and nearby hydropower station infrastructure at Kendoon and will replace the existing transmission infrastructure of N route and R route (north).</p> <p>Although, at approximately 35m the wood poles of the C-K connection and steel lattice towers of the P-G via K connection and their associated overhead lines will be evident in views from properties, they will not be in closer proximity than the existing infrastructure of N route and R route (north), or other transmission infrastructure of Kendoon Substation. The proposed connections will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.2)</i>	P44: Stroangassel Farm	<div data-bbox="736 363 1157 527" style="border: 1px solid black; padding: 5px;"> Property: P44 Closest tower to be removed: 003 (R route) Angle/distance to removed tower: 298°, 147m Closest proposed tower: R010R (K-C) Angle/distance to proposed tower: 253°, 126m Wireline view angle A: 253° Wireline view angle B: N/A </div>  <p style="font-size: small; margin-top: 10px;">Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Temporary accesses, and movement of construction vehicles, will be visible during the construction phase in close to middle-distance secondary views and views from the property curtilage looking north-west and south-west from the property curtilage, though partially screened by roadside vegetation and localised landform.</p> <p>Seen in combination with R route (north) and C-K, the P-G via K connection will introduce a small scale change. The magnitude of visual change during construction will be low.</p> <p>Overall, the magnitude of change will be low, and the level of visual effect during the construction phase on views from this property will be minor and not significant.</p>
Grid Reference (NGR)	260374, 586749		
Illustrative wireline visualisation reference	Appendix C: P44: Stroangassel Farm		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	C-K, removal of R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	C-K, 126m		
Nearest KTR project connection - Tower number	C-K - R010R		
Approx. Distance to nearest tower of N route or R route (m)	147m		<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>Visibility of the P-G via K connection will be partially screened by dense vegetation located on either side of the A713 to the west of the property.</p> <p>The towers of P-G via K will occupy a similar proportion of the view to the decommissioned R route (north) resulting in a small scale change in available views from the property curtilage.</p> <p>The effects of undergrounding the existing distribution infrastructure located to the west of the A713 will be largely undiscernible from this property, but where evident it will reduce the presence and influence of vertical infrastructure in views west from the curtilage of the property.</p> <p>Overall, the magnitude of visual change arising from the introduction of the P-G via K connection will be low, and the level of visual effect during the operational phase will be minor and not significant.</p> <p>Overall, the magnitude of visual change arising from the introduction of the C-K connection will be low, and the level of visual effect during the operational phase will be minor and not significant.</p>
Nearest N route or R route – Tower number	003 (R)		<p>Description of Potential Cumulative Effects – Operation</p> <p>The C-K connection will be visible in views to the west, south-west from the property and its curtilage, with views of wood poles partially screened or filtered by intervening woodland. The P-G via K connection will appear in combined views with C-K in views to the west, south-west where the two connections run in parallel to the west of the A713.</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>The magnitude of cumulative visual change to views from this property will be low, and taking account of the sensitivity of the receptors, the cumulative visual effect will be minor and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with multiple large outbuildings, situated east of A713 along a private road. The primary aspects face north towards the property courtyard and south towards the garden, which is lined with trees, enclosing the private space Some trees line the main road and private access road, screening views from the road to the property. There are further scattered tree clumps and in field trees to the east, between the property, and the Water of Ken. 		<p>Principal views from the property are orientated north, overlooking areas of rough grassland bound by low stone walls, with scattered in field trees and tree clumps. Secondary (rear) views are orientated south-east over the property curtilage, with more distant screened and filtered views towards the Water of Ken/Carsfad Loch.</p> <p>Views from the property curtilage and smaller west-facing windows are limited by roadside vegetation. The top of a steel lattice tower 003(R) of the existing R route (north) is glimpsed beyond intervening vegetation in views west from the property.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.2)</i>	P45: Carsfad Cottage		<p>Construction activities will be seen in glimpsed views to the west and south-west of the property as the P-G via K connection and C-K connections are constructed in relatively close proximity to the west of the A713. The localised felling of some woodland along the A713 will be seen in partially screened principal views west from the property.</p> <p>A small scale change in the view will occur, resulting in a low magnitude of visual change in views from this property during construction.</p> <p>Given limited visibility experienced from the property the overall level of visual effect during the construction phase will be minor and not significant.</p>
Grid Reference (NGR)	260467, 585456		
Illustrative wireline visualisation reference	Appendix C: P45: Carsfad Cottage		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	C-K, P-G via K, removal of R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	C-K, 76m		
Nearest KTR project connection - Tower number	C-K - R024R		
Approx. Distance to nearest tower of N route or R route (m)	80m		
Nearest N route or R route – Tower number	007A (R)	<p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	
Description of Effects on Residential Visual Amenity - Operation			<p>Given the lower elevation of the property to the east of the A713 and the presence of intervening screening provided by vegetation within the property curtilage and east of the A713, visibility of the proposed P-G via K connection will be limited from the property and its curtilage.</p> <p>The towers of P-G via K will occupy a similar position and proportion of available views to the decommissioned R route (north) resulting in a small scale change in glimpsed views from the property and its curtilage.</p> <p>The undergrounding of existing distribution infrastructure located to the west of the A713, and south of the property where it crosses the A713, will remove this infrastructure from glimpsed views from the property curtilage. The C-K connection will be seen in glimpsed secondary views to the south from the property and its curtilage, however this infrastructure is smaller in scale than the existing steel lattice towers of the R route (north) seen in glimpsed views in this direction.</p> <p>Overall, the magnitude of visual change arising from the introduction of the P-G via K connection will be barely perceptible, and the level of visual effect during the operational phase will be negligible and not significant.</p> <p>Overall, the magnitude of visual change arising from the introduction of the C-K connection will be low, and the level of visual effect during the operational phase will be minor and not significant.</p>
Description of Potential Cumulative Effects - Operation			<p>The P-G via K will appear in glimpsed combined views with C-K in views to the south-west where the two connections run in parallel to the west of the A713.</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with outbuilding, situated just south of Carsfad Loch, adjacent to the southern shore where the natural and manmade river edges meet. The property is situated east of the A713 with a private, gated access road, and west of Carsfad Substation. The property is located within a relatively well-wooded setting. The south-east, south and west edges of the property curtilage are directly surrounded by woodland, enclosing the private space. 		<p>The woodland surrounding the property results in a relatively enclosed character. Principal views from the property are orientated west towards the A713 but heavily screened by adjacent trees and vegetation. Glimpsed views west are afforded in a break in intervening vegetation along the private entrance to the property from the A713. Landform rises to the west of the A713, further foreshortening outward views west.</p> <p>Secondary views are orientated east towards the existing Carsfad Power Station, however outward views in this direction are also screened and filtered by the surrounding woodland.</p> <p>Steel towers 007A (R) and 007B (R) of the existing R route (north) are visible in views south-west and south-east of the property curtilage, partially screened by surrounding woodland.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.3)</i>	P46: Inverharrow		<p>During the construction phase disturbance associated with preparatory groundworks and the introduction of temporary access tracks will be seen in close to middle-distance views from this property, partially screened by vegetation on either side of the A713. The existing private access to the property will be used to facilitate the removal of the R route (north) (tower 011 (R)), and the movement of construction vehicles will be evident in principal views from the property.</p> <p>P-G via K and ancillary construction activities will introduce a medium scale change across a medium proportion of the view, resulting in a medium magnitude of visual change.</p> <p>Overall, the level of visual effect during the construction phase on views from this property will be moderate and significant.</p>
Grid Reference (NGR)	260503, 584209		
Illustrative wireline visualisation reference	Appendix C: P46: Inverharrow		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, Removal of R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	P-G via K, 243m		
Nearest KTR project connection - Tower number	P-G via K - 21		
Approx. Distance to nearest tower of N route or R route (m)	96m		
Nearest N route or R route – Tower number	011 (R)	<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>R route (north) passes less than 100m west of the property, with open and close-proximity views of towers afforded to the north-west from the property and curtilage. Decommissioning and removal of R route (north) will reduce the presence of transmission infrastructure in immediate views from this property, including the removal of tower 011 (R) from the grounds of the property. The towers of P-G via K will continue to occupy a smaller proportion of views to the north, west and south-west from the property and its curtilage, but seen at a greater distance from the property than the decommissioned R route (north).</p> <p>A small scale change in the view will occur resulting in a low magnitude of visual change in views from this property.</p> <p>Overall, the level of visual effect during the operational phase will be minor and not significant.</p>	
		<p>Description of Potential Cumulative Effects – Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative visual effects will be none and not significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 2 story property of mixed traditional and modern appearance with a large outbuilding and greenhouse The property is situated east of the A713 on a private track which runs roughly parallel to the main road, and south-west of the Water of Ken. Views of the property from the main road are largely screened by trees and small rocky outcrop. The primary aspect is south and south-east, with secondary views to the north-west. The south facing roof on the western end of the property has solar panels installed. 		<p>Principal views from the property are orientated south and south-east towards the wooded course of the Water of Ken. Immediate views north, east and south from the property and its curtilage are relatively open and overlook a gently rolling area of rough grassland with occasional scrub, in field trees and tree clumps. Woodland and vegetation along the A713 partially screens and filters views west from the property.</p> <p>A steel lattice tower of the existing R route (north) (011 (R)) is located within the curtilage of the property and evident in close-proximity secondary (rear) views and views from the property curtilage looking north-west. The top of an additional existing steel lattice tower of the R route (north) (012 (R)) is glimpsed beyond intervening vegetation in views west from the property, across the A713.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.4)</i>	P53: Staffa		<p>The construction of temporary access tracks and movement of construction vehicles will be seen filtered by vegetation in principal views south-west and in views experienced from the property curtilage.</p> <p>The steel lattice towers, and OHL of the P-G via K connection introduced during the construction phase will remain throughout the operational phase. However, the P-G via K connection will be largely screened by intervening landform and vegetation. The existing R route (north) will remain evident during this phase but will be largely screened by intervening features west of the A762. A small scale change in the view will occur during construction.</p> <p>The wood poles and OHL of the E-G connection introduced during the construction phase will remain throughout the operational phase, however these will be largely screened by intervening landform and vegetation.</p> <p>Given the limited visibility experienced from the property the magnitude of visual change will be low, and the level of effect during the construction phase will be minor and not significant.</p>
Grid Reference (NGR)	261392, 581768		
Illustrative wireline visualisation reference	Appendix C: P53: Staffa		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, E-G, removal of R route (north)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	E-G, 144m		
Nearest KTR project connection - Tower number	E-G – EG0016		
Approx. Distance to nearest tower of N route or R route (m)	145m		
Nearest N route or R route – Tower number	023A (R)	<p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	
Description of Effects on Residential Visual Amenity - Operation			<p>Principal views are orientated south-west towards the P-G via K connection. However, views looking in this direction will be foreshortened by landform and partially screened by vegetation within the property curtilage and adjacent Craiggubble Wood and on the west side of the A762.</p> <p>In combination with the towers of P-G via K connection, the E-G connection will occupy a similar alignment and proportion of available views to the decommissioned R route (north) but will appear barely perceptible in these in views as the connection passes behind Craiggubble Wood west of the A762. The decommissioning and removal of R route (north) will reduce the presence of electricity transmission infrastructure in immediate views looking west from this residential property.</p> <p>The P-G via K connection will be partly screened by landform and vegetation west of the A762, and the scale of change to views from this property will be low.</p> <p>The long-term presence of the E-G connection to the north-west of the property will result in a barely perceptible scale change in the available views. Overall, the magnitude of visual change will be barely perceptible and the level of effect during the operational phase will be negligible and not significant.</p> <p>The long-term presence of the P-G via K connection to the north-west of the property will result in a small scale change in the available views. Overall, the magnitude of visual change will be low and the level of effect during the operational phase will be minor and not significant.</p>
Description of Potential Cumulative Effects - Operation			<p>The E-G connection will be barely perceptible in views west, south-west from this property, passing behind Craiggubble Wood and on the west side of the A762.</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property.</p> <p>Therefore, the predicted cumulative visual effects will be none and not significant.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A small bungalow of traditional appearance with separate garage, with property boundary adjacent to the A762, and west of the Water of Ken The garden to the west of the property, between the house and main road, is of formal appearance, with one cherry blossom tree and several small shrubs and bushes lining the garden. The garden is enclosed with a low lying wooden fence where it meets the main road, with formal trellis archways, meaning it is very visible from the main road. Trees lining the river to the east enclose the private driveway and the rest of the curtilage, which is hardscape 		<p>Principal views west are relatively open and overlook the property curtilage with the A762 seen beyond. Craiggubble Wood on the west side of A762 provides some screening in views looking north-west and west. Landform rises to the west of the A762, which foreshortens more distant views.</p> <p>Earlstoun Hydropower Substation is clearly visible from the property garden, with no screening from trees.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.4)</i>	P56: Waterside, Glenlee		<p>Disturbance associated with preparatory groundworks and the felling of forestry for the creation of wayleave at Hag Wood will be evident in close-distance secondary views north-west to south-west from the property. The temporary wood pole diversion for the E-G connection (EG006) to allow the existing tower of R route (north) (026 (R)) to remain in position until P-G via K tower 33 is constructed will be evident in views from the western property curtilage.</p> <p>The creation of temporary access from the A762 (access 29) to the south of the property will be seen in principal views looking south from the property, curtilage, and access drive.</p> <p>A medium scale change in views from the property and its curtilage will occur during construction.</p> <p>Overall, the magnitude of visual change will be medium, and the level of effect will be moderate and significant.</p>
Grid Reference (NGR)	261240, 580996		<h4>Description of Effects on Residential Visual Amenity - Operation</h4> <p>Steel lattice towers of P-G via K will appear partially skylined in close proximity views, partially backclothed by landform and screened by agricultural buildings in middle to longer-distance views anticlockwise from north-west to south-west. The P-G via K connection will be evident in views to the west from this property, occupying a similar proportion of the available views to that of the decommissioned R route (north)) and will be partly screened by landform, agricultural buildings, and vegetation to the west of the property and its immediate curtilage.</p> <p>The wood poles of the E-G connection will be largely screened in views from the property and its curtilage and closest temporary wood pole EG006 will have been removed. Where evident to the north-west and south-west, the introduction of the E-G connection into views will result in a barely perceptible scale change. The undergrounding of existing distribution infrastructure directly south and south-west of the property curtilage will reduce the immediate presence of OHL infrastructure in views from the property. The scale of change to views from this property will be small, with similar views experienced from a very small geographical area.</p> <p>The long-term presence of the E-G connection to the west, north-west of the property will result in a barely perceptible scale change in the available views. Overall, the magnitude of visual change will be barely perceptible and the level of effect during the operational phase will be negligible and not significant.</p> <p>The long-term presence of the P-G via K connection to the west of the property and its curtilage will result in a small scale change in the available views. Overall, the magnitude of visual change will be low and the level of effect during the operational phase will be minor and not significant.</p>
Illustrative wireline visualisation reference	Appendix C: P56: Waterside, Glenlee (Similar views illustrated by EIAR Figure 7.30: VP10 A762 north of Glenlee – CD1.172)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	P-G via K, E-G, removal of R route (north)		<h4>Description of Potential Cumulative Effects - Operation</h4> <p>The P-G via K connection will be seen in combination with the E-G connection in successive views north-west to south-west from this property.</p> <p>It is considered unlikely that other proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this location and will not therefore contribute to additional cumulative effects from this location. The scale of cumulative change in views from this property will be small, with similar views experienced from a small geographical area.</p> <p>Overall, the magnitude of cumulative visual change will be low, and will result in a minor and not significant cumulative visual effect on views from this residential property.</p>
Nearest KTR Project connection and distance (m) to nearest tower/pole	E-G, 166m		
Nearest KTR project connection - Tower number	E-G - EG006		<h4>Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold</h4> <p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>
Approx. Distance to nearest tower of N route or R route (m)	198m		
Nearest N route or R route – Tower number	026 (R)		
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey house of traditional and old appearance with high ceilings, visible west from the A762 due to tree lining of the road sparse. Large deciduous trees are located along the access drive to the south, south-east of the property, whilst vegetation is sparse within the garden since some trees have been felled, as is the tree screening around the edge of the curtilage. In addition, the house is on raised ground from the main road, visible clearly over a low stone wall. West of the house are agricultural outbuildings which screen views from the west and curtilage of the property. 		<p>Existing views from the property are focused south, south-east with gardens extending to the east of the property towards the A762 affording similar views across the Water of Ken and the low lying reaches of the valley towards St John's Town of Dalry to the east.</p> <p>There is potential for open views from the property and curtilage anticlockwise from north-west to south-west.</p>	

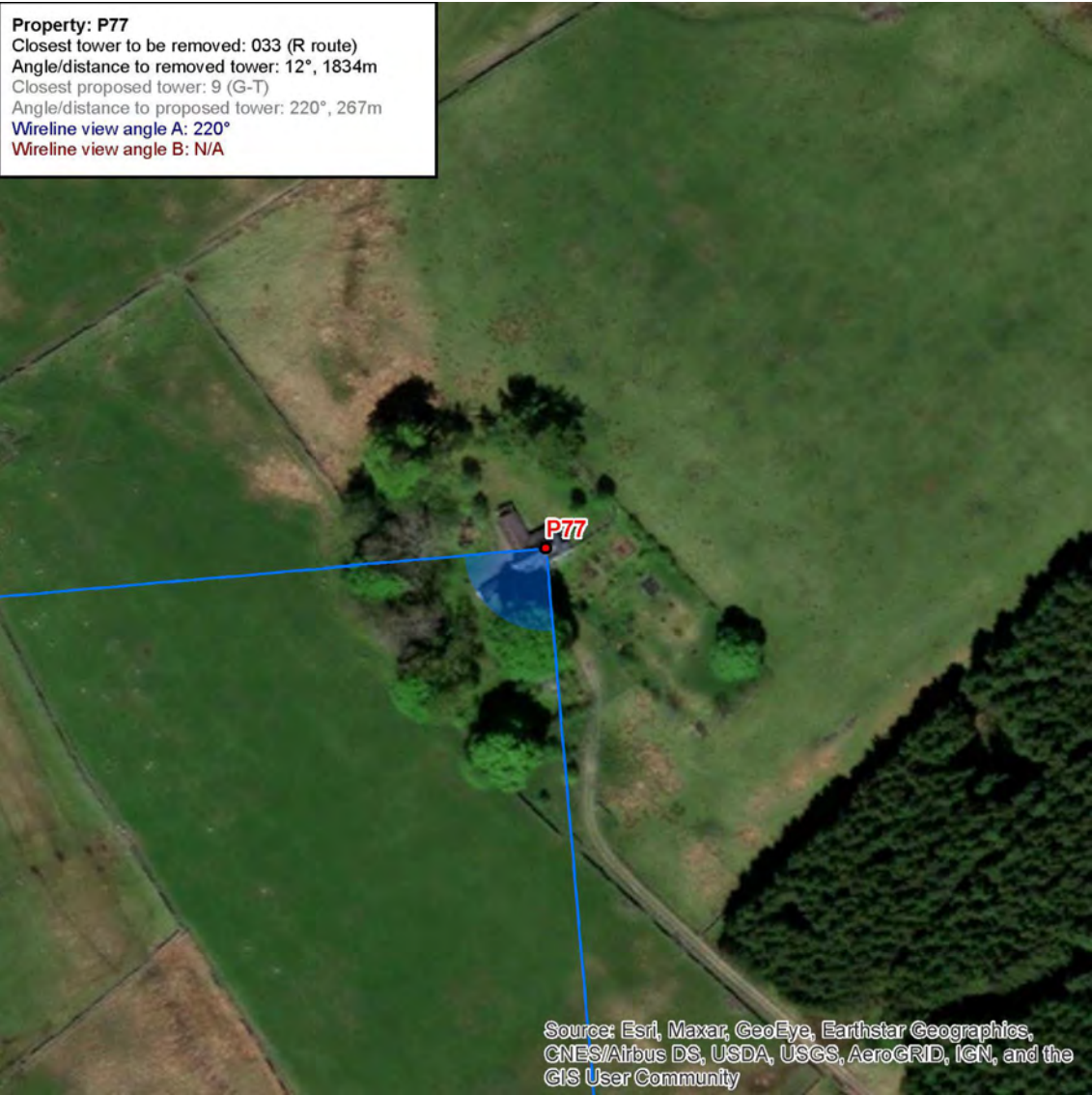
Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.3-4)</i>	Property Group D²⁰ (Properties within group – P57: Carville, P58: Dunston, P59: Tummel, P60: Rannoch, P61: Tarbert, P62: Navaar, P63: Maree, P64: Orrin, P65: Garry)	<p>Property: Property Group D Closest tower to be removed: 30 (R route) Angle/distance to removed tower: 69°, 92m Closest proposed tower: 1 (G-T) Angle/distance to proposed tower: 309°, 38m Wireline view angle A: 309° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>The properties within this property group are owned by the Applicant, currently unoccupied and will remain so for the duration of the construction of the consented Glenlee Substation Extension²¹, and the KTR Project if the Applications are granted. No consideration of effects on residential visual amenity during the construction phase is therefore included in the RVAA for these properties.</p> <p>It is anticipated that the properties within this property group will become inhabited again following completion of all construction activities associated with the Glenlee Substation Extension and the KTR Project, therefore effects during operation are considered below.</p>
Grid Reference (NGR)	260688, 580425		Description of Effects on Residential Visual Amenity - Operation
Illustrative wireline visualisation reference	Appendix C: P60: Rannoch - Representing Property Group D		<p>Given existing screening to the north of the property group, visibility of the P-G via K connection and E-G connection will be largely limited to the tops of towers in closest proximity to properties P57 and P58. The scale of visual change will be small and will affect a small geographical area.</p> <p>During the operational phase, the first tower (R-BG-102) of the BG Deviation will be seen in combination with the G-T connection which will occupy the existing alignment of the BG Route, in views from the rear of properties P61 to P65 within the group. In practice, actual visibility will be limited by existing vegetation along the rear boundaries of properties and occupying a similar proportion of the available views. The removal and reinstatement of all temporary construction works, and disturbance will return the underlying landcover to semi-improved pasture as evident in existing views from the rear of the properties. The decommissioning and removal of the R Route (north) terminal tower adjacent to the Glenlee Hydropower Station in the north-western extents of the existing substation will be evident from properties within the settlement, whilst the removal of the R Route (south) terminal tower located north of the minor road north-east of Glenlee will be evident in views from the properties at the north-eastern extents of the settlement (P57 and P58). Whilst the G-T connection will be evident in the immediate foreground views from the settlement, the proposed towers will occupy the existing tower positions of the BG Route.</p> <p>Overall, the magnitude of visual change during the operational phase will be medium, principally associated with the introduction of the first tower and OHLs of the BG Deviation connection and will result in a moderate and significant visual effect.</p>
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, P-G via K, E-G, B-G Deviation, removal of R route (north)		Description of Potential Cumulative Effects - Operation
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 38m		<p>The P-G via K and E-G connections north of Glenlee substation will be largely screened by intervening infrastructure and vegetation to the north, north-west in views from the property group.</p> <p>The introduction of the BG Deviation will be seen in combination the towers and OHLs of the G-T connection, whilst the proposed extension to Glenlee substation and adjacent mitigation planting will be seen in close proximity views from the rear of properties within the settlement, with terminal gantries and upper extents of infrastructure remaining partially visible in views from some properties within the group (P59 to P65) once the intervening planting matures.</p> <p>No other consented or proposed developments shown on EIAR Figure 3.1 (CD1.32) will be visible in views from this settlement. The scale of cumulative visual change in views from the property group will be medium with the additional tower of the BG Deviation increasing the presence and influence of electricity transmission infrastructure in immediate views west, south-west from properties within the group, representing a small geographical area. The magnitude of cumulative visual change to views from the group overall will be medium, and the cumulative visual effect will be moderate and significant.</p>
Nearest KTR project connection - Tower number	G-T - 1		
Approx. Distance to nearest tower of N route or R route (m)	92m		
Nearest N route or R route – Tower number	30 (R)		


²⁰ Residential properties within this Property Group are now under the ownership and control of ScottishPower Transmission (SPT) and are currently unoccupied. The properties will remain unoccupied until construction of the consented Glenlee Substation Extension and the proposed KTR Project connections (subject to S.37 consents) construction has been completed. Short-term effects on residential visual amenity during the construction phase of the project are therefore not considered in the RVAA. Long-term effects during operation of the KTR Project have been considered within the assessment, on the assumption that that the properties will become habitable residences in the future.

²¹ Representative views from residential properties located within the small settlement of Glenlee were considered in the LVIA for the proposed Glenlee Substation Extension. Accompanying visualisations (Figures 6.4.1-5 and Figures 6.5.1-5 – CD6.6 and APP2.4 – APP2.6) which illustrate the introduction of the proposed BG Deviation and G-T connections are contained within the EIA Report which accompanied the planning application submitted to D&GC in September 2019 - 19/1498/FUL

Description of property/property group, location, and existing context	Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A row of properties to the south-east of Glenlee Substation and at the end of a tail of the Water of Ken, where water is discharged from the Glenlee Hydropower Station. The road, leading south, gains elevation so several of the properties are on raised ground from the Substation, reducing the negative impact of views north-west. The roadside raised bank is planted with long grasses and trees and lined with a low stone wall at the top which encloses the property curtilages. With the exception of P61 which is a bungalow, all properties are two storeys but of different appearance, many with extensions e.g. conservatories, porches. The properties have significant garden vegetation, particularly north of P61 and north-west of P57-60, where there are wooded areas. Further, there are large, wooded areas north and south of this property group. 	<p>With the exception of properties P57 and P58, which have principal views orientated to the north-east, residences within this small linear settlement are orientated to the south-east.</p> <p>There are some glimpsed views looking north-west from properties in the northern part of the settlement (properties P57, P58 and P59), in between existing vegetation forming property boundaries and north of the settlement.</p> <p>Nearby towers 029 (R) to the north-west and 030 (R) to the north-east are partially visible through intervening vegetation.</p>	<p>The magnitude of visual change during operation will be medium. The proposed G-T and BG deviation connections will be visible in combination, in close proximity views from the rear of properties within the group and the shared access road, although towers will be evident in the context of the other nearby hydropower station infrastructure at Glenlee and existing Glenlee Substation and its extension (currently under construction) and the existing transmission infrastructure of R route (south) evident when approaching the properties from the east, south-east from the A762 will be removed.</p> <p>Although, at approximately 38m the steel lattice towers of the G-T connection and their associated overhead lines will be evident in views from properties, they will not be in closer proximity than the existing infrastructure of N route and R route (north), or other transmission infrastructure of Kendoon Substation.</p> <p>The proposed connections will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.4-5)</i>	P76: Glenlee Kennels		<p>During the construction phase ground-level disturbance associated with the felling of mixed woodland at Black Bank Wood and the introduction of temporary access tracks north of Craigshinnie Burn will be seen in views west from the property, and partially screened by mature trees on the property's northern boundary.</p> <p>The existing BG Route will remain evident during the initial period of the construction phase, until replaced by the G-T connection. Construction activities associated with the introduction of the adjacent G-T connection, which will occupy the alignment of the existing BG Route, will be seen in the immediate foreground of views from the property.</p> <p>The scale of visual change during the construction phase will be small, with views experienced from the rear and curtilage of the property representing a very small geographical area.</p> <p>Overall, the magnitude of visual change during construction will be low and will result in a minor and not significant visual effect on views from this residential property.</p>
Grid Reference (NGR)	260709, 579842		
Illustrative wireline visualisation reference	Appendix C: P76: Glenlee Kennels		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, BG Deviation		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 393m		
Nearest KTR project connection - Tower number	G-T - 4		
Approx. Distance to nearest tower of N route or R route (m)	619m		
Nearest N route or R route – Tower number	30 (R)	<p>Potential for partially-screened and filtered direct to slightly oblique views from the rear of the property and its curtilage, with the upper extents of towers of the BG Deviation visible as the connection contours around the south-eastern flanks of Glenlee Hill. Where open views are afforded from the rear and curtilage of the property, steel lattice towers will appear partially above the skyline and partially backclothed by landform beyond.</p> <p>The BG Deviation will occupy a similar proportion of the views towards as the existing BG Route, which will be replaced by the towers of the proposed G-T connection. The introduction of the BG Deviation connection will result in a small scale change in views from the property, experienced from the rear and curtilage of the property representing a very small geographical area.</p> <p>The long-term presence of the BG Deviation will lead to a low magnitude of visual change during the operational phase and will result in a minor and not significant visual effect on views from this residential property.</p> <p>The long-term presence of the G-T connection will lead to a low magnitude of visual change during the operational phase and will result in a minor and not significant visual effect on views from this residential property.</p>	
		<p>Description of Potential Cumulative Effects - Operation</p> <p>The BG Deviation will be seen in combination with the G-T connection in views to the west, south-west from the rear and curtilage of the property. The tops of steel lattice towers will be visible against the skyline, partially backclothed by Glenlee Hill beyond.</p> <p>No other KTR Project connections will be visible in views from the property, and the proposed extension to Glenlee substation will be imperceptible due to the presence of intervening woodland and landform.</p> <p>No other consented or proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property and will therefore not contribute to additional cumulative effects. The introduction of the BG Deviation when seen in combined views with the G-T connection will increase the presence and influence of electricity transmission infrastructure in successive views from the rear of the property and will result in a small scale of cumulative visual change experienced from a very small geographical area.</p> <p>The magnitude of cumulative change in views from this property will be low, and the cumulative visual effect will be minor and not significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey property of traditional appearance with pointed dormer windows and a large, open garden. Within its curtilage is a large outbuilding, also of traditional appearance. Situated on a long country road which passes through the western edge of Hells Hole, a large, wooded area occupying the space north and east of the property. Park Burn, a tributary of the Water of Ken passes to the east and south. The property is on elevated ground from the road, with two sets of stone garden steps leading to the front door. Because of its elevation, the house is visible from the road. The primary aspect of the property faces east, over its garden. 		<p>Principal views from the property looking east are relatively open towards the unclassified road (U3S), though woodland to the east of the road screens and filters more distant views. Secondary views are orientated to the west, north-west. The existing BG Route can be seen in views from the rear of the property and curtilage where trees and deciduous vegetation partially screen and filter views towards the eastern shoulder of Glenlee Hill.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.5)</i>	P77: Airie Cottage	<div data-bbox="736 359 1160 527" style="border: 1px solid black; padding: 5px;"> Property: P77 Closest tower to be removed: 033 (R route) Angle/distance to removed tower: 12°, 1834m Closest proposed tower: 9 (G-T) Angle/distance to proposed tower: 220°, 267m Wireline view angle A: 220° Wireline view angle B: N/A </div>  <p style="font-size: small; text-align: right;">Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Disturbance associated with the creation of temporary construction tracks and preparatory groundworks will be largely screened by intervening vegetation within the property curtilage in views from this property and its curtilage, however construction activities and the introduction of towers will be evident in views from the long access track when approaching the property.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during the construction phase, and level of effect will be moderate and significant.</p>
Grid Reference (NGR)	261053, 578546		
Illustrative wireline visualisation reference	Appendix C: P77: Airie Cottage		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Visibility of the G-T connection experienced from the property and its immediate curtilage will be limited by vegetation screening views to the north-west, west and south-west of the property. However, open views towards the towers (and OHLs will be experienced from the access track when approaching the property from the A712 to the south-east from where the connection will appear as a large scale feature in views to the north, north-west.</p> <p>A medium scale change in the view will arise from this property, its curtilage, and the access track to the south, representing a small geographical extent.</p> <p>Overall, a medium magnitude of visual change in views will occur, and the level of effect during the operational phase will be moderate and significant.</p>
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 267m		<p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Nearest KTR project connection - Tower number	G-T - 9		
Approx. Distance to nearest tower of N route or R route (m)	1834m		
Nearest N route or R route – Tower number	033 (R)		
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with a large garden and small outbuilding within its curtilage. The property is situated at the end of a long country road which is accessed from the A712 to the south-east. The property is isolated from others. Closely surrounding the property is mature vegetation west and south-west. The garden area is more open, with smaller ornamental shrubs and a well. Principal views from the property are orientated to the south-east, across the garden. 		<p>Principal views from the property are orientated to the south-east. The property boundaries are delineated by mature vegetation, and there are no existing elements of energy infrastructure evident in close proximity views from the property.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively proximity across a medium angle of available views to the west and south-west.</p> <p>At approximately 267m the nearest towers of the G-T connection to the south-west will be evident in views from the property and when approaching via the access track to the west, south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.6)</i>	P79: Darsalloch	<div data-bbox="736 363 1160 531" style="border: 1px solid black; padding: 2px;"> Property: P79 Closest tower to be removed: 033 (R route) Angle/distance to removed tower: 11°, 3381m Closest proposed tower: 15 (G-T) Angle/distance to proposed tower: 117°, 403m Wireline view angle A: 117° Wireline view angle B: N/A </div> 	<p>During construction, creation of the wayleave and felling of areas of additional forestry at risk of windthrow will occur approximately 200m south of the property and will be evident in close-distance views south and south-east filtered and screened by vegetation within the property's boundary.</p> <p>An existing access track within passes within 200m to the south of the property and movement of construction vehicles will be evident in secondary views, limited by intervening vegetation.</p> <p>A medium scale change in views from the property and its curtilage will occur during the construction phase, representing a small geographical extent.</p> <p>Overall, a medium magnitude of visual change in views from this property during construction, and the level of visual effect will be moderate and significant.</p>
Grid Reference (NGR)	260788, 577021		
Illustrative wireline visualisation reference	Appendix C: P79: Darsalloch		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Towers of G-T (towers 11, 12 new and 13) will be visible in views from the principal outlook of the property as the connection crosses the A712 to the north-east of the property and at a distance of approximately 700-900m. Visibility of the closest towers (towers 14, 15 and 16) at approximately 400-500m will be heavily filtered and screened by mature vegetation within the property curtilage and the mixed woodland and conifer forest to the north-east, east, and south-east of the property.</p> <p>As this intervening woodland and forestry matures and contains outward views, the proportion of towers visible from this property will reduce resulting in a small scale change in the view, experienced from a small geographical area, and resulting in a low magnitude of visual change to views from this property.</p> <p>Overall, the level of visual effect during operation will be minor and not significant.</p>
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 403m		<p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in close proximity views from this residential property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Nearest KTR project connection - Tower number	G-T - 15		
Approx. Distance to nearest tower of N route or R route (m)	3381m		
Nearest N route or R route – Tower number	033 (R)		
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property with large garden area and curtilage, isolated from other properties and the settlement of New Galloway. Gardens surround the property, extending north and south most substantially, with a sun-room/conservatory located on the rear elevation of the property to the south. The property is situated approximately 300m south of the A712 and north-east of Darsalloch Hill, accessed by a long private track which crosses Knocknairling Burn. Darsalloch Burn runs north towards Knocknairling Burn, passing east of the property curtilage in close proximity The property curtilage is surrounded by a conifer forest which stretches to the A712 to the north and the unclassified country road to the south, which the property does not have vehicular access to. 		<p>Principal views from the property are orientated to the north, north-east. Much of the eastern property boundary is delineated by mature vegetation. Whilst there are no elements of transmission infrastructure evident in existing views from the property, turbines of Blackcraig Wind Farm are evident in longer distance views across the Glenkens Valley beyond New Galloway to the east, north-east.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.7)</i>	P82: Boatknowe		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	262297, 580172		
Illustrative wireline visualisation reference.	Appendix C: P82: Boatknowe		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 1499m		
Nearest KTR project connection - Tower number	EG006		
Approx. Distance to nearest tower of N route or R route (m)	50m		
Nearest N route or R route – Tower number	036 (R)		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from the property and its curtilage and access from the north-east.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
			<p>Description of Potential Cumulative Effects - Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A large bungalow of modern appearance with additional bungalow bunk house within curtilage, also of modern appearance Situated on the banks of the Water of Ken, accessed via track off the A713, which is north-east The north and north-east of the garden is lined with common box hedge. Within the property boundary are several large trees. Beyond the curtilage, trees line the banks of Water of Ken to the south 		<p>Principal and secondary views from the property are relatively open and overlook the rolling pastoral landscape, within occasional screening by localised landform and woodland, particularly in views south-east along the wooded course of the Water of Ken. Steel lattice tower 036 (R) of the existing R route (south) is seen in close-proximity views looking north-west, though from certain locations within the curtilage views in this direction are partially screened by woodland and vegetation along the property boundary. Views north towards the A713 are partially screened by intervening landform and vegetation.</p> <p>The OHL conductors pass over the north of the property curtilage and building, roughly on a west to east alignment. More distant views of a further steel lattice tower (037 (R)) are available looking south-east from the property curtilage and bunkhouse, approximately 200m in the distance.</p>	<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.7)</i>	Property Group E (Properties within group – P83: Grennan Farm, P84: Unnamed (previously named Grennan Cottage), P85: Dairy Cottage, Grennan Farm)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	263477, 579866		
Illustrative wireline visualisation reference.	Appendix C: P83: Grennan Farm-Representing Property Group E		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	E-G, 2671m		
Nearest KTR project connection - Tower number	E-G - EG006		
Approx. Distance to nearest tower of N route or R route (m)	194m		
Nearest N route or R route – Tower number	040 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity - Operation
<ul style="list-style-type: none"> A cluster of three residential properties of traditional appearance situated within Ox Byre Plantation with multiple outhouses and farm buildings. Much of the ground is landscaped to make room for vehicles. The properties lie north of a stretch of the River Ken, with the A713 in between To the south and south-west of the properties, a wooded area screens views to and from the main road The properties can be accessed by a track which also passes P86-88. There is an additional, smaller track through the wooded area (which does not pass the other properties), creating a loop road. 		<p>Woodland within the property curtilage and lining the A713, the presence of agricultural buildings and rising landform to the north result in a relatively enclosed character. The existing R route (south) passes less than 0.1km north and east of the properties and steel lattice tower 040 (R) is seen in partially screened close-proximity views looking north-east and north-west. Steel lattice towers are located at higher elevation than the residential properties and form skyline features.</p> <p>Views south towards the A713 are screened by intervening woodland.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
			Description of Potential Cumulative Effects - Operation
			<p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.7)</i>	P86: Grennan Cottage (previously named Mallard Cottage)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	263814, 579747		
Illustrative wireline visualisation reference.	Appendix C: P86: Grennan Cottage (previously named Mallard Cottage)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	E-G, 3026m		
Nearest KTR project connection - Tower number	E-G - EG006		
Approx. Distance to nearest tower of N route or R route (m)	40m		
Nearest N route or R route – Tower number	042 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with a modern brick construction in its garden The garden is orientated south-west and north-east of the property, with two small sheds/ outbuildings located at the north-east corner. The primary aspect is south-west, and this façade is visible when approaching the house from the access road which is directly in line with the property gate. However, there are large trees within the garden that offer some privacy from the road. 		<p>Principal views south-west from the property are relatively open, given the slightly elevated location of the property, though vegetation within the property curtilage occasionally screens and filters views. Vegetation along the A713 screens more distant views of the road looking south and south-west.</p> <p>Steel lattice tower 042 (R) of the existing R route (south) is seen in open and direct close-proximity views looking south, where a tower is located approximately 25m in distance from the property. Tower 041 (R) can be seen in further distance views looking north-west, with limited screening.</p> <p>The OHL conductors pass over the residential building and curtilage and are seen within close-proximity views from the primary aspect of the property and from its curtilage.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from the property and its curtilage and access.</p> <p>The scale of change will be large, limited to similar views from a small geographical area, and resulting in an overall high magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be major (beneficial) and significant.</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		<p>The magnitude of visual change during operation will be high, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.7)</i>	Property Group F (Properties within group – P87: Plover Cottage, P88: Curlew Cottage)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	263727, 579683		
Illustrative wireline visualisation reference.	Appendix C: P87: Plover Cottage - Representing Property Group F		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	E-G, 2976m		
Nearest KTR project connection - Tower number	E-G - EG006		
Approx. Distance to nearest tower of N route or R route (m)	103m		
Nearest N route or R route – Tower number	042 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity - Operation
<ul style="list-style-type: none"> Two bungalows within a semi-detached building of traditional appearance Situated just off the A713 via access road which connects to P83-86 Wooden fencing encloses the private gardens from the access road and creates parking spaces with gravel ground along the south-east façade A dense row of low lying trees on the south-west edge of the garden obscures views of the property to and from the main road. Other than along the edges, garden vegetation is minimal, providing a large, open lawn. 		<p>The principal views are orientated south-east, with secondary views north-west over the private gardens.</p> <p>Steel lattice tower 042 (R) of the existing R route (south) are seen in open and direct middle-distance principal views looking south-east and close-distance open views from property curtilage looking north-east, approximately 100m from the property. OHL conductors are seen in successive open views north-east to south-east.</p> <p>Views south are screened and filtered by intervening vegetation, including woodland and hedgerow lining the A713 which screens views of the road from the property.</p>	<p>Decommissioning and removal of R route will remove presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
			Description of Potential Cumulative Effects - Operation
			<p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.7)</i>	P89: Garplefoot		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	264100, 579198		
Illustrative wireline visualisation reference.	Appendix C: P89: Garplefoot		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 3100m		
Nearest KTR project connection - Tower number	G-T - 12-New		
Approx. Distance to nearest tower of N route or R route (m)	180m		
Nearest N route or R route – Tower number	044 (R)		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from the property and its curtilage and access.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
			<p>Description of Potential Cumulative Effects - Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A bungalow of traditional appearance with a small outbuilding/ garage at the end of the wide driveway. The property is directly south of a Water of Ken tributary and east of the A713. Vegetation along the river encloses the property to the north The primary aspect is south and south-west, across the garden. The garden is a relatively open lawn with some vegetation in the south-east side. 		<p>Principal views from the property are orientated south-west towards the existing R route (south) where OHLs are visible as the conductors cross over the south-western corner of the property curtilage.</p> <p>Steel lattice tower 044 (R) is seen in close-proximity views looking south, partially screened by vegetation located along the property boundary.</p> <p>More distant views looking north-west, and south-east are screened and filtered by woodland to the north of the property which lines a tributary of the Water of Ken, and localised undulating landform and forestry to the south.</p> <p>Views west towards the A713 are partially screened and filtered by hedgerow and woodland lining the road, though glimpsed views of the road are available from the property curtilage.</p>	<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.8)</i>	Property Group G (Properties within group – P91: Old Gateside, P92: Craig View)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	264703, 578460		
Illustrative wireline visualisation reference.	Appendix C: P92: Craig View - Representing Property Group G (Similar views illustrated by EIAR Figure 7.33: VP13 A712 west of Balmaclellan – CD1.175)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 3392m		
Nearest KTR project connection - Tower number	G-T - 12-New		
Approx. Distance to nearest tower of N route or R route (m)	277m		
Nearest N route or R route – Tower number	047 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity - Operation
<ul style="list-style-type: none"> Two properties of traditional appearance, with multiple outbuildings. The gable end of P92 visible from the entrance from A712. Hedgerow along the A712 blocks view to the property from passing cars. Further vegetation in south-east of the property curtilage offers privacy from the main road. Conservatory extension of P92 to the south-west has large windows which overlook the expansive field. There is no garden vegetation enclosing the property on this stretch, but further north, in front of P92, there is common box hedge. 		<p>Principal views are orientated north-east and south-east, away from the existing R route (south).</p> <p>Steel lattice tower 047 (R) of existing R route (south) is seen in secondary views and views from property curtilage less than 300m west of the properties, partially screened by intervening features including localised landform in views to the west and a small block of forestry in views north-west.</p> <p>Views south towards the A712 are partially screened and filtered by intervening vegetation.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>Intervening features, including landform and forestry at Galloway Forest Park, will screen the G-T connection in views from this location.</p> <p>The scale of change will be small, limited to similar views from a small geographical area, and resulting in an overall low magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant.</p>
			Description of Potential Cumulative Effects - Operation
			<p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			<p>The magnitude of visual change during operation will be low, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.8)</i>	P106: Killochy Farm		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	264956, 576914		
Illustrative wireline visualisation reference.	Appendix C: P106: Killochy Farm		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 3503m		
Nearest KTR project connection - Tower number	G-T - 13		
Approx. Distance to nearest tower of N route or R route (m)	154m		
Nearest N route or R route – Tower number	052 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity - Operation
<ul style="list-style-type: none"> A bungalow of traditional appearance with farm buildings and a large curtilage The property is situated east of Water of Ken, quite some distance from the A713 (approx. 700m) Primary views orientated south-west in the direction of the A713 and Water of Ken in the distance, away from the access road to the property. Apart from a couple of garden trees, there is next to no vegetation surrounding the curtilage, leaving views open in most directions 		<p>Principal views south-west are relatively open and elevated, overlooking the undulating pastoral landscape. Woodland to the south-west and west of the property screens and filters some more distant views.</p> <p>Secondary views are orientated north-east towards the existing R route (south), which passes less than 150m north-east and east of the property. Steel lattice tower 052 (R) is seen in close-proximity views partially screened by the adjacent farmstead building.</p> <p>Views west of the A713 are screened by intervening landform, which descends towards the road, and vegetation.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views to the east from this property, and its curtilage and access.</p> <p>This will result in a medium scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be medium, and the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
Description of Potential Cumulative Effects - Operation		Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.		The magnitude of visual change during operation will be medium , however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.	
Therefore, the predicted cumulative visual effect will be none.			

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction	
Property Reference <i>(As per Updated Figure 7.12.9)</i>	Property Group H (Properties within group – P110: Midpark, P111: Roanbank, P112: Mosscroft)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.	
Grid Reference (NGR)	265804, 575008		<div style="background-color: #e0f0e0; padding: 5px; border: 1px solid black; margin-bottom: 10px;"> Property: Property Group H Closest tower to be removed: 060 (R route) Angle/distance to removed tower: 286°, 97m Closest proposed tower: 39 (G-T) Angle/distance to proposed tower: 212°, 4031m Wireline view angle A: 286° Wireline view angle B: N/A </div>	Description of Effects on Residential Visual Amenity - Operation
Illustrative wireline visualisation reference.	Appendix C: P112: Mosscroft - Representing Property Group H			Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from this property, curtilage, and access.
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)			Intervening features, including forestry at Galloway Forest Park, will screen the G-T connection from properties. The G-T connection will not be visible from any property within the group.
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 4031m			This will result in a small scale change in views from the property experienced from a small geographical extent.
Nearest KTR project connection - Tower number	G-T - 39			Overall, the magnitude of change will be low , and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant .
Approx. Distance to nearest tower of N route or R route (m)	97m			Description of Potential Cumulative Effects - Operation
Nearest N route or R route – Tower number	060 (R)	No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.		
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
<ul style="list-style-type: none"> 3 properties situated north-east of Loch Ken. The properties are separated but can be accessed on the same road, which diverts from the A713. P110 is a bungalow with an outhouse and multiple sheds. Within its curtilage is a large pond. This property has a primary aspect of south-east P111 is a bungalow, modern in appearance and has solar panels on its roof, with a primary aspect of south-west P112 is a 1.5 storey building with multiple outhouses and has dense vegetation within its curtilage. It has a primary aspect of north-east, and secondary views south-west 		<p>Close outward views from properties within this group are relatively open and overlook the surrounding pastoral landscape, however more distant views are foreshortened by rolling localised landform and occasional pockets of vegetation.</p> <p>Steel lattice towers 060 (R) and 059 (R) of the existing R route (south) are seen from all properties in this group: in partially screened close-proximity views from P112, looking south-west to north-west; in direct relatively close-distance principal views looking south-west from P111; and in partially screened middle distance secondary views looking north-west and close-distance views looking west from P110.</p> <p>Views of the A713 from the properties are screened by intervening localised landform and occasional vegetation.</p>	The magnitude of visual change during operation will be low , however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.10)</i>	P114: Ken Tor	<p>Property: P114 Closest tower to be removed: 065 (R route) Angle/distance to removed tower: 134°, 44m Closest proposed tower: 41 (G-T) Angle/distance to proposed tower: 216°, 3231m Wireline view angle A: 134° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	266213, 573791		<div style="background-color: #d9ead3; padding: 5px; border: 1px solid #d9ead3;"> Description of Effects on Residential Visual Amenity - Operation </div> <p>Decommissioning and removal of R route will reduce the presence of electricity transmission infrastructure in views from this property, curtilage, and access.</p> <p>The G-T connection will not be visible from this location.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of visual change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p>
Illustrative wireline visualisation reference.	Appendix C: P114: Ken Tor		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 3231m		
Nearest KTR project connection - Tower number	G-T - 41		
Approx. Distance to nearest tower of N route or R route (m)	44m		
Nearest N route or R route – Tower number	065 (R)	<div style="background-color: #d9ead3; padding: 5px; border: 1px solid #d9ead3;"> Description of Potential Cumulative Effects - Operation </div> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A bungalow with an outbuilding, accessible by country road off the A713. The property is situated north-east of Loch Ken, near the Galloway Activity Centre, which is on the Loch's edge, and just south of Shrimmer's burn. Dense vegetation directly north of the property encloses the property curtilage, with dotted garden vegetation partially screening views in other directions. 		<p>Close outward views from this property are relatively open and overlook the surrounding pastoral landscape, however more distant views are foreshortened by rolling localised landform and occasional pockets of vegetation.</p> <p>The R route (south) passes along the north-eastern property boundary with direct views of steel lattice tower 065 (R) afforded in principal views to the south and secondary views to the north filtered by vegetation.</p> <p>Views of the A713 from the properties are screened by intervening localised landform and vegetation.</p>	<p>The magnitude of visual change during operation will be medium however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.10)</i>	Property Group I (Properties within group – P115: Nether Ervie Farm, P116: Nether Ervie Cottage)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	267358, 572756		
Illustrative wireline visualisation reference.	Appendix C: P114: Nether Ervie Farm - Representing Property Group I		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 3216m		
Nearest KTR project connection - Tower number	G-T - 44		
Approx. Distance to nearest tower of N route or R route (m)	89m		
Nearest N route or R route – Tower number	071 (R)		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Decommissioning and removal of R route will reduce the presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>The G-T connection will not be visible from this location.</p> <p>The scale of change will be medium, limited to similar views from a small geographical area, and resulting in an overall medium magnitude of change.</p> <p>Overall, the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p> <p>Description of Potential Cumulative Effects - Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A group of two properties with large outbuildings The properties are situated south-east of Loch Ken, accessible along a gated track off the A713, which runs over several streams that flow south-west into Loch Ken. The principal views are likely orientated south-south-east from both properties. There is limited vegetation within the curtilages, though there is a wooded area adjacent to the east of the site. In close proximity to the south of the properties is a large woodland. 		<p>Woodland to the south of the property and rolling localised landform results in a partially enclosed character. Steel lattice tower 071 (R) of R route (south) is seen in open and direct secondary views north and views looking north to east from property curtilage.</p> <p>Views of the A713 from the properties are screened by intervening localised landform and vegetation.</p>	<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.12)</i>	P129: Barbershall		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	272160, 569135		
Illustrative wireline visualisation reference.	Appendix C: P129: Barbershall (Similar views illustrated by EIAR Figure 7.45: VP25 A713 near Parton Mill Bridge – CD1.187)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 7010m		
Nearest KTR project connection - Tower number	G-T - 47		
Approx. Distance to nearest tower of N route or R route (m)	105m		
Nearest N route or R route – Tower number	094 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> Situated to the east of Loch Ken, where the Water of Deugh becomes the River Dee, this property can be accessed by a country road off the A713. The property is isolated from others. From the country road, the property lies behind a grass mound, on lower land, making it not visible from the entrance to the property track. The edge of a large outbuilding/farm building can be seen over the mound The property curtilage is primarily hardscape, though there is a small private garden with limited vegetation in front of the south-east of the residential property. The principal views are south-west, over the garden, which is enclosed with a low stone wall. 		<p>Principal views south-west are relatively open and overlook the rolling pastoral landscape, with the A713 seen beyond. Outward secondary views are relatively open, though distant views are foreshortened by rolling localised landform. Woodland along the eastern shore of Loch Ken partially screens more distant views west and south-west.</p> <p>The existing R route (south) passes within approximately 105m to the west of the property and steel lattice tower 094 (R) is seen in open close-proximity principal views from the property and from the property curtilage, occasionally foreshortened by localised landform.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from this property, curtilage, and access.</p> <p>Intervening landform and vegetation will screen any long distance views of the G-T connection.</p> <p>This will result in a medium scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be medium, and the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant.</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
		<p>The magnitude of visual change during operation will be medium, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.12)</i>	Property Group J (Properties within group – P131: Cogarth Cottage. P132: Cogarth)	<p>Property: Property Group J Closest tower to be removed: 095 (R route) Angle/distance to removed tower: 284°, 132m Closest proposed tower: 77 (G-T) Angle/distance to proposed tower: 223°, 7162m Wireline view angle A: 284° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	272284, 568817		
Illustrative wireline visualisation reference.	Appendix C: P131: Cogarth Cottage - Representing Property Group J (Similar views illustrated by EIAR Figure 7.45: VP25 A713 near Parton Mill Bridge – CD1.187)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 7162m		
Nearest KTR project connection - Tower number	G-T - 77		
Approx. Distance to nearest tower of N route or R route (m)	132m		
Nearest N route or R route – Tower number	095 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity - Operation
<ul style="list-style-type: none"> A group of two small properties within a wider farm site with very large farm sheds that block views east and north-east from P132, and south-east from P131. The principal views are south-west for both residential properties, looking over private garden areas There is limited vegetation around the properties. Garden areas are formally planted with minimal ornamental trees and bushes. Much of the pace around the properties is hardscaped. The site is north-west of Whinny Hill 		<p>Principal views south-west are relatively open and elevated, overlooking the rolling pastoral landscape with occasional screening by trees and a small pocket of woodland to the west of the property. The A713 is seen partially screened views in the middle distance of views west and south-west. Outward secondary views north and east are relatively open, though distant views are foreshortened by rolling localised landform.</p> <p>Steel lattice tower 095 (R) of R route (south) is evident in close proximity views looking north-west to south-west from the properties, curtilage, and access.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>Intervening landform and vegetation will screen views of the G-T connection.</p> <p>This will result in a small scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be low, and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant.</p>
			Description of Potential Cumulative Effects - Operation
			<p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			<p>The magnitude of visual change during operation will be low, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.13)</i>	P133: Waterside		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	272258, 567749		
Illustrative wireline visualisation reference.	Appendix C: P133: Waterside (Similar views illustrated by EIAR Figure 7.45: VP25 A713 near Parton Mill Bridge – CD1.187)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 6361m		
Nearest KTR project connection – Tower number	G-T – 79		
Approx. Distance to nearest tower of N route or R route (m)	246m		
Nearest N route or R route – Tower number	099 (R)		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity – Operation
<ul style="list-style-type: none"> A large two storey property with a 1 storey extension of traditional appearance, situated east of the A713. Part of the property can be seen from the main road. Primary aspects are orientated north-west across the driveway and south-east, across the eastern edge of the private garden. The garden is densely vegetated, with areas of formal planting as well as a wooded area to the south-west, which appears to be part of the property curtilage. At the north of the private woodland, there is a large pond. 		Principal views are orientated north-west towards the R route. Steel lattice tower 099 (R) is partially screened by vegetation along the property line in principal views, however open and direct views are afforded from access to the property from the A713. Secondary views south and east are more open, though occasionally screened by vegetation, and overlook the relatively flat pastoral landscape to the east of Loch Ken. The A713 is seen in partially screened views east from the property curtilage.	Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from this property, curtilage, and access. Intervening landform and vegetation will screen views of the G-T connection. This will result in a small scale change in views from the property experienced from a small geographical extent. Overall, the magnitude of change will be low , and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant .
			Description of Potential Cumulative Effects – Operation
			No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further. Therefore, the predicted cumulative visual effect will be none.
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			The magnitude of visual change during operation will be low , however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction	
Property Reference <i>(As per Updated Figure 7.12.14)</i>	P136: Auchenhay		<p>The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.</p>	
Grid Reference (NGR)	271298, 565772			
Illustrative wireline visualisation reference.	Appendix C: P136: Auchenhay			
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)			<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from this property, curtilage, and access.</p> <p>Intervening landform and vegetation will screen views of the G-T connection.</p> <p>This will result in a small scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be low, and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant.</p>
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 4322m			
Nearest KTR project connection – Tower number	G-T – 79			
Approx. Distance to nearest tower of N route or R route (m)	125m			
Nearest N route or R route – Tower number	107 (R)	<p>Description of Potential Cumulative Effects – Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>		
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance, situated on Kirk Road (B795), which runs north-east of the A762 from the junction at Laurieston. The property has a large garden which is heavily vegetated, with large trees lining and enclosing the space, and additional trees next to the house Further vegetation north-west of the property partially obscures views to and from the Kirk Road 		<p>Rolling localised landform and pockets of woodland and forestry result in a partially enclosed character. Principal views are orientated north towards Kirk Road and are partially screened by vegetation within the property curtilage. Steel lattice tower 107 (R) of the R route (south) is seen in partially screened close proximity views looking north-west and west from the property., with a more distant tower glimpsed in more distant views south-west in between breaks in vegetation.</p>	<p>The magnitude of visual change during operation will be low, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.14)</i>	Property Group K (Properties within group – P138: Drumlane Cottage, P139: Drumlane House, P140: Drumlane Farm)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	270893, 564107		
Illustrative wireline visualisation reference.	Appendix C: P140: Drumlane Farm – Representing Property Group K (Similar views illustrated by EIAR Figure 7.47: VP27 B795 east of Laurieston – CD1.189)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 2985m		
Nearest KTR project connection – Tower number	G-T – 83		
Approx. Distance to nearest tower of N route or R route (m)	149m		
Nearest N route or R route – Tower number	113 ©		
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Effects on Residential Visual Amenity – Operation
<ul style="list-style-type: none"> Three residential properties situated on the edge Drumlane Farm that contains several large farm buildings. Some farm buildings are of traditional appearance, made with brick, and some are of modern appearance, made of corrugated metal. The properties range in size: P138 is a bungalow with both an attached and detached garage building; P139 is a larger 1.5 storey property with multiple entrances; P140 is 1.5 storey. All three properties are of traditional appearance. P138 property curtilage is directly adjacent to the road, with others partially visible. The private garden of P138 is covered in gravel, with areas of ornamental planting. P139 has a grass covered private garden with box hedge on the south-east side where it faces the farm buildings. P140 has gated access to a large open field with a fenced play area and seating area to the north and a pond east of the property. Primary views are orientated south-west for P138, north-north-east for P139 and north-east for P140, all facing away from the farm site. 		<p>Principal views from all properties are relatively open and overlook the surrounding pastoral landscape. Woodland at Drumlane Strip to the north-east of the property group screens and filters more distant views. The B795 is evident in close-distance view from P138, and partially screened in the middle distance of views from P139 and P140.</p> <p>Steel lattice towers 113 (R) and 114 (R) of the existing R route (south) are seen in close-proximity principal and secondary views north-east and east from the properties filtered by intervening vegetation. In middle to longer-distance views to the north-east, steel lattice towers are partially screened by intervening woodland at Drumlane Strip.</p>	<p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, their curtilages, and access.</p> <p>Intervening landform and vegetation will screen views of the G-T connection.</p> <p>This will result in a small scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be low, and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant.</p>
			Description of Potential Cumulative Effects – Operation
			<p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
			<p>The magnitude of visual change during operation will be low, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.15)</i>	P141: Cot Cottage		<p>Visibility of construction activities will be evident from the property, its curtilage and access track as the towers of G-T are constructed to the north, north-east and east of the property (Towers 74-80). Construction activity associated with the creation of access tracks along the alignment to the north will be largely undiscernible due to intervening landform, whilst some forestry felling to create the wayleave corridor as it exits Laurieston Forest will be evident to the north of the property.</p> <p>Views of more distant towers being constructed to the east of the A762 will be evident from the property, curtilage, and access track, however views from the principal/primary outlook to the south will be unaffected.</p> <p>A small scale change in views will occur, resulting in a low magnitude of visual change in views from this property during the construction phase.</p> <p>Overall, the level of effect will be minor and not significant.</p>
Grid Reference (NGR)	266570, 563353		
Illustrative wireline visualisation reference	Appendix C: P141: Cot Cottage		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 433m		
Nearest KTR project connection - Tower number	G-T - 74		
Approx. Distance to nearest tower of N route or R route (m)	4316m		
Nearest N route or R route – Tower number	118 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>During operation the G-T towers 74- 76 will be evident in views from the northern outlook, curtilage and access track of the property, partially screened by intervening landform to the north, north-east of the property which will screen the bases and lower proportions of towers to a varying degree. The towers will appear largely backclothed against the underlying landform and distant hills beyond.</p> <p>Views of more distant towers east of the A762 as the OHL passes north of Barstobrick Hill will be evident from the property, curtilage, and access track, however views from the principal/primary outlook to the south will be unaffected.</p> <p>A small scale change in views will occur, resulting in a low magnitude of visual change in views from this property during the operational phase.</p> <p>Overall, the level of effect will be minor and not significant.</p>	
		<p>Description of Potential Cumulative Effects - Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be seen in close proximity views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with a modern renovation. The building is long and narrow, with half the property structured like a barn with large garage on the ground floor. The southern end of the property has a contemporary balcony and patio extension. This property is situated west of the A762, south-west of Laurieston Village. West, directly adjacent to the property, is Laurieston Forest, a large coniferous woodland. The access track runs west from the A762 and traverses approx. 2km through undulating topography, passing Edgarton Farm approx. 900m to the south-east. The curtilage of the property extends to the west, south and east, enclosed by post and wire fence with a wooden gate leading towards the woodland to the west. The primary aspect faces east, away from the woodland and over the undulating fields, however the southern gable of the property affords open views towards the Solway Firth with large windows and balcony. Secondary views north from the second storey windows on the northern gable of the property are across adjacent rough grazing and along the eastern edge of Laurieston Forest. 		<p>Principal/primary views are orientated to the south from the large, glazed gable end windows and balcony of the building, affording wide angled views towards the Solway Firth.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.16)</i>	P142: Neuk Farm		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.
Grid Reference (NGR)	270841, 563217		
Illustrative wireline visualisation reference	Appendix C: P142: Neuk Farm		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 2321m		
Nearest KTR project connection - Tower number	G-T - 88		
Approx. Distance to nearest tower of N route or R route (m)	81m		
Nearest N route or R route – Tower number	116 (R)		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, curtilage, and access.</p> <p>Intervening landform and vegetation will screen views of the G-T connection.</p> <p>This will result in a small scale change in views from the property experienced from a small geographical extent.</p> <p>Overall, the magnitude of change will be low, and the level of effect resulting from the removal of R route (south) will be minor (beneficial) and not significant.</p>
			<p>Description of Potential Cumulative Effects - Operation</p> <p>No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A small 1.5 storey property in the site of Neuk Farm, situation approximately 1km south of the B795, to the west of Balmaghie and north-east of Glentoo Loch. There is a private garden to the south-west side of the property, enclosed by large trees. Additional trees to the east and south-east of the property, which are less formally planted, enclose the driveway. The primary aspect south-south-east, over the garden and facing away from the farm site. 		<p>Deciduous woodland within the property curtilage and coniferous forestry to the east result in a partially enclosed character. Principal views south-east are focused on the private garden, with partially screen views of the surrounding pastoral landscape glimpsed in between breaks in intervening vegetation.</p> <p>Steel lattice tower 116 (R) of the existing R route (south) is seen in partially screened views looking south-east to north-east from property curtilage and access.</p>	<p>The magnitude of visual change during operation will be low, however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction	
Property Reference <i>(As per Updated Figure 7.12.16)</i>	Property Group L (Properties within group – P143: Glentoo Cottage, P143a: Bluebell Cottage, P144: Glentoo Farm)		The effects arising from the physical decommissioning and reinstatement activities as part of the removal of R route (south) during the construction phase are considered to be short-term effects. They are not likely to give rise to significant landscape or visual effects and have therefore not been considered in the LVIA or in this RVAA.	
Grid Reference (NGR)	270825, 562093		<div style="background-color: #e0f0e0; padding: 5px; border: 1px solid #ccc; margin-bottom: 10px;"> Property: Property Group L Closest tower to be removed: 120 (R route) Angle/distance to removed tower: 323°, 97m Closest proposed tower: 89 (G-T) Angle/distance to proposed tower: 231°, 1448m Wireline view angle A: 323° Wireline view angle B: N/A </div>	<div style="background-color: #e0f0e0; padding: 5px; border: 1px solid #ccc; margin-bottom: 10px;"> Description of Effects on Residential Visual Amenity - Operation </div> Decommissioning and removal of R route will remove the presence of electricity transmission infrastructure in views from these properties, their curtilages, and accesses (most notably P143 and P144 located in closest proximity to the existing towers and OHL). Intervening landform and vegetation will screen views of the G-T connection. This will result in a medium scale change in views from the property experienced from a small geographical extent. Overall, the magnitude of change will be medium, and the level of effect resulting from the removal of R route (south) will be moderate (beneficial) and significant .
Illustrative wireline visualisation reference	Appendix C: P143: Glentoo Cottage - Representing Property Group L			
Part(s) of the KTR Project considered in the context of the potential Visual Effects	Removal of R route (south)			
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 1448m			
Nearest KTR project connection - Tower number	G-T - 89			
Approx. Distance to nearest tower of N route or R route (m)	97m			
Nearest N route or R route – Tower number	120 (R)	<div style="background-color: #e0f0e0; padding: 5px; border: 1px solid #ccc; margin-bottom: 10px;"> Description of Potential Cumulative Effects - Operation </div> No other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property group therefore cumulative effects on residential visual amenity are not considered further. Therefore, the predicted cumulative visual effect will be none.		
Description of property/property group, location, and existing context			Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
<ul style="list-style-type: none"> A group of three properties that share an access road, all of similar size. P143a and P144 are 1.5 storey and P143 is a bungalow of modern appearance. The properties are situated south-east of Glentoo Loch, spread on either side of the existing R route (south) P143 and P143a have small private gardens with limited vegetation, while P144 has a larger garden with tree screening on the south and south-west side The primary aspect of all three properties is south to south-east, facing away from the rest of the farm site. 		Description of existing views and visual amenity Principal views from P143a and P143 are relatively open, and overlook the gently rolling surrounding pastoral landscape with distant views towards elevated landform and hill summits available to the south-east. Woodland to south of P144 screens outward views. Steel lattice towers 120 (R) and 119 (R) of the existing R route (south) are seen in relatively open close-proximity principal and secondary views (though partially screened in principal views from P144), and from the property curtilages and access to properties.		
		The magnitude of visual change during operation will be medium , however the direction of effect will be beneficial given the change will result from the removal of infrastructure from existing views, therefore no judgement is made in respect to adverse effects on living conditions or the Residential Visual Amenity Threshold.		

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.17)</i>	P167: Upper Balannan Farm	<div data-bbox="736 359 1160 531" style="border: 1px solid black; padding: 5px;"> Property: P167 Closest tower to be removed: 131 (R route) Angle/distance to removed tower: 123°, 175m Closest proposed tower: 98 (G-T) Angle/distance to proposed tower: 105°, 296m Wireline view angle A: 105° Wireline view angle B: N/A </div> 	<p>During the construction phase, disturbance associated with preparatory groundworks including the introduction of temporary access tracks will be evident from this property, its curtilage and access. Views of construction disturbance will appear relatively distant in principal views.</p> <p>The introduction of the G-T connection and associated construction activities will be seen in combination with the existing R route (south) filtered by vegetation and partially screened by buildings and resulting in a medium scale change in views from the property.</p> <p>Overall, the magnitude of change will be medium, and level of effect during the construction phase will be moderate and significant.</p>
Grid Reference (NGR)	270169, 559181		
Illustrative wireline visualisation reference	Appendix C: P167: Upper Balannan Farm		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 296m		
Nearest KTR project connection - Tower number	G-T - 98		
Approx. Distance to nearest tower of N route or R route (m)	175m		
Nearest N route or R route – Tower number	131 (R)	<p>Visibility of the G-T connection will be limited by intervening agricultural buildings, vegetation, and localised landform to the east of the property. During the operational phase the towers of R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views east from this property, with towers located slightly further east than the smaller PL1 towers of the existing R route (south) connection. Parts of the G-T route will be located beyond localised landform near White Hill, which will partially screen the bases of towers.</p> <p>The introduction of the G-T connection will continue to occupy a similar proportion of views from the property, however towers located slightly further east than the existing R route (south), the introduction of these towers will result in a small scale change in the view which will not affect the principal views from the property.</p> <p>Views of the majority of towers of the G-T connection will be screened by intervening agricultural buildings directly east of the property.</p> <p>Overall, the magnitude of change will be low, and the level of visual effect during the operational phase will be minor and not significant.</p>	
		<p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey property of relatively modern appearance situated within a large farmstead approximately 0.8km north of the A75. Access is via a minor road. On the south side of the property is a gently sloping private garden with multiple hedges and shrubs of varying species and heights, bound by a low stone wall with a wooden gate. Topography gently slopes away to the south of the property towards the road, so open outward views are still available looking over the vegetation. An open lawn bound by low hedgerow is located further south-west between the garden and minor road. The primary aspect is south and south-west, over the private garden and lawn and away from the farm building to the east of the property. Secondary views are focused west towards a small area of woodland. Woodland extends to the north of the property. 		<p>Principal views from the property are oriented to the south-west. Principal views are relatively open and overlook the property curtilage and rolling pastoral landscape beyond trees which line the western edge of the minor road. Rising landform to the west of the property foreshortens views and channels more distant views looking south. Steel lattice tower 131 (R) of the existing R route (south) appears prominently against the skyline in views east from the property curtilage, partially screened by agricultural buildings and vegetation.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.17)</i>	Property Group M (Properties within group – P170: North Cottage, Upper Balannan, P171: Upper Balannan Cottages, P172: South Cottage, Upper Balannan)	<p>Property: Property Group M Closest tower to be removed: 131 (R route) Angle/distance to removed tower: 54°, 181m Closest proposed tower: 99 (G-T) Angle/distance to proposed tower: 125°, 213m Wireline view angle A: 90° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>The G-T connection will occupy a similar proportion of available views from the properties with potential for open direct views of the connection and associated construction activities. Ground-level disturbance associated with temporary construction access and movement of construction vehicles will be evident in secondary close proximity views to the east of the properties. Movement and noise of construction vehicles accessing the minor road will be evident in close-distance principal views west.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) largely unfiltered in views east from the property. A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this group of properties during construction.</p> <p>Overall, the level of effect resulting during construction will be moderate and significant.</p>
Grid Reference (NGR)	270170, 558980		
Illustrative wireline visualisation reference.	Appendix C: P170: North Cottage, Upper Balannan - Representing Property Group M		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 213m		
Nearest KTR project connection - Tower number	G-T - 99		
Approx. Distance to nearest tower of N route or R route (m)	181m		
Nearest N route or R route – Tower number	131 (R)		
Description of Effects on Residential Visual Amenity - Operation			<p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views east from these properties, with towers located slightly further east than the smaller PL1 towers of the existing R route (south) connection.</p> <p>A small scale change will occur across a wide angle of the view from the introduction of the G-T connection resulting in a low magnitude of visual change in views from this group of properties.</p> <p>Overall, the level of visual effect during the operational phase will be minor and not significant.</p>
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A group of 3 residential properties occupying 2 bungalows – one detached and one semi-detached, both of traditional appearance. The primary aspect of both properties faces west, over private gardens and towards the minor road. The gardens are relatively large in size, with formal planting. A mature hedge divides the garden of P170 with the shared garden of P171/P172 and forms a boundary between the gardens and the minor road. Access to the properties is via private driveways, north of the garden for P170 and south of the garden for P171 and P172. The rear (eastern) curtilages of both properties primarily comprise hardscape bound by hedges reinforced by post and wire fencing. There are some occasional scattered trees within the gardens, however views remain relatively open. 		<p>Principal views from the properties are orientated west, overlooking the private gardens and minor road. Landform rises to the west of the road and rolling pastoral fields form the skyline in the middle distance of views, foreshortening more distant views west. Views from P170 are slightly more elevated and open, due to the nature of intervening vegetation.</p> <p>Secondary (rear) views east comprise the property curtilage and rolling pastoral fields, with rising landform foreshortening more distant views east.</p> <p>Two steel lattice towers – 131 (R) and 132 (R) - of the existing R route (south) are seen against the skyline in the middle distance of views north-east and south-east from the property curtilages, with some more distant views of towers available in views looking south from the curtilage of properties P171/P172.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.18)</i>	P173: Woodlands		<p>The G-T connection will occupy a parallel alignment west and slightly closer to the property to that of the existing R route (south). During construction no access will be taken along the minor access road to these properties from the A711</p> <p>Disturbance associated with the creation and use of temporary access tracks and the felling of a small strip of woodland to the east of the property will be evident in filtered close proximity views to the north-east and south-east of the property, its curtilage, and the access to the property. Both the G-T connection and R route (south) will cross the access to the east of the property.</p> <p>A medium scale change in the view will occur, resulting in a medium magnitude of visual change in views from this property during construction.</p> <p>Overall, the level of effect during the construction phase will be moderate and significant.</p>
Grid Reference (NGR)	269769, 556712		
Illustrative wireline visualisation reference	Appendix C: P173: Woodlands (Similar views illustrated by EIAR Figure 7.51: VP31 Unclassified road (U43S) near Argrennan Mains – CD1.193)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 152m		
Nearest KTR project connection - Tower number	G-T - 107		
Approx. Distance to nearest tower of N route or R route (m)	171m		
Nearest N route or R route – Tower number	141 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views north-east, east, and south-east from this property, with towers located west and closer to the property than those of the smaller PL1 towers of the existing R route (south) connection. The conductors of G-T will cross the view at approximately 100m, with the closest towers (106 and 107) not present within the primary outlook of the property</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property and its curtilage.</p> <p>Overall, the level of visual effect during the operational phase will be moderate and significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance, with a large garden and an outbuilding The property is accessed via a long country road off the A711 and is situated approximately between the A711 and A75. The primary aspects are south-east and north-west. Solar panels are installed on the south-east facing roof South-west of the property curtilage is a woodland which contains a pond. The woodland extends up to the edge of the garden. The other edges of the garden are lined with a single row of trees, planted closely together, enclosing the property curtilage 		<p>Views from the property are largely contained by neighbouring woodland and vegetation which surrounds the property to the west, south and south-east. Dense hedgerows which line the access track approach limit views north and south along the existing alignment of R route (south) when approaching/leaving the property. More open views are available to the north, parallel along R route (south).</p> <p>Potential for views to the north-east, south and south-east from the principal outlook of the property, its curtilage and access, partially screened and filtered by intervening vegetation. The existing R route (south) passes less than 140m east of the property in close proximity to the property curtilage and crossing the access track approach.</p> <p>Steel lattice towers 140 (R) and 141 (R) of the existing R route (south) are visible in open views south-east and north-east.</p>	<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the east of the property, where conductors will cross the view at approximately 100m, with the closest towers (106 and 107) not present within the primary outlook. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south).</p> <p>At approximately 152m the nearest towers of the G-T connection to the south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>	


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.18)</i>	Property Group N (Properties within group – P174: Dalriada, P174a: Kilbrannan, P175: Dunaverty, P176: The Upper Cottage, P177: Dunroamin, P178: Davaar, P179: Lower Cottage)	<p>Property: Property Group N Closest tower to be removed: 141 (R route) Angle/distance to removed tower: 240°, 73m Closest proposed tower: 107 (G-T) Angle/distance to proposed tower: 245°, 126m Wireline view angle A: 240° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>During construction no access will be taken along the minor access road to these properties from the A711, with temporary off road access being introduced in parallel to the west of the G-T alignment and will be evident in views from properties located on the western edge of this group (P175, P176 and P179) and their associated curtilage and accesses.</p> <p>Where visible the introduction of the G-T connection will be seen in combination with the existing R route (south) in open to filtered views west of this cluster of properties. A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this group of properties during the construction phase.</p> <p>Overall, the level of effect during the construction phase will be moderate and significant.</p>
Grid Reference (NGR)	269959, 556634		
Illustrative wireline visualisation reference	Appendix C: P176: The Upper Cottage - Representing Property Group N (Similar views illustrated by EIAR Figure 7.51: VP31 Unclassified Road (U43S) near Argrennan Mains – CD1.193)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 126m		
Nearest KTR project connection - Tower number	G-T, 107		
Approx. Distance to nearest tower of N route or R route (m)	73m		
Nearest N route or R route – Tower number	141 (R)		
Description of Effects on Residential Visual Amenity - Operation			<p>There will be potential for views of the G-T connection filtered and screened by vegetation located within and in close proximity to the property's boundaries, however towers will appear on the skyline in views west from the properties and their curtilages'.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west from this group of properties, with towers appearing slightly further west of the smaller PL1 towers of the existing connection.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from properties located on the western edge of this group (P175, P176 and P179), where the conductors of G-T will cross the views from P176 and P179 at approximately 100m, with the closest tower 107 present within the primary outlooks to the south, south-west – slightly further away than the existing tower 141 (R) of R route (south).</p> <p>Overall, the level of visual effect from this group of properties will be moderate and significant during the operational phase.</p>
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A group of seven properties of varying ages, some of 20th century modern appearance (P176 and P179) and some of traditional stone appearance, formed of the conversion and extension of a traditional steading. Five of the properties (P174, 174a, 177, 178) occupy the four-sided square steading with an enclosed internal courtyard and some private gardens on the outer edges. The primary aspect is different for each property. P176 and P179 are both bungalows and have private gardens which are enclosed with a low stone wall. Garden P176 has a large tree obscuring views to the road, while P179 has several trees obscuring views to the west. The properties are accessed via a long dead end road leading from the A711 to the south-east, which also provides access to P173 and P180. 		<p>The existing R route (south) passes less than 100m west of this group of properties.</p> <p>There will be potential for some relatively open views west from properties (P176, P179 and P175) in the northern cluster. Views from properties (P177, P178, and P174) will be filtered and screened by intervening vegetation and neighbouring properties.</p> <p>Views south from the property group are largely contained by woodland surrounding P180, whilst views north are open across farmland, with R route (south) evident to the north-west.</p> <p>Views from P176 are focused south, south-westwards along the existing alignment of R route (south) and towards steel tower 141 (R)</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the west of the property group, where conductors will cross the views from P176 and P179 at approximately 100m, with the closest tower 107 present within the primary outlooks to the south, south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south), with towers located further from properties than the existing OHL.</p> <p>At approximately 152m the nearest towers of the G-T connection to the south-west of the closest properties (P176 and P179) within the property group will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.18)</i>	P180: Argrennan Mains Farm	<p>Property: P180 Closest tower to be removed: 141 (R route) Angle/distance to removed tower: 289°, 151m Closest proposed tower: 107 (G-T) Angle/distance to proposed tower: 280°, 197m Wireline view angle A: 280° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>During construction no access will be taken along the minor access road to these properties from the A711, with temporary off road access being introduced in parallel to the west of the G-T alignment but will not be discernible from the property due to intervening woodland along the western boundary of its curtilage.</p> <p>Where visible the introduction of the G-T connection will be seen in combination with the existing R route (south) in open to filtered views west of this cluster of properties. A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this group of properties during the construction phase.</p> <p>Overall, the level of effect during the construction phase will be moderate and significant.</p>
Grid Reference (NGR)	270039, 556548		
Illustrative wireline visualisation reference	Appendix C: P180: Argrennan Mains Farm (Similar views illustrated by EIAR Figure 7.51: VP31 Unclassified Road (U43S) near Argrennan Mains – CD1.193)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 197m		
Nearest KTR project connection - Tower number	G-T - 107		
Approx. Distance to nearest tower of N route or R route (m)	151m		
Nearest N route or R route – Tower number	141 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>There will be potential for views of the G-T connection filtered and screened by vegetation when approaching the property along the access road from the south-east, but views of towers or the OHL will be screened or heavily filtered by the presence of existing woodland west and south of the property.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west from this group of properties, with towers appearing slightly further west (approximately 200m) of the smaller PL1 towers of the existing connection.</p> <p>Overall, the level of visual effect from this group of properties will be minor and not significant during the operational phase.</p> <p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance with a large private front and back garden, and extended curtilage lined with mature woodland. The primary aspects are north-north-east and south-south-west, looking over both gardens. Solar panels are installed on the south facing roof. Surrounding the property east, south and west is dense, thick vegetation, enclosing the private gardens. Other vegetation within the garden is more formal. The property is accessed via a long country road off the A711 		<p>Views from the property are heavily screened or filtered by intervening woodland which surrounds the property curtilage to the west, south and east, and vegetation and neighbouring properties to the north.</p> <p>The existing R route (south) passes less than 200m west of this property, with steel lattice tower 141 (R) to the north-west, beyond intervening vegetation that lines the property boundary.</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>


Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	Property Group O (Properties within group – PP185: Carrick Lodge, P185a: Parkview Cottage, P186: Cairnsmore Lodge, P187: Criffel Chalet, P188: Criffel Lodge, P189: Hilldrop Lodge, P190: Bengaim Lodge).		<p>Disturbance associated with preparatory groundworks and temporary construction accesses, including movement of construction vehicles, and the felling of mixed woodland will be evident in views west from the properties, filtered and screened by intervening vegetation.</p> <p>Where visible, the introduction of the G-T connection will be seen in combination with the existing R route (south) in views west from this group of properties.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this group of properties during construction.</p> <p>Overall, the level of effect during the construction phase will be moderate and significant.</p>
Grid Reference (NGR)	269910, 555438		
Illustrative wireline visualisation reference	Appendix C: P190: Bengaim Lodge - Representing Property Group O		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 255m		
Nearest KTR project connection - Tower number	G-T – 111		
Approx. Distance to nearest tower of N route or R route (m)	248m		
Nearest N route or R route – Tower number	145 (R)		
Description of Effects on Residential Visual Amenity - Operation			
<p>There will be potential for views of the G-T connection filtered and screened by vegetation located within and in close proximity to the property's boundaries.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west from this group of properties, with towers appearing, slightly further west of the smaller PL1 towers of the existing connection.</p> <p>At approximately 250m the nearest towers of the G-T connection will be 111 and 112 to the west and south-west of the closest properties (P189 and P190) within the property group.</p> <p>A small scale change in the view will occur resulting in a low magnitude of visual change in views from this group of properties.</p> <p>Overall, the level of visual effect during operation for this group of properties will be minor and not significant.</p>			
Description of Potential Cumulative Effects - Operation			
<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from these residential properties, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>			
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A group of seven 1.5 storey properties, all of modern appearance, and appear to be holiday chalets/lodges. The property group is laid out in a linear manner, situated west of the A711, in parallel with it, accessible along a shared private road. Woodland to the south-east of the properties, along with undulating topography obscure views to and from the main road The majority of private gardens lie north-west of the properties whilst between the properties is dense vegetation providing some privacy and containment around their curtilages. This is extended to the edges of the gardens in some cases, while in others, the views north-west are unobstructed by trees. P185a is reached first via the access track from the east, and is situated at lower elevation than the lodges, with adjacent outbuildings to the west. 		<p>The existing R route (south) passes approximately 250m west of this group of properties.</p> <p>Most properties in the group afford open views across farmland towards the existing R route (south), with views east more contained by surrounding and neighbouring vegetation, with a golf course beyond to the east.</p> <p>P189 and P190 are afforded open views to the west, south-west towards the existing R route (south) towers 145 (R) and 146 (R)</p>	<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P195: High Clachan	<div data-bbox="736 361 1154 527" style="border: 1px solid black; padding: 2px;"> Property: P195 Closest tower to be removed: 147 (R route) Angle/distance to removed tower: 287°, 169m Closest proposed tower: 112 (G-T) Angle/distance to proposed tower: 311°, 246m Wireline view angle A: 230° Wireline view angle B: N/A </div>  <p style="font-size: small; text-align: right;">Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>The existing R route (south) is located 0.2km west of the property, and the G-T connection will occupy a similar alignment slightly further west of the existing connection.</p> <p>Movement of construction vehicles using existing access tracks will be evident in principal views to the south, along with other construction disturbance and partially constructed towers resulting in a medium magnitude of change during construction.</p> <p>Overall, the level of visual effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269809, 555076		
Illustrative wireline visualisation reference	Appendix C: P195: High Clachan		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 246m		
Nearest KTR project connection - Tower number	G-T - 112		
Approx. Distance to nearest tower of N route or R route (m)	169m		
Nearest N route or R route – Tower number	147 (R)	<p>The G-T connection will be evident in views to the west and south-west of the property, whilst towers located to the north, north-west will be largely screened by intervening agricultural buildings.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west, south-west from this property.</p> <p>Where visible, the towers of the G-T connection will be seen in combination with, but beyond, the existing R route (south) to the west of the property resulting in a low magnitude of change during the operational phase.</p> <p>Overall, the level of effect will be minor and not significant.</p>	
		<p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A 1.5 storey property of traditional appearance situated within a farm site. The property is situated east of the A711 and the River Dee and Tongland Loch The primary aspects are south-east and north-west, both looking over private garden areas. The front and back garden are connected, circling round the property, but the largest section is at the back (north-west). The south end of the garden is enclosed with a low stone wall. Garden vegetation is minimal north-west, towards the farm site. Several densely planted trees obscure views directly in front of the property south-east, towards the access road. 		<p>Principal views from the property are oriented south-east, away from the G-T connection, and are relatively open and elevated overlooking the surrounding rolling pastoral landscape. There is potential for visibility of the connection and associated construction activities from the property curtilage in views to the west and south-west. Intervening agricultural buildings largely screen views to the north-west and north.</p> <p>The existing R route (south) is located 0.2km west of the property, with views to tower 147 (R) north-west, partially screened by adjacent buildings, and 148 (R) in open middle-distance views to the south-west.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in views to the south-west across a medium angle of available views to the west of the property group, where conductors will cross the views from P176 and p179 at approximately 100m, with the closest tower 107 present within the primary outlooks to the south, south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south), with towers located further from properties than the existing OHL.</p> <p>At approximately 152m the nearest towers of the G-T connection to the south-west of the closest properties (P176 and P179) within the property group will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P199: Langbarns Cottage		<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views north-west to south-west from this property.</p> <p>An access point is situated approximately 250km south along the A711. Increased traffic associated with the construction works may be seen in views facing south-east onto the A711, which is in close proximity to and visible from the property, as it approaches this access point.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in views north-west. S route may be visible in filtered views south-east of this property.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269647, 554011		
Illustrative wireline visualisation reference.	Appendix C: P199: Langbarns Cottage (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 165m		
Nearest KTR project connection - Tower number	117		
Approx. Distance to nearest tower of N route or R route (m)	196m		
Nearest N route or R route – Tower number	151 (R)	<p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in views to the south-west from this property and its curtilage, however they will be partially screened. Towers of the G-T connection will be located slightly closer to the property.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views south-west, with tower 117 and the additional OHLs seen in views beyond the adjacent property P208 to the west as the OHL alignment crosses the existing alignment of R route (south) on its approach to Kendoon Substation.</p> <p>The proposed G-T tower 116 will appear further away than the existing tower 151(R) of R route (south) to the north-west of the property.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property. Overall, the level of effect during operation will be moderate and significant.</p>	
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A bungalow of traditional appearance situated in the village of Tongland which has the A711 running through it. The property is located close to other houses, west of the A711. The property has a large driveway to the south-east, in line with the access road from the A711. Approximately half of the property curtilage is hardscaped, including a north-west patio which rests within the U shape of the property, where there is a modern conservatory extension. The grass covered private garden to the south-west and north-west contains trees and shrubs, and is enclosed with a low stone wall 		<p>Principal views are orientated south-east, towards the A711 and driveway. Secondary views are orientated north-west and are partially filtered by garden vegetation.</p> <p>The existing R route (south) passes less than 200m west of this property and is evident in secondary views, with steel lattice tower 151 (R) seen in close proximity to the west, partially screened by vegetation along and within the property boundary.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route.</p> <p>At approximately 165m the nearest towers of the G-T connection to the south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P207: Barhullion	<div data-bbox="736 359 1160 527" style="border: 1px solid black; padding: 5px;"> <p>Property: P207 Closest tower to be removed: 152 (R route) Angle/distance to removed tower: 238°, 183m Closest proposed tower: 117 (G-T) Angle/distance to proposed tower: 236°, 136m Wireline view angle A: 236° Wireline view angle B: N/A</p> </div>  <p style="font-size: small; text-align: right;">Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views north-west to south from this property.</p> <p>An access point is situated approximately 250m south along the A711. Increased traffic associated with the construction works may be seen in partially screen secondary views from the property curtilage facing north-east onto the A711 as it approaches this access point.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in views west from this property, with tower 117 and the additional OHLs seen in views beyond the adjacent property P208 to the west.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269632, 553982		
Illustrative wireline visualisation reference.	Appendix C: P207: Barhullion (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 136m		
Nearest KTR project connection - Tower number	117		
Approx. Distance to nearest tower of N route or R route (m)	183m		
Nearest N route or R route – Tower number	152 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in views to the west and south-west from this property and its curtilage. Towers of the G-T connection will be located slightly closer to this property.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west from this property. The proposed G-T tower 116 will appear further away than the existing tower 151(R) of R route (south) to the north-west of the property.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property. Overall, the level of effect during operation will be moderate and significant.</p>	
Description of Potential Cumulative Effects - Operation		<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A large 2.5 storey property of traditional appearance situated in the village of Tongland which has the A711 running through it. The property is nearby other houses, west of the A711. The property has a large garden with multiple sheds, and various forms of vegetation. The garden also contains a large stone patio. The gable end of the property is visible from the main road, due it being on slightly elevated ground and with limited sizeable vegetation screening it. The principal views are orientated south-south-east, over the patio and garden. 		<p>Principal views are orientated south-south-east, over the patio and garden and away from the existing R route (south). The A711 is seen in the middle distance of views south-east beyond neighbouring residential properties, with more distant landform forming the skyline beyond.</p> <p>The existing R route (south) passes less than 200m west of this property.</p> <p>The existing R route (south) is evident in secondary views from property facing north-north-west, and south-west from the property curtilage, though visibility is partially limited by vegetation along and within the property boundary. The tops of towers 151 (R) and 152 (R) are visible beyond intervening vegetation.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route.</p> <p>At approximately 136m the nearest towers of the G-T connection to the south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P208: Meikleyett		<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views west from this property.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in partially screened views west from this property. The existing S route will be visible in partially screened views south, south-east from this property and its curtilage.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269605, 553982		
Illustrative wireline visualisation reference.	Appendix C: P208: Meikleyett (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 115m		
Nearest KTR project connection - Tower number	G-T - 117		
Approx. Distance to nearest tower of N route or R route (m)	161m		
Nearest N route or R route – Tower number	152 (R)	<p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in partially filtered views to the west and south-west from this property and its curtilage. Towers of the G-T connection will be located slightly closer to this property than the existing R route and will occupy a medium angle of the view.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west and south-west, whilst S route may remain visible in views to the south-east.</p> <p>The proposed G-T tower 116 will appear further away than the existing tower 151(R) of R route (south) to the north-west of the property.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property. Overall, the level of effect during operation will be moderate and significant.</p>	
Description of property, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> An L shaped bungalow of traditional appearance situated in the village of Tongland which has the A711 running through it. The property is the westernmost in a cluster of residential properties which share a paved access road extending west of the A711. This property has a large garden to the south-west with several trees, which faces onto the adjacent gardens of properties accessed directly from the A711. Mature deciduous trees line the western property curtilage, obscuring views to the south-west. To the north, the property curtilage is enclosed with a low stone wall, and limited vegetation 		<p>Outward views from the property overlook the private and adjoining gardens to the south and south-east and are partially screened and filtered by vegetation within the property curtilage. Views north are relatively open and look across the undulating pastoral landscape, though foreshortened by rising landform to the west and north of the property.</p> <p>Steel lattice tower 152 (R) of the existing R route (south) forms a prominent feature against the skyline in relatively close views south-west of the property, in partially filtered views beyond the mature trees lining the south-western property boundary. Some more distant views of towers are available in views looking south from the property.</p>	<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route.</p> <p>Although at approximately 115m the nearest towers of the G-T connection to the south-west of the property will be slightly closer than those of the existing R route (south) they will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P216: Barwood	<div data-bbox="736 359 1160 527" style="border: 1px solid black; padding: 5px;"> Property: P216 Closest tower to be removed: 152 (R route) Angle/distance to removed tower: 249°, 170m Closest proposed tower: 117 (G-T) Angle/distance to proposed tower: 252°, 123m Wireline view angle A: 252° Wireline view angle B: N/A </div>  <p style="font-size: small; text-align: right;">Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views north-west from this property. Movement and noise of construction traffic on the A711 will be evident in relatively close principal views.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in partially screened secondary views north-west from this property. S route will remain evident in partially screened views to the south from the property curtilage and more distant principal views south-east.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269636, 553945		
Illustrative wireline visualisation reference.	Appendix C: P216: Barwood (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 123m		
Nearest KTR project connection - Tower number	117		
Approx. Distance to nearest tower of N route or R route (m)	170m		
Nearest N route or R route – Tower number	152 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in views to the west and south-west from the property curtilage. Towers of the G-T connection will be located slightly closer to this property and across a medium angle of the view.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west and south-west from the curtilage, whilst S route will remain evident in distant partially screened views to the south from the property curtilage and more distant principal views south-east.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property. Overall, the level of effect during operation will be moderate and significant.</p>	
Description of Potential Cumulative Effects - Operation			<p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey property of modern appearance with a separate garage building, situated in the village of Tongland which has the A711 running through it. The property is located within a row of houses to the west of the A711. Primary aspect views are focused south-east and north-west. The property curtilage is adjacent to the A711, enclosed by a low stone wall topped with neat hedging. This obscures eye level views from passing cars, however outward views from the property and curtilage are relatively open. Occasional scattered trees filter some views. The rear private garden (located to the west of the property) is partially landscaped and contains formal planting. The private garden is adjacent to the other gardens of nearby residential properties, with boundaries delineated with a mixture of hedges, trees, and wood fencing. 		<p>Principal views south-east from the property are relatively open, overlooking a relatively flat area of formal landscaping and the private driveway to the front of the property. The A711 is seen partially screened in the middle distance of views, with further residential properties to the east of the A711 and the rolling pastoral landscape seen beyond. Secondary (rear) views north-west are also relatively open, though partially filtered by trees within the property curtilage and adjacent private gardens. Rising landform forms the skyline in filtered views beyond a line of trees to the west of the property.</p> <p>Steel lattice tower 152 (R) of the existing R route (south) is seen against the skyline in partially filtered views south-west from the property curtilage. S route is seen in the middle distance of views south from the property curtilage, and more distant views of the existing S route are seen in principal views south-east.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity, across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south).</p> <p>At approximately 123m the nearest towers of the G-T connection to the south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P220: Comhla	<p>Property: P220 Closest tower to be removed: 152 (R route) Angle/distance to removed tower: 257°, 150m Closest proposed tower: 117 (G-T) Angle/distance to proposed tower: 264°, 105m Wireline view angle A: 264° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views north-west to south-west from this property.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in views south-west from this property and west from its curtilage.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>
Grid Reference (NGR)	269623, 553918		
Illustrative wireline visualisation reference.	Appendix C: P220: Comhla (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 105m		
Nearest KTR project connection – Tower number	117		
Approx. Distance to nearest tower of N route or R route (m)	150m		
Nearest N route or R route – Tower number	152 (R)	<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in views to the west and south-west from this group of properties and their curtilages. Towers of the G-T connection will be located slightly closer to the residential property, particularly notable in this case.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the G-T connection will continue to occupy a similar proportion of the available views west and south-west from this property with tower 117 located approximately 105m west of the property. The towers of S route will remain evident in views to the south-east and east from the primary outlook and property curtilage.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this group of properties. Overall, the level of effect during operation will be moderate and significant.</p> <p>Description of Potential Cumulative Effects – Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A two storey property of modern appearance, situated in the village of Tongland which has the A711 running through it. The property is nearby other houses, west of the A711. The front garden, south-east, contains 3 large trees which partially obscure views to the neighbouring driveway of P216 and main road. However, the front of the property is clearly visible from the main road when directly in front, as its curtilage is adjacent. The back garden, north-west contains a patio with formal planting. The front garden is also formal in appearance. The primary aspect is south-east, facing over the front garden and wide driveway, across the A711 and the River Dee valley. 		<p>Principal views south-east are relatively open, overlooking a relatively flat area of formal landscaping and the private driveway to the front of the property. The A711 is seen in the middle distance of views, with the rolling pastoral landscape seen beyond. Secondary (rear) views north-west are also relatively open, though partially filtered by trees within the property curtilage. Rising landform forms the skyline in filtered views beyond a line of trees to the west of the property.</p> <p>The existing R route (south) (tower 152 (R)) passes less than 150m west of this property.</p> <p>The existing R route (south) is evident in views from the primary outlook to the south-east and east across the River Dee valley, however visibility is partially limited by vegetation along and within the property boundary.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively proximity across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route.</p> <p>At approximately 105m the nearest towers of the G-T connection to the south-west of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction	
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P221: Meikleyett House		<p>Ground-level disturbance associated with preparatory groundworks, the introduction of temporary access tracks and movement of construction vehicles on existing tracks will be evident in filtered views north-west to south from this property.</p> <p>The introduction of the G-T connection will be seen in combination with the existing R route (south) in views west from the property and its curtilage. S route will remain evident in views to the south, south-east from the property curtilage and to the east from the primary outlook.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during construction. Overall, the level of effect during construction will be moderate and significant.</p>	
Grid Reference (NGR)	269595, 553880		<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The introduction of the new terminal tower and final towers of the connection which descend towards Tongland substation will be evident in views to the west and south-west from this property and its curtilage. Towers of the G-T connection will be located slightly closer to the residential property, particularly notable in this case.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, and the closest tower of the G-T connection (tower 117) will continue to occupy a similar proportion of the available views west and south-west, whilst S route will remain evident in views to the south from the property curtilage.</p> <p>A medium scale change in the view will occur resulting in a medium magnitude of visual change in views from this property. Overall, the level of effect during operation will be moderate and significant.</p>	
Illustrative wireline visualisation reference.	Appendix C: P221: Meikleyett House (Similar views illustrated by EIAR Figure 7.52: VP32 A711 north of Tongland substation – CD1.194)			<p>Description of Potential Cumulative Effects - Operation</p> <p>No other KTR Project connections or other consented or proposed developments indicated on EIAR Figure 3.1 (CD1.32) will be visible in views from this property, and therefore no cumulative visual effects are predicted to arise.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)			
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 81m			
Nearest KTR project connection - Tower number	117			
Approx. Distance to nearest tower of N route or R route (m)	118m			
Nearest N route or R route – Tower number	152 (R)			
Description of property, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold	
<ul style="list-style-type: none"> A large two storey property of modern appearance, situated in the village of Tongland through which the A711 passes north-south. The property is nearby other houses and located west of the A711. The primary/principal orientation and front garden, to the south-east, is of a very formal appearance, with lawn grass, rose shrubs, and a small well. The garden is enclosed with a low stone wall, adjacent to the A711. The garden is clearly visible from the main road. A large proportion of the property curtilage is taken up by the driveway to the north, which leads behind the property to a large detached double garage and further enclosed garden grounds to the west. The south-east (front) and west (back) garden have minimal vegetation. The north corner of the curtilage has two large trees which obscure views into the neighbouring back garden, offering some containment of views. 		<p>Principal views south-east are relatively open, overlooking a relatively flat area of formal landscaping to the front of the property. The A711 is seen in the middle distance of views, with the rolling pastoral landscape seen beyond. Secondary (rear) views north-west are also relatively open, though partially filtered by trees within the property curtilage. Rising landform forms the skyline in views to the west of the property.</p> <p>Views west and south-west towards the existing R route (south) towers of 152 (R) and 153 (R), the latter within the Kendoon Substation are available from the property curtilage and upper storey windows on the southern façade of the property. Tower 152 (R) appears skylined as the OHL approaches the substation and terminal tower.</p> <p>The existing terminal tower of S route and the Kendoon Substation is evident in views to the south, and towers of S route can be seen in views east, south-east across the River Dee Valley from the primary/principal outlook of the property. The Kendoon Hydropower Station is evident to the east of the A711, in views to the south.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively close proximity across a medium angle of available views to the west and south-west. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route.</p> <p>Although at approximately 81m the nearest towers of the G-T connection to the south-west of the property will be slightly closer than those of the existing R route (south) they will be seen in the context of the existing Tongland Substation infrastructure and will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P225: Langbarns		<p>The G-T connection will occupy a similar location, with the closest towers (117 and 118) situated slightly further east from the existing R route (south).</p> <p>Movement of construction vehicles on the existing access track and the introduction of temporary access tracks to the north-east and south-east will be evident in views from the property.</p> <p>Where visible, the introduction of the G-T connection will be seen in combination with the existing R route (south) and S route. R route (south) will be evident in views north-east to south-west of the property, S Route will remain evident to the south-west, whilst some views will be partially filtered by intervening vegetation.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during the construction phase, and the level of visual effect will be moderate and significant.</p>
Grid Reference (NGR)	269439, 553790		
Illustrative wireline visualisation reference	Appendix C: P225: Langbarns		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 83m		
Nearest KTR project connection - Tower number	G-T - 118		
Approx. Distance to nearest tower of N route or R route (m)	101m		
Nearest N route or R route – Tower number	152 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The introduction of the new terminal tower and final towers of the G-T connection which descend towards Tongland substation will be evident in views to the north and east from the property and its curtilage.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, however the larger towers and additional conductors of the G-T connection will continue to occupy a similar proportion of the available views north, east, and south-east from this property, whilst S Route will remain evident in views to the south-east beyond the A711.</p> <p>A medium scale change in the view will occur during the operational phase resulting in a medium magnitude of visual change in views from this property, and the level of effect will be moderate and significant.</p>	
		<p>Description of Potential Cumulative Effects - Operation</p> <p>The G-T connection and the existing S route will be evident in views to the east, south-east from this property, whilst no other KTR Project connections will be visible.</p> <p>It is considered unlikely that other proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property location and will not therefore contribute to additional cumulative visual effects from this residential property.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold
<ul style="list-style-type: none"> A large two storey farmhouse property of traditional appearance, situated at the edge of the village of Tongland. The property is not part of the main cluster of properties situated to the along the main road corridor through Tongland to the north of Tongland Hydropower Station. The property is situated west of the A711, and north-west of Tongland Hydropower Station and in close proximity to Tongland Substation where the existing R route (south) terminates. The property has a large curtilage and is accessed via private track leading west from the A711, leading to a wide driveway and gardens, with extensive agricultural buildings to the west. The main garden space is south of the property, adjacent to the access road. It is densely vegetated, partially obscuring views in the direction of the property opposite and the Kendoon Substation. The property is on elevated ground when compared to the Kendoon Substation. 		<p>The principal views are orientated south-south-west, looking over the private garden and towards trees which line the property curtilage. Secondary views are orientated west, across the garden and agricultural plot within the curtilage, away from existing infrastructure of the R route (south).</p> <p>The existing R route (south) passes less than 0.1km and is evident in secondary views orientated east. Views are partially filtered by vegetation along and within the property boundary, south-east of the building. OHL conductors cross over the access road to the property from the A711.</p> <p>The existing S route is evident to the south-west of this property in partially screened close-proximity views, with a steel lattice tower approximately 0.1km in distance.</p> <p>Steel lattice tower 152 (R) of the existing R route (south) is also located approximately 0.1km south-west of the property, by Tongland Substation, and is evident in partially screened views.</p>	<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively proximity across a medium angle of available views to the north, east and south-east. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south).</p> <p>At approximately 83m the nearest towers of the G-T connection to the east, south-east of the property will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity - Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P226: Weir House, Langbarns		<p>The G-T connection will occupy a similar location, with towers situated slightly further west from the existing R route (south).</p> <p>Movement of construction vehicles on the existing access track and the introduction of temporary access tracks to the north-east and west will be evident in views from the property.</p> <p>Where visible, the introduction of the G-T connection will be seen in combination with the existing R route (south) and S route. R route (south) will be evident in views north-east to south-east of the property, S route will remain evident to the south-east, whilst some views will be partially filtered by intervening vegetation.</p> <p>A medium scale change in views will occur, resulting in a medium magnitude of visual change in views from this property during the construction phase, and the level of visual effect will be moderate and significant.</p>
Grid Reference (NGR)	269418, 553735		
Illustrative wireline visualisation reference	Appendix C: P226: Weir House, Langbarns		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 78m		
Nearest KTR project connection - Tower number	G-T - 118		
Approx. Distance to nearest tower of N route or R route (m)	91m		
Nearest N route or R route – Tower number	152 (R)	<p>Description of Effects on Residential Visual Amenity - Operation</p> <p>The introduction of the new terminal tower and last towers of the connection which descend towards Tongland substation will be evident in views to the north and east from the property and its curtilage.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, however the larger towers and additional conductors of the G-T connection will continue to occupy a similar proportion of the available views east, south-east west from this property, whilst S Route will remain evident in views to the south-east beyond the A711.</p> <p>A medium scale change in the view will occur during the operational phase resulting in a medium magnitude of visual change in views from this property, and the level of effect will be moderate and significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects - Operation
<ul style="list-style-type: none"> A bungalow of modern appearance situated at the edge of the village of Tongland. The property is not part of the main cluster of properties situated to the along the main road corridor through Tongland to the north of Tongland Hydropower Station. The property is situated west of the A711, north-west of Tongland Hydropower Station and in close proximity to Tongland Substation. The property has a small curtilage and is accessed via private track leading west from the A711, leading to parking space and a south-east orientated patio/garden space. The curtilage is enclosed by a low stone wall. There are extensive agricultural buildings located to the west, whilst the north-west corner of the curtilage has shrubs and a tree, which obscure views in that direction. 		<p>Principal views are orientated south-west over the private patio and garden towards trees just outside the property boundary.</p> <p>The existing R route (south) passes less than 0.1km and OHL conductors are evident in secondary views orientated north-east. Close-proximity views are predominantly open and direct in this direction, with vegetation across the road, lining the property boundary of P225, partially screening views as the OHL passes further north. The top of steel lattice tower 152 (R) of the R route (south) is seen beyond intervening vegetation in views north. The terminal tower of the R route (south) the Tongland Substation and surrounding palisade fencing is evident in secondary views and views from the property curtilage east.</p> <p>The existing S route is evident to the east and south-east from the property curtilage. It is not visible from the principal view.</p>	<p>The G-T connection and the existing S route will be evident in views to the east, south-east from this property, whilst no other KTR Project connections will be visible.</p> <p>It is considered unlikely that other proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property location and will not therefore contribute to additional cumulative visual effects from this residential property.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		<p>The magnitude of visual change during operation will be medium. The Proposed Development will be visible in relatively proximity across a medium angle of available views to the north, east and south-east. The Proposed Development will occupy a similar proportion of the view as is currently occupied by the operational R route (south).</p> <p>Whilst at approximately 78m the nearest towers of the G-T connection to the south-east of the property will be slightly closer than those of the existing R route (south) they will be seen in the context of the existing Tongland Substation infrastructure and will not appear so overbearing and detrimental to living conditions that the property would become widely regarded as an unpleasant place to live, and the Residential Visual Amenity Threshold will not be breached.</p>	

Property Information		Property Location Map (aerial imagery)	Description of Effects on Residential Visual Amenity – Construction
Property Reference <i>(As per Updated Figure 7.12.19)</i>	P236: Lynnbank, Culdoach Road	<p>Property: P236 Closest tower to be removed: 153 (R route) Angle/distance to removed tower: 263°, 154m Closest proposed tower: 118 (G-T) Angle/distance to proposed tower: 287°, 143m Wireline view angle A: 287° Wireline view angle B: N/A</p> <p>Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p>	<p>Ground level disturbance associated with preparatory groundworks and the movement of construction vehicles from access off the A711 will be seen in middle-distance views north-west.</p> <p>Where visible, the introduction of the G-T connection will be seen in combination with the existing R route (south) in partially filtered views north-east to south-west of these properties, whilst S Route will remain evident in views to the south, south-west</p> <p>A small scale change in views will occur, resulting in a low magnitude of visual change in views from this property during construction, and the level of effect will be minor and not significant.</p>
Grid Reference (NGR)	269632, 553687		
Illustrative wireline visualisation reference	Appendix C: P236: Lynnbank, Culdoach Road		
Part(s) of the KTR Project considered in the context of the potential Visual Effects	G-T, removal of R route (south)		
Nearest KTR Project connection and distance (m) to nearest tower/pole	G-T, 143m		
Nearest KTR project connection - Tower number	G-T - 118		
Approx. Distance to nearest tower of N route or R route (m)	154m		
Nearest N route or R route – Tower number	153 (R)	<p>Description of Effects on Residential Visual Amenity – Operation</p> <p>The introduction of the new terminal tower and last towers of the connection which descend towards Tongland substation will be evident in views across the A711 to the north-west from this property and its curtilage.</p> <p>During the operational phase R route (south) will have been decommissioned and removed, however the G-T connection will continue to occupy a similar proportion of the available views north-west from this property, whilst S Route will remain evident in views to the south, south-west.</p> <p>A small scale change in the view will occur, limited to views experienced from the western curtilage of the property and resulting in a low magnitude of visual change in views from this group of properties.</p> <p>Overall, the level of visual effect will be minor and not significant.</p>	
Description of property/property group, location, and existing context		Description of existing views and visual amenity	Description of Potential Cumulative Effects – Operation
<ul style="list-style-type: none"> A two storey house of traditional appearance. Connecting with a fencing supply company, it is situated within a larger site with yard and warehouses. The property is located north-east of Tongland Hydropower Station and north-west of the River Dee, on a public road that runs east from the A711. The property does not appear to have a private garden. The property is visible from the road due to its wide driveway opening and minimal vegetation, though there is partial screening looking south and west from the south-west façade. Across the road, the River Dee is lined with dense vegetation. 		<p>The property occupies a low lying position east of the A711 within the River Dee valley, and outward views are largely contained by landform, buildings and vegetation.</p> <p>Steel lattice towers of the existing S Route are prominent in principal views looking south-west and steel lattice towers of R route (south) are seen looking west from the property curtilage.</p>	<p>The G-T connection and the existing S route will be evident in views in views to the west and south respectively. No other KTR Project connections will be visible from the property.</p> <p>It is considered unlikely that other proposed developments illustrated on EIAR Figure 3.1 (CD1.32) will be visible in views from this residential property location and will not therefore contribute to additional cumulative visual effects from this property.</p> <p>Therefore, the predicted cumulative visual effect will be none.</p>
Conclusion with respect to Living Conditions and the Residential Visual Amenity Threshold		<p>The magnitude of visual change during operation will be low, and therefore in accordance with the RVAA methodology, no judgement is made in respect to living conditions or the Residential Visual Amenity Threshold.</p>	

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Chapter 4

Summary and Conclusions

Summary

4.1 Residents at 23 properties and 7 property groups (61 properties in total) considered in this assessment are judged to experience a medium or high magnitude of change in the view from parts of their property and/or from their gardens, curtilage, and access drive/track. When combined with the high sensitivity of the residential receptor, there is the potential for these residential receptors to experience significant visual effects. These effects in many cases are judged to be adverse (45 properties, associated with the introduction of the KTR Project connections), but some effects are judged to be beneficial (16 properties, associated with the removal of R route (south)).

4.2 The following properties or groups of properties are predicted to experience significant visual effects during the long-term operation of the KTR Project connections.

Table 4.1: Summary of Significant Visual Effects from Residential Properties

LUC Property Group / LUC Property Ref No. / Property Name	Key Component Contributing to Visual Effects	Sensitivity	Magnitude of Visual Change	Direction of Effect	Significance of Visual Effect
P7: Karnak	P-G via K, and removal of N route	High	Medium (reducing to Low following maturing of replanted forestry)	Adverse	Moderate (reducing to Minor following maturing of replanted forestry)
P8: Hawkrigg	P-G via K, and removal of N route	High	Medium (reducing to Low following maturing of replanted forestry)	Adverse	Moderate (reducing to Minor following maturing of replanted forestry)
P26: Knockback	P-G via K, and removal of N route	High	Medium	Adverse	Moderate
P27: Ridgeway, Dalry	P-G via K, and removal of N route	High	Medium	Adverse	Moderate
P28: Phail Barcris, Dalry	P-G via K, and removal of N route	High	Medium	Adverse	Moderate
P31: Stonebyres, Kendoon	P-G via K, C-K, and removal of N route and R route (north)	High	Medium to High	Adverse	Major
Property Group C	P-G via K, C-K, and removal of N route and R route (north)	High	Medium	Adverse	Moderate
Property Group D	P-G via K, E-G, G-T, BG Deviation, and removal of R route (north) and R route (south)	High	Medium	Adverse	Moderate
P77: Airie Cottage	G-T	High	Medium	Adverse	Moderate

LUC Property Group / LUC Property Ref No. / Property Name	Key Component Contributing to Visual Effects	Sensitivity	Magnitude of Visual Change	Direction of Effect	Significance of Visual Effect
P82: Boatknowe	Removal of R route (south)	High	Medium	Beneficial	Moderate
Property Group E	Removal of R route (south)	High	Medium	Beneficial	Moderate
P:86 Grennan Cottage (previously named Mallard Cottage)	Removal of R route (south)	High	High	Beneficial	Major
Property Group F	Removal of R route (south)	High	Medium	Beneficial	Moderate
P89: Garplefoot	Removal of R route (south)	High	Medium	Beneficial	Moderate
P106: Killochy Farm	Removal of R route (south)	High	Medium	Beneficial	Moderate
P114: Ken Tor	Removal of R route (south)	High	Medium	Beneficial	Moderate
Property Group I	Removal of R route (south)	High	Medium	Beneficial	Moderate
P129: Barbershall	Removal of R route (south)	High	Medium	Beneficial	Moderate
Property Group L	Removal of R route (south)	High	Medium	Beneficial	Moderate
P173: Woodlands	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
Property Group N	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P195: High Clachan	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P199: Langbarns Cottage	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P207: Barhullion	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P208: Meikleyett	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P216: Barwood	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P220: Comhla	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P221: Meikleyett House	G-T, and removal R route (south)	High	Medium	Adverse	Moderate

LUC Property Group / LUC Property Ref No. / Property Name	Key Component Contributing to Visual Effects	Sensitivity	Magnitude of Visual Change	Direction of Effect	Significance of Visual Effect
P225: Langbarns	G-T, and removal R route (south)	High	Medium	Adverse	Moderate
P226: Weir House, Langbarns	G-T, and removal R route (south)	High	Medium	Adverse	Moderate

Conclusions

4.3 Each of the above properties listed in Table 4.1 are considered in respect to the final step of the RVAA, concluding with a judgement with respect to potential effects on 'living conditions', or residential visual amenity, and corresponding with the 'Residential Visual Amenity Threshold' as described in LI TGN 2/19.

4.4 In no instance is it judged that these receptors will be subject to effects on residential visual amenity which are considered to breach the Residential Visual Amenity Threshold, i.e. *“is the effect of the development on Residential Visual Amenity of such nature and / or magnitude that it potentially affects 'living conditions' or Residential Amenity”*.

Appendix A

Residential Properties within 150m > 500m

Table A-1 below contains the information presented in **Table A7.5.62** found in visual baseline appendix of the EIAR (**CD1.128**) and shown on **EIAR Figures 7.12.1-19 (CD1.62)**. The table and accompanying **Updated Figures 7.12-19** presented in **Appendix C** include details of additional properties identified during the verification exercise undertaken in July 2022 and set out in **Chapter 2** above.

Table A-1: Residential Properties within approximately 150m>500m of Existing or Proposed Infrastructure

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P1	Polquhanity	259153	589748	355m	P-G via K	340m
P2	Dalshangan Wood, South	259471	589435	378m	P-G via K	346m
P3	Dalshangan	259617	589029	462m	P-G via K	279m
P4	Dalshangan Cottage	259613	588982	468m	P-G via K	254m
P5	Dalshangan Wood, North	259505	588898	380m	P-G via K	119m
P47	Barskeoch Mains	260816	583288	313m	P-G via K	266m
P47a	Barskeoch ²⁵	260875	583565	509m	P-G via K	457m
P48	Milton Park	261584	582418	527m	E-G	487m
P49	1 Allangibbon Cottages	261585	582087	237m	E-G	472m
P50	3 Allangibbon Cottages	261585	582084	235m	E-G	473m
P51	4 Allangibbon Cottages	261585	582080	232m	E-G	473m
P52	2 Allangibbon Cottages	261585	582076	229m	P-G via K	473m
P54	Kenside Steading	261783	581610	136m	E-G	300m
P55	Riverside	261766	581581	475m	E-G	705m
P66	Blackbank	260631	580177	482m	G-T	691m
P67	Mill House, Glenlee	260971	580264	363m	G-T	155m

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P68	Tower Cottage, Glenlee	260991	580259	383m	G-T	157m
P69	Chestnut Cottage, Glenlee	260970	580256	366m	G-T	163m
P70	Bell Cottage, Glenlee	260957	580245	361m	G-T	177m
P71	Dairy Cottage, Glenlee	260974	580244	376m	G-T	175m
P72	North Lodge, Glenlee	260908	580231	331m	G-T	199m
P73	Glenlee Garden, Glenlee	260849	580188	314m	G-T	252m
P74	Glenlee Park, Glenlee	261021	580120	489m	G-T	288m
P75	Stables Cottage, Glenlee	260962	580090	463m	G-T	328m
P78	Caimraws	261937	577407	458m	G-T	2677m
P80	South Lodge, Glenlee	261430	580040	870m	E-G	296m
P81	Kirkland Farm	262187	580698	1186m	E-G	480m
P90	Balmaclellan House	264785	578729	3543m	G-T	463m
P93	Dalarran	264185	578413	2878m	G-T	214m
P94	Dalarran Cottage	264122	578407	2816m	G-T	274m
P95	Dalarran House	264135	578352	2814m	G-T	285m
P96	Dalarran Lodge	264147	578338	2823m	G-T	280m
P97	Dalarran Brae	264236	578315	2903m	G-T	209m
P98	Hawthorn Dene	264186	578263	2843m	G-T	276m
P99	Black O' The E'E	264274	578274	2931m	G-T	191m
P100	Black O The Eye	264274	578269	2929m	G-T	193m
P101	Summerhill	265093	577828	3642	G-T	366

²² All residential properties within 500m of existing or proposed infrastructure numbered consecutively from north (Polquhanity) to south (Tongland) as shown on **Figures 7.12.1-19** contained in **Appendix B**.

²³ Distance between residential property and the nearest proposed component of the KTR Project

²⁴ Distance between residential property and the nearest existing infrastructure to be removed

²⁵ New property currently under construction, identified via the Council's public planning portal (22/0309/FUL) and verified in the field July 2022.

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P102	Cubbox Farm	264321	577602	2850m	G-T	430m
P103	Cubbox Bungalow	264321	577550	2846m	G-T	451m
P104	Mavis Grove	264377	577313	2896m	G-T	499m
P105	Killochy Cottages	264584	577215	3106m	G-T	352m
P107	Barnwalls	265760	576230	4425m	G-T	406m
P108	Craigend	264868	576229	3570m	G-T	446m
P109	Kenview	265048	575534	3816m	G-T	483m
P113	Shirmers	265659	574263	3324m	G-T	346m
P117	2 Little Drumrash	267659	572165	3122m	G-T	391m
P118	1 Little Drumrash	267637	572161	3101m	G-T	407m
P119	Craigmore	269681	571942	4842m	G-T	488m
P120	New Boghall	269069	571382	4082m	G-T	300m
P121	Old Boghall	269101	571382	4112m	G-T	285m
P122	Fominoch Cottage	269445	571275	4416m	G-T	208m
P123	Laundry Cottage, Barwillanty	271705	570303	6519m	G-T	501m
P124	Parton House Gardens	271008	569753	5815m	G-T	386m
P125	Courtyard Cottage, Parton House	271165	569636	5977m	G-T	344m
P126	Stables Cottage	271139	569631	5951m	G-T	367m
P127	Tilly	272204	569724	7011m	G-T	496m
P128	Peathill	272192	569689	7000m	G-T	464m
P130	Parton Mill	271861	569002	6731m	G-T	237m
P134	Livingston House	271470	567670	5767m	G-T	377m
P135	Livingston Cottage	271351	567606	5639m	G-T	442m
P145	Barnboard Mill Cottage	271143	561978	1612m	G-T	396m
P146	Barnboard Mill	271162	561971	1622m	G-T	416m
P147	3 Dunjop Cottages	271017	560795	741m	G-T	411m
P148	2 Dunjop Cottages	271015	560787	735m	G-T	410m

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P149	1 Dunjop Cottages	271010	560765	717m	G-T	408m
P150	Dunjop Brae	271069	560734	741m	G-T	470m
P151	Dunjop Nursing Home	271064	560638	674m	G-T	477m
P152	The Motte	271025	560499	555m	G-T	461m
P153	Culcrae	269738	560537	394m	G-T	815m
P154	Crumquhill Farm	269928	559622	650m	G-T	474m
P155	Crumquhill Cottage	269942	559418	596m	G-T	426m
P156	Dairy Cottage	270907	559341	332m	G-T	538m
P157	The Stable	270911	559284	346m	G-T	551m
P158	Corn Mill	270899	559280	336m	G-T	540m
P159	The Byre	270923	559262	364m	G-T	567m
P160	The Bullpen	270921	559257	364m	G-T	566m
P161	Calf House	270894	559256	339m	G-T	539m
P162	The Granary	270903	559255	348m	G-T	548m
P163	The Barn	270904	559254	349m	G-T	549m
P164	The Loft	270921	559253	365m	G-T	566m
P165	The Bothy	270916	559252	361m	G-T	562m
P166	Barncross Cottage	270922	559249	368m	G-T	568m
P168	Tom's House	270845	559121	349m	G-T	514m
P181	Park of Tongland	270241	556026	481m	G-T	436m
P182	Park of Tongland Dairy Cottage	270147	556011	391m	G-T	346m
P183	Park of Tongland Cottages	270179	555664	479m	G-T	435m
P184	Park of Tongland Cottages	270175	555657	476m	G-T	432m
P185	Carrick Lodge	269961	555573	279m	G-T	235m
P191	Doon Cottage	270109	555334	464m	G-T	421m
P192	Parklea	270111	555322	468m	G-T	425m
P193	Low Clachan	270068	555111	460m	G-T	417m

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P194	Clachan Cottage	270026	555099	421m	G-T	378m
P196	Ellerslie	269780	554102	311m	G-T	300m
P197	Pinehurst	269880	554065	393m	G-T	404m
P198	Gordon Lea	269652	554035	168m	G-T	176m
P199	Langbarns Cottage	269647	554011	155m	G-T	171m
P200	Lennox Cottage	269789	554008	289m	G-T	313m
P201	Kenmore	269752	553998	250m	G-T	276m
P202	Schiehallion	269691	553995	192m	G-T	215m
P203	Shandon	269736	553993	234m	G-T	260m
P204	Rose Cottage	269794	553990	288m	G-T	318m
P205	Riverside Cottage North	269904	553986	393m	G-T	428m
P206	Dee View	269842	553982	332m	G-T	365m
P207	Barhullion	269632	553982	132m	G-T	155m
P209	Morar	269724	553981	218m	GT	247m
P210	Riverside Cottage South	269903	553978	391m	GT	426m
P211	Tongland Hall	269663	553971	157m	GT	186m
P212	New House	269763	553968	252m	GT	286m
P213	Glebe Cottage	269827	553959	313m	GT	350m
P214	Monks Walk	269865	553955	350m	GT	388m
P215	Fernilee	269703	553952	190m	GT	226m
P217	Clynelish	269691	553939	175m	GT	214m
P218	Riverside Mill	269883	553936	365m	GT	406m
P219	Turnstone	269679	553922	161m	GT	202m
P222	Mansewood Cottage	269709	553876	193m	GT	232m
P223	Fannich, Culdoach Road	269922	553862	406m	GT	445m
P224	Mansewood	269722	553860	208m	GT	245m
P227	8 Culdoach Road	269930	553718	432m	GT	452m

LUC Ref No. ²²	Property Name	Grid Reference (NGR)		Approx. Distance to nearest proposed KTR Project Connection (m) ²³	Nearest KTR Project Connection	Approx. Distance to N route or R route (m) ²⁴
P228	7 Culdoach Road	269924	553710	427m	GT	446m
P229	6 Culdoach Road	269913	553701	418m	GT	435m
P230	5 Culdoach Road	269904	553697	409m	GT	426m
P231	4 Culdoach Road	269895	553693	401m	GT	416m
P232	3 Culdoach Road	269884	553690	390m	GT	405m
P233	Barrachan, Culdoach Road	269865	553689	372m	GT	386m
P234	1 Culdoach Road	269864	553689	371m	GT	385m
P235	2 Culdoach Road	269868	553689	375m	GT	389m
P237	The Smithy, Culdoach Road	269838	553658	350m	GT	359m
P238	High Boreland Cottage, Culdoach Road	269825	553571	366m	GT	360m
P239	Rivermeade, Culdoach Road	269797	553540	356m	GT	343m
P240	Ashton	269377	553538	225m	GT	166m
P241	Rambler Cottage, Culdoach Road	269793	553533	357m	GT	343m
P242	Heron's Way	269292	553484	319m	GT	263m
P243	Carseholm, Culdoach Road	269714	553471	339m	GT	308m
P244	Bridge Cottage	269173	553432	439m	GT	387m
P245	Dee Cottage	269218	553420	416m	GT	361m
P246	High Boreland	269774	553280	529m	GT	488m
P247	The Croft	270953	559293	385m	GT	591m
P248	Bengairn	270945	559266	384m	GT	588m
P249	Screel Cottage	270942	559251	386m	GT	587m
P250	The Farmhouse	270934	559203	397m	GT	588m
P251	The Dovecote	270936	559249	381m	GT	582m