



Additional Information Technical Appendix 5.4 – Preliminary Assessment of Visual Receptors

Breezy Hill Energy Project – Additional Information

Brockwell Energy Limited

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1. Technical Appendix 5.4 - 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 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 carried out to determine which have the potential to experience significant effects and require detailed assessment.
- 1.1.3 It was determined that there was no potential for the Proposed Development to result in any significant visual effects at distances over 20 km from the Site as with increased distance from the Site, the likelihood of significant visual effects occurring incrementally decreases. Therefore, whilst the initial study area for this LVIA extends out to 35 km and the various figures which accompany this report illustrate an initial 35 km study area, the assessment has focused on visual receptors within a detailed 20 km LVIA study area.
- 1.1.4 The principal visual receptors within the detailed 20 km LVIA study area overlaid with the ZTV are illustrated on **Figure 5.14**.



Table 1 – Preliminary Assessment of Settlements within the Detailed 20 km LVIA Study Area

Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Settlements within 5 km			
Rankinston (including Littlemill)	Located approximately 2 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Hayhill	Located approximately 2 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Sinclairston	Located approximately 2.2 km to the north.	Theoretical visibility of the Proposed Development, including hubs. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Dalmellington	Located approximately 4.4 km to the south.	Limited theoretical visibility of the Proposed Development, without theoretical visibility of hubs. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Waterside	Located approximately 3.9 km to the south-west.	No theoretical visibility of the Proposed Development due to intervening landform.	No
Patna	Located approximately 4.6 km to the south-west.	Limited theoretical visibility of the Proposed Development, without theoretical visibility of hubs. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Polnessan	Located approximately 4.5 km to the west.	No theoretical visibility of the Proposed Development due to intervening landform.	No
Drongan	Located approximately 4.3 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs over most of the settlement.	Yes



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
		Given the proximity of the settlement, it is considered there is potential for significant effects.	
Settlements between 5 km and 10 km			
Bellsbank	Located approximately 5.5 km to the south.	Some theoretical visibility of the Proposed Development, including limited visibility of hubs over most of the settlement. Given the proximity of the settlement, it is considered there is potential for significant effects.	Yes
Coalhall	Located approximately 5.9 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs, over most of the settlement. Intervening woodland either side of the railway line restricts views towards the Site. Therefore, it is considered that there is no potential for significant effects.	No
Skares	Located approximately 6 km to the north-east.	Theoretical visibility of the Proposed Development, including hubs. Woodland to the south-west obscures views towards the Site. It is considered that there is no potential for significant effects.	No
Ochiltree	Located approximately 7 km to the north-east.	Theoretical visibility of the Proposed Development, including hubs over most of the settlement. It is considered that there is potential for significant effects.	Yes
Hillhead	Located approximately 7.1 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs, over most of the settlement. It is considered that there is potential for significant effects.	Yes
Hollybush	Located approximately 7.3 km to the west.	Theoretical visibility of the Proposed Development, including hubs, over most of the settlement. It is considered that there is potential for significant effects.	Yes
Coylton	Located approximately 7.5 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs, over most of the settlement. It is considered that there is potential for significant effects.	Yes



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Skeldon Mills	Located approximately 8 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs, over most of the settlement. Intervening vegetation and woodland along B7034 and surrounding properties. It is considered that there is no potential for significant effects.	No
Cumnock	Located approximately 9.8 km to the north-east, with most of the settlement beyond 10 km.	Most of the settlement has no theoretical visibility of the Proposed Development. Theoretical visibility of the Proposed Development, including hubs to the north of the settlement, beyond 10km. Some limited visibility of blade tips only to the east of the settlement. Potential for some effects but they would not be considered significant.	No
Settlements within 10 km to 15 km			
Dalrymple	Located approximately 10 km to the north-west.	Limited theoretical visibility of the Proposed Development to the east of the settlement, with woodland to the south-east further limiting outward views. Theoretical visibility to the west, including select hubs. Potential for some effects but they would not be considered significant.	No
Auchinleck	Located approximately 10.4 km to the north-east.	Theoretical visibility of the Proposed Development, including hubs, covering the settlement. It is considered that there is potential for significant effects.	Yes
Annbank	Located approximately 10.6 km to the north-west.	Theoretical visibility of the Proposed Development, including hubs, covering the settlement. Woodland to the south-east of the settlement limits outward views towards the Proposed Development. It is considered that there is no potential for significant effects.	No
Straiton	Located approximately 10.75km to the south-west.	No theoretical visibility of the Proposed Development from the settlement.	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Mossblown	Located approximately 11.8 km to the north-west.	Theoretical visibility of the Proposed Development, including select hubs, over most of the settlement. Vegetation aligning two railway lines to the south-east of the settlement limits outward views towards the Proposed Development. Although there would be potential for some effects, they would not be considered significant.	No
Catrine	Located approximately 12 km to the north.	Very limited theoretical visibility from the settlement, with a large proportion of the settlement experiencing no visibility. At 12 km from the Proposed Development, there would be potential for some effects, but they would not be considered significant.	No
Mauchline	Located approximately 12.2 km to the north.	Theoretical visibility of the Proposed Development, including hubs, covering the settlement. At over 12 km from the Proposed Development, there would be potential for some effects, but they would not be considered significant.	No
Logan	Located approximately 12.2 km to the north-east.	Theoretical visibility of the Proposed Development, including hubs, covering the most of settlement. At over 12 km from the Proposed Development, there would be potential for some effects, but they would not be considered significant.	No
Kirkmichael	Located approximately 12.3 km to the south-west.	Most of the settlement has no theoretical visibility of the Proposed Development. Only limited theoretical visibility to the north-west of the settlement. Considering the distance from the settlement and limited theoretical visibility, it is considered that there is no potential for significant effects.	No
New Cumnock	Located approximately 12.7 km to the east.	Theoretical visibility of the Proposed Development, including a reduced number of hubs, over most of the settlement. At over 12 km from the Proposed	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
		Development, there would be potential for some effects, but they would not be considered significant.	
Ayr	Located approximately 13 km to the north-west, extending beyond 15 km to the coastline.	Intermittent theoretical visibility from the east of the settlement, limited by landform. Theoretical visibility of the Proposed Development, including hubs, over most of the settlement adjacent to the coastline, as well as to the north and south. However, actual views from much of the settlement would be screened by surrounding built form. It is considered that, at a distance of over 13 km from the Proposed Development, there is no potential for significant effects.	No
Tarbolton	Located approximately 13 km to the north-west.	Northern parts of the settlement are not covered by theoretical visibility. However, central and southern parts of the settlement are covered by theoretical visibility of the Proposed Development, including hubs. It is considered that, at a distance of over 13 km from the Proposed Development, there is no potential for significant effects.	No
Lugar	Located approximately 13 km to the north-east.	Limited parts of the settlement have theoretical visibility of the Proposed Development. It is considered that, due to the distance and limited theoretical visibility of the Proposed Development, there is no potential for significant effects.	No
Minishant	Located approximately 13.9 km to the west.	Limited parts of the settlement have theoretical visibility of the Proposed Development, however, northern and southern parts have no theoretical visibility. It is considered that, due to the distance and limited theoretical visibility of the Proposed Development, there is no potential for significant effects.	No
Sorn	Located approximately 14.2 km to the north.	No theoretical visibility of the Proposed Development over most of the settlement.	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Crosshill	Located approximately 14.5km to the south-west.	Most of the settlement has no theoretical visibility of the Proposed Development. Only limited theoretical visibility to the south-east of the settlement. Considering the distance from the settlement and limited theoretical visibility, it is considered that there is no potential for significant effects.	No
Settlements within 15 km to 20 km			
Maybole	Located approximately 15.8 km to the south-west.	Theoretical visibility of the Proposed Development, including a limited number of hubs, over most of the settlement. However, at over 15 km from the Proposed Development, there is no potential for significant effects.	No
Symington	Located approximately 18.75 km to the north-west.	Western parts of the settlement are not covered by theoretical visibility. However, eastern parts of the settlement are covered by theoretical visibility of the Proposed Development, including hubs. At over 18 km from the Proposed Development, there is no potential for significant effects.	No



Table 2 – Preliminary Assessment of Recreational Receptors within the Detailed 20 km LVIA Study Area

Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Core Paths up to 5 km			
Core Paths D4 and D10 – south of Rankinston	Located approximately 1.4 km to the west at its closest point.	Extensive theoretical visibility of the Proposed Development to the north of the path, limited by adjacent areas of linear woodland in places. Limited or no theoretical visibility to the south of the path due to intervening landform. Potential for significant effects.	Yes
Core Paths D19, C7, C8 and C9 – between Drongan and Ochiltree	Located approximately 4.1 km to the north at its closest point.	Extensive theoretical visibility of the Proposed Development over most of the paths. No theoretical visibility over paths to the north-west of Ochiltree. Potential for significant effects.	Yes
Core Paths D12-18 – within and east of Craigengillan GDL	Located approximately 4.4 km to the south at its closest point.	Intermittent theoretical visibility of the Proposed Development over the paths, limited in parts by woodland cover. No theoretical visibility to paths north-east of Dalmellington. Potential for some effects but they would not be considered significant.	No
Core Paths between 5 km and 10km			
Core Paths D5-6 – west of Patna	Located approximately 5.4 km to the south-west at its closest point.	Theoretical visibility of the Proposed Development limited by woodland cover. No potential for significant effects.	No
Core Paths D7-9 – close to River Doon	Located approximately 7.2 km to the west at its closest point.	Some theoretical visibility of the Proposed Development over the paths, limited by woodland along the River Doon. No potential for significant effects.	No
Core Paths C3 and C6 – between Ochiltree and Cumnock	Located approximately 7.75 km to the north-east at its closest point.	Theoretical visibility of the Proposed Development over most of the paths. Potential for significant effects.	Yes
Core Paths C10, C11, C13 and C14 – close and north-west of New Cumnock	Located approximately 7.8 km to the north-east at its closest point.	Some theoretical visibility of the Proposed Development over paths close to New Cumnock. Limited or no visibility from paths extending to the	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
		south and north-west of New Cumnock. Most paths over 10 km from the Proposed Development, there is no potential for significant effects.	
Core Paths SA18, SA19 and SA22 – near Sundrum Castle	Located approximately 8 km to the north-west at its closest point.	Limited theoretical visibility of the Proposed Development over select parts of the paths, limited by woodland. Potential for some effects but they would not be considered significant.	No
Core Paths D11, SA57, SA56 and SA49 – close to Loch Muck, Loch Doon and Loch Bradan	Located approximately 8 km to the south at its closest point.	Limited theoretical visibility of the Proposed Development over select parts of the paths close to Loch Doon. No theoretical visibility from paths between Loch Doon and Loch Bradan. Potential for some effects but they would not be considered significant.	No
Core Paths B8 and B14 – between Auchinleck and Catrine	Located approximately 8.6 km to the north-east at its closest point.	Theoretical visibility of the Proposed Development over most of the paths, limited in parts by woodland along Lugar Water. Potential for significant effects.	Yes
Core Paths SA3, SA13, SA16, SA23, SA24 and SA25 – along River Ayr between Tarbolton and Ayr	Located approximately 9.5 km to the north-west at its closest point.	Limited or no theoretical visibility of the Proposed Development over large stretches of the paths. Some occasional areas of theoretical visibility limited by vegetation along the River Ayr. No potential for significant effects.	No
Core Path C12	Located approximately 9.5 km to the east at its closest point.	Extensive theoretical visibility covering the path, limited in part by woodland to the south-east. Potential for significant effects.	Yes
Core Paths over 10 km			
Core Paths C1/2, C4 and B18 – within Cumnock	Located approximately 10.5 km to the north-east at its closest point.	Theoretical visibility of the Proposed Development over most of the paths, limited by built form within Cumnock and located over 10 km from the Site. Potential for some effects but they would not be considered significant.	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Core Path B12 and Scottish Coal Cycle Route Part C – north of Auchinleck	Located approximately 11 km to the north-east at its closest point.	Theoretical visibility of the Proposed Development over most of the paths, limited by routes passing through or close to woodland. Potential for some effects but they would not be considered significant.	No
Core Paths B2-5 and B8 – routes surrounding Mauchline	Located approximately 11.1 km to the north at its closest point.	Theoretical visibility of the Proposed Development over most of the paths, limited by built form within Mauchline and located over 10 km from the Site. Potential for some effects but they would not be considered significant.	No
Core Paths between Catrine, Mauchline and Galston	Located approximately 11.1 km to the north-east at its closest point.	Intermittent theoretical visibility of the Proposed Development along the paths, located over 10 km from the Site. Potential for some effects but they would not be considered significant.	No
Core Paths including CARS/487/1, CARS/487/2, CARS/594/1, CARS/594/2, CARS/594/3, CARS/594/4, CARS/594/5, CARS/667/1 and CARS/667/2 – within Carsphairn Forest	Located approximately 12 km to the south-east at its closest point.	Limited or no theoretical visibility of the Proposed Development over the paths. No potential for significant effects.	No
Core Paths along River Ayr near Catrine and Sorn	Located approximately 12.5 km to the north-east at its closest point.	Limited theoretical visibility of the Proposed Development along most of the paths, limited further by woodland and trees along the river. No potential for significant effects.	No
Core Paths within Ayr	Located approximately 14 km to the north-west at its closest point.	Theoretical visibility of the Proposed Development limited by built form and over 14 km. No potential for significant effects.	No
Core Paths including CARS/209/5, CARS/16/1 and CARS/16/2 – south-east of Loch Doon	Located approximately 14.5 km to the south at its closest point.	Limited theoretical visibility of the Proposed Development over select parts of the paths, mostly at over 15 km. No potential for significant effects.	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Long Distance Walking Routes			
River Ayr Way	Located approximately 9.5 km to the north-west at its closest point.	Limited or no theoretical visibility of the Proposed Development along most of the route. However, some theoretical visibility to the north-east between Ochiltree and Cumnock, limited by vegetation along the river. Potential for some effects but they would not be considered significant.	No
Ayrshire Coastal Path	Located approximately 15.5 km to the north-west at its closest point.	Theoretical visibility of the Proposed Development limited by built form within Ayr, by landform to the south-west and visible at a distance of over 15 km. No potential for significant effects.	No
Cycle Network			
The National Byway	Located approximately 10 km to the west at its closest point.	Some theoretical visibility of the Proposed Development from select areas of the route, including between Dalrymple and Kirkmichael where closest to the Site. Potential for some effects but they would not be considered significant.	No
NCN Route 7	Located approximately 13 km to the north-west at its closest point.	Theoretical visibility of the Proposed Development limited by built form within Ayr. Some theoretical visibility from elevated locations to the west at a distance of 15 km or over. No potential for significant effects.	No



Table 3 – Preliminary Assessment of Road and Rail within the Detailed 20 km LVIA Study Area

Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
Roads within 5 km			
B7046	Located approximately 2.1 km to the north at its closest point.	Extensive theoretical visibility of the Proposed Development across most of the road. Potential for significant effects.	Yes
B730	Located approximately 2.25 km to the north-west at its closest point.	Extensive theoretical visibility of the Proposed Development where the road passes closest to the Site. Intermittent theoretical visibility further to the north-west. Potential for significant effects.	Yes
A713	Located approximately 3.9 km to the south-west at its closest point.	Limited or no theoretical visibility of the Proposed Development where closest to the Site due to intervening landform. Intermittent theoretical visibility further to the north-west and south-east. Due to the proximity of the road, there is potential for significant effects.	Yes
B741	Located approximately 4.2 km to the south-east at its closest point.	No theoretical visibility of the Proposed Development within 5 km of the Site. Intermittent theoretical visibility beyond 5 km, limited by areas of coniferous plantation woodland. Potential for some effects but they would not be considered significant.	No
Roads between 5 km and 10 km			
A70	Located approximately 5.4 km to the north at its closest point.	Extensive theoretical visibility of the Proposed Development where the road passes closest to the Site. Intermittent theoretical visibility further to the north-west and north-east. Potential for significant effects.	Yes
B742	Located approximately 7.25 km to the north-west at its closest point.	Extensive theoretical visibility of the Proposed Development where the road passes between the A70 and A713. Intermittent theoretical visibility	Yes



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
B7036	Located approximately 7.5 km to the north-east at its closest point.	Extensive theoretical visibility of the Proposed Development across most of the road. Potential for significant effects.	Yes
B7034	Located approximately 7.6 km to the west at its closest point.	Some theoretical visibility of the Proposed Development to the west of Holybush. Intermittent theoretical visibility either side of Dalrymple. Some potential for significant effects.	Yes
A76	Located approximately 9.75 km to the north-east at its closest point.	No theoretical visibility of the Proposed Development to the west, south and south-east of Cumnock. Some theoretical visibility to the west and north-west of Auchinleck. Limited theoretical visibility within New Cumnock. Potential for some effects but they would not be considered significant.	No
Roads beyond 10 km			
B7083	Located approximately 10.4 km to the north-east at its closest point.	Limited or no theoretical visibility of the Proposed Development within Cumnock. Theoretical visibility of the Proposed Development limited by built form within Auchinleck. No potential for significant effects.	No
B705	Located approximately 10.5 km to the north-east at its closest point.	Limited or no theoretical visibility of the Proposed Development along the road. No potential for significant effects.	No
B7045	Located approximately 10.5 km to the south-west at its closest point.	Limited theoretical visibility of the Proposed Development along the road. No potential for significant effects.	No
B744	Located approximately 10.7 km to the north-west at its closest point.	Intermittent theoretical visibility of the Proposed Development along select parts of the road and at oblique angles to the direction of travel. Potential for some effects but they would not be considered significant.	No
B743	Located approximately 11.5 km to the north at its closest point.	Theoretical visibility of the Proposed Development over most of the road, with some small pockets of no	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
		theoretical visibility. Road runs at an oblique angle to the Proposed Development. Potential for some effects, but at over 11 km, they would not be considered significant.	
B713	Located approximately 11.5 km to the north-east at its closest point.	Intermittent theoretical visibility of the Proposed Development along the road either side of Catrine, located over 10 km from the Site. Potential for some effects but they would not be considered significant.	No
A77	Located approximately 12.7 km to the north-west at its closest point.	Intermittent theoretical visibility of the Proposed Development along the road. Potential for some effects but they would not be considered significant.	No
A79	Located approximately 13 km to the north-west at its closest point.	Theoretical visibility of the Proposed Development limited by built form within Ayr. No potential for significant effects.	No
B7024	Located approximately 14.1 km to the west at its closest point.	Theoretical visibility of the Proposed Development over most of the road at over 14 km from the Site. Potential for some effects but they would not be considered significant.	No
A719	Located approximately 14.2 km to the north-west at its closest point.	Some theoretical visibility of the Proposed Development, limited by built form within Ayr and located over 14 km from the Site elsewhere. Potential for some effects but they would not be considered significant.	No
B739	Located approximately 14.2 km to the north-east at its closest point.	Some theoretical visibility of the Proposed Development, limited by buildings north of Glasgow Prestwick Airport. No potential for significant effects.	No
B7037	Located approximately 14.5 km to the north-east at its closest point.	Extensive theoretical visibility of the Proposed Development across most of the road. However, at over 14 km from the Proposed Development, although potential for some effects, they would not be considered significant.	No



Receptor	Location relative to the Proposed Development	Comments	Detailed Assessment Required
B7023	Located approximately 14.75 km to the south-west at its closest point.	Some theoretical visibility of the Proposed Development, at a distance of over 14 km from the Site. Potential for some effects but they would not be considered significant.	No
A78	Located approximately 18.3 km to the north-east at its closest point.	Some theoretical visibility of the Proposed Development, at a distance of over 18 km from the Site. No potential for significant effects.	No
Rail			
Glasgow South Western Line	Located approximately 10.4 km to the north-east at its closest point.	Extensive theoretical visibility of the Proposed Development between Mauchline and Cumnock, however, with vegetation aligning most of the route and with sections of the line within cutting. Limited or no theoretical visibility beyond these locations to the north and east of the Site. Potential for some effects but they would not be considered significant.	No
Ayr Coastline	Located approximately 11.75 km to the north-west at its closest point.	No theoretical visibility of the Proposed Development where closest to the Site. Theoretical visibility within Maybole and Ayr, limited by intervening built form. Potential for some effects but they would not be considered significant.	No
Doon Valley Railway	Located approximately 3.4 km to the south-west at its closest point.	Limited or no theoretical visibility of the Proposed Development within 6 km of the Site. Intermittent theoretical visibility beyond 6 km, limited by the line being within cutting. Potential for some effects but they would not be considered significant.	No
Killoch Colliery Washery Line	Located approximately 4.5 km to the north-west at its closest point.	Extensive theoretical visibility of the Proposed Development, particularly in proximity to Drongan. However, the route has no passengers, with the receptor having a very low susceptibility to change. Vegetation aligns most of the route. Potential for some effects but they would not be considered significant.	No

