



Balgray Wind Farm

Appendix 6.4 – Landscape and Visual Preliminary Assessment of Visual Receptors

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1. Preliminary Assessment of Visual Receptors

1.1. Introduction

- 1.1.1. An initial filtering exercise has been undertaken to identify which visual receptors identified in the baseline (see **Chapter 6: Landscape and Visual Assessment of the EIAR**) have the potential to be significantly affected by the Proposed Development.
- 1.1.2. The intention has been to ensure that the level of assessment given to each visual receptor is proportionate to the likelihood of significant effects arising. The tables below list the principal visual receptors identified in the baseline study and summarises the initial assessment conducted to determine which visual receptors have the potential to experience significant effects and require detailed assessment.
- 1.1.3. The principal visual receptors are illustrated on **Figure 6.6: Principal Visual Receptors within 35km Study Area**. The blade tip ZTV has been overlaid over those located within the detailed 20km LVIA study area on **Figure 6.24: Blade Tip ZTV up to 20km with Principal Visual Receptors**.

Table 6.4.1: Preliminary Assessment of Settlements

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Settlements within 5km			
Sibbaldbie	Approximately 2km to the west	Potential for visibility of the Proposed Development at relatively close proximity.	Yes
Boreland	Approximately 3km to the north	Potential for visibility of the Proposed Development at relatively close proximity.	Yes
Corrie Common	Approximately 4km to the south-east	Potential for visibility of the Proposed Development at relatively close proximity.	Yes
Settlements within 5km – 10km			
Lockerbie	Approximately 6km to the south	Part of the settlement lies outside the ZTV and would have no visibility. Very limited potential for visibility from the remainder of the settlement due to screening by intervening landform, buildings and vegetation, as illustrated by VP8.	No
Johnstonebridge	Approximately 6km to the north-west	Very limited potential for visibility from the settlement due to screening by intervening landform, buildings and vegetation. Potential for effects also limited by A74(M) in the foreground of the view.	No



Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Millhousebridge	Approximately 6km to the west	The majority of the settlement lies outside the ZTV and would have no visibility. Very limited potential for visibility from the remainder of the settlement due to screening by intervening landform, buildings and vegetation.	No
Newton	Approximately 7km to the north-west	The majority of the settlement lies outside the ZTV and would have no visibility. Very limited potential for visibility from the remainder of the settlement due to screening by intervening landform, buildings and vegetation.	No
Templand	Approximately 7km to the west	The majority of the settlement lies outside the ZTV and would have no visibility. Very limited potential for visibility from the remainder of the settlement due to screening by intervening landform, buildings and vegetation.	No
Lochmaben	Approximately 9km to the south-west	Potential for visibility of the Proposed Development from the majority of the settlement, albeit this would generally be restricted to views from the eastern edge of the settlement, due to screening by intervening built form.	Yes
Settlements within 10km – 20km			
Ecclefechan	Approximately 13km to the south	Lies wholly outside the ZTV.	No
Beattock	Approximately 16km to the north	Lies mostly within the ZTV, but potential for significant effects limited by distance from the Proposed Development, as well as due to screening by intervening landform, buildings and vegetation. Potential for effects also limited by A74(M) in the foreground of the view.	No
Moffat	Approximately 18km to the north	The majority of the settlement lies outside the ZTV and would have no visibility. Very limited potential for visibility from the remainder of the settlement due to screening by intervening landform, buildings and vegetation.	No
Langholm	Approximately 19km to the south-east	Lies wholly outside the ZTV.	No



Table 6.4.2: Preliminary Assessment of Core Paths

Core Paths	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Core Paths within 10km			
NORT/312 - Boreland to SUW	Approximately 3km to the north	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
NORT/309 - Corrie Common to Hart Fell Loop	Approximately 4km to the south-east	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
NORT/452 - Corriemains to Corrie Common	Approximately 4km to the south-east	Runs almost entirely outside the ZTV.	No
LOCW/285 - Mainshill to the Hass	Approximately 5km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
NORT/311 - Thundergarth to Hazelberry Hill	Approximately 7km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
NORT/313 - Hazelberry to Burnswalk	Approximately 7km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
HODD/259 - Burnswark Circular	Approximately 7km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
LOCW/283 - Auchenroddan Forest	Approximately 4km to the north-east	Runs almost entirely outside the ZTV or within forestry.	No
ROYL/495 - Old Broomhill to Lochmaben	Approximately 9km to the southwest	Lies mostly within the ZTV, but potential for significant effects limited by distance from the Proposed Development, as well as due to screening by intervening landform, buildings and vegetation.	No
ROYL/302 – Mill Loch To Harefield	Approximately 9km to the southwest	Lies mostly within the ZTV, but potential for significant effects limited by distance from the Proposed Development, as well as due to screening by intervening landform, buildings and vegetation.	No
ROYL/306 - Castle Loch Walk	Approximately 9km to the southwest	Lies mostly within the ZTV, but potential for significant effects limited by distance from the Proposed Development, as well as due to screening by intervening landform, buildings and vegetation.	No



Table 6.4.3: Preliminary Assessment of Recreational Routes

Recreational Route	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Annandale Way	Approximately 6km to the south-west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
Romans and Reivers Route	Approximately 14km to the north	Very limited potential visibility from the route. The potential for significant effects is also limited by distance from the Proposed Development.	No
Southern Upland Way	Approximately 15km to the north	Very limited potential visibility from the route. The potential for significant effects is also limited by distance from the Proposed Development.	No

Table 6.4.4: Preliminary Assessment of Roads and Railways

Road/Railway	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
A74(M)	Approximately 5km to the west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
A709	Approximately 7km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
B723	Approximately 2km to the west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
B7076	Approximately 5km to the west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
B7068	Approximately 6km to the south	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
B7020	Approximately 8km to the west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes
West Coast mainline railway	Approximately 5km to the south-west	Theoretical visibility of the proposals from sections of the route at relatively close proximity.	Yes





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