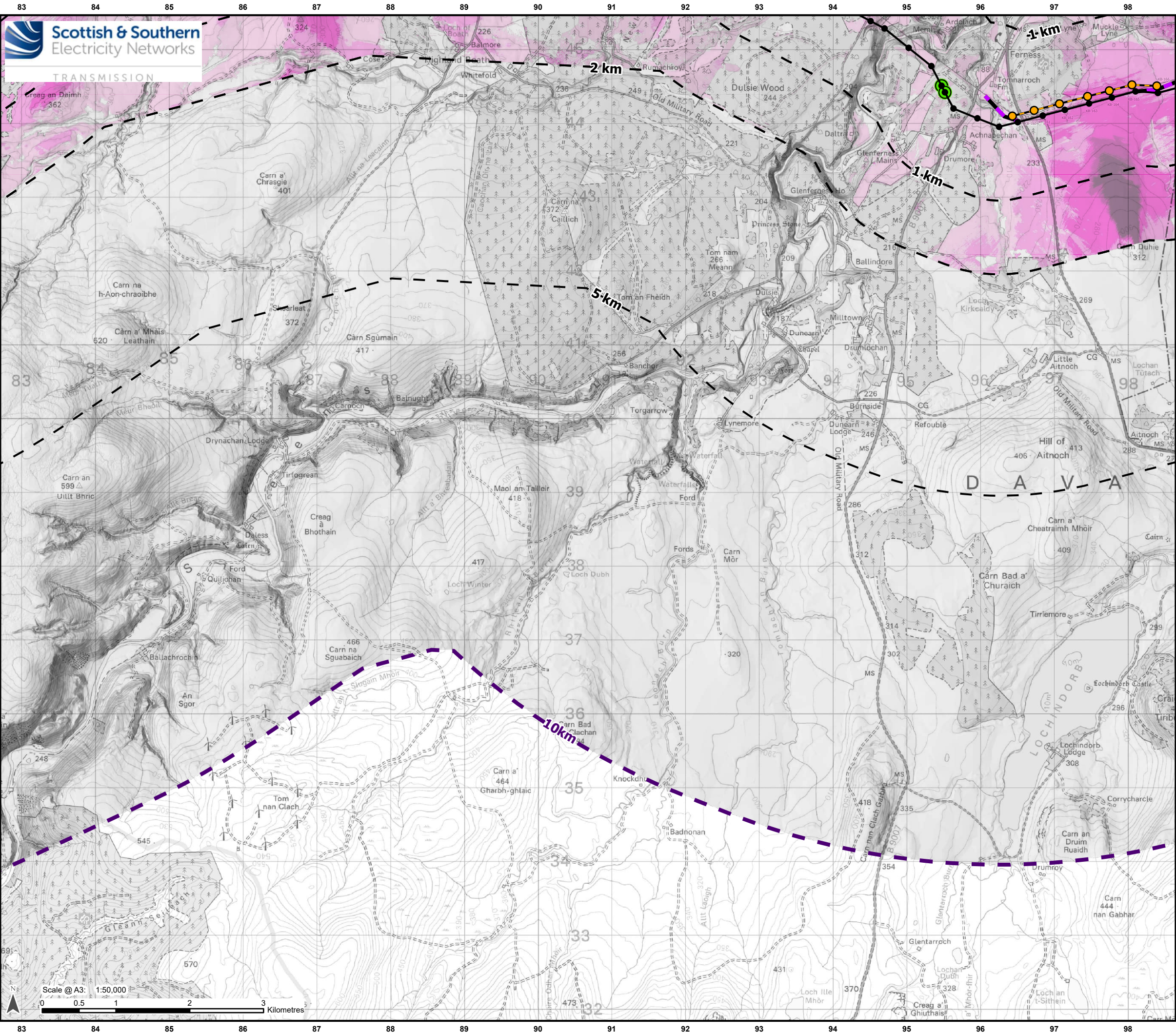




TRANSMISSION

Distance from Proposed Alignment : 1 km, 2 km, 5 km

Proposed OHL Alignment - 400 kV

Temporary OHL Diversion

Proposed Alignment - Existing OHL Works (275 kV Realignment and Crossings)

Proposed Tower - 400 kV

Proposed Tower - Existing OHL Works (275 kV Realignment and Crossing)

Transposition Tower

Zone of Theoretical Visibility (ZTV)

(Number of Towers Visible)

1 - 1516 - 3031 - 4546 - 6061 - 75

ZTV Note:

1) The theoretical visibility is based on the design heights of the proposed towers (14.65 m – 96.57 m) of the proposed OHL alignment, including transposition towers. The assumed viewer eye height is 2 m above ground level. The visibility of these towers is cut off at 10 km each.

2) The digital elevation model is derived from 2m LiDAR Digital Surface Model (DSM) data and covers a 2 km offset on both sides of the proposed OHL alignment and a 5 km offset in the more sensitive areas of Beaulieu and Keith.

3) Earth curvature and atmosphere refraction have been taken into account.

4) The ZTV is based on the Design Freeze 4 and does not take into account the proposed towers for the Kellas Alternative Alignment.

5) Refer to **Section 7.2 of Chapter 7: Landscape and Visual** for ZTV creation methodology.

Scale- 1:2,500,000

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Project:

Beaulieu to Blackhillock to New Deer to Peterhead 400 kV OHL Project

Title:

Figure 7.2 - Zone of Theoretical Visibility
10 km LVIA Study Area – Screening
Page 9 of 29

Drawn by:

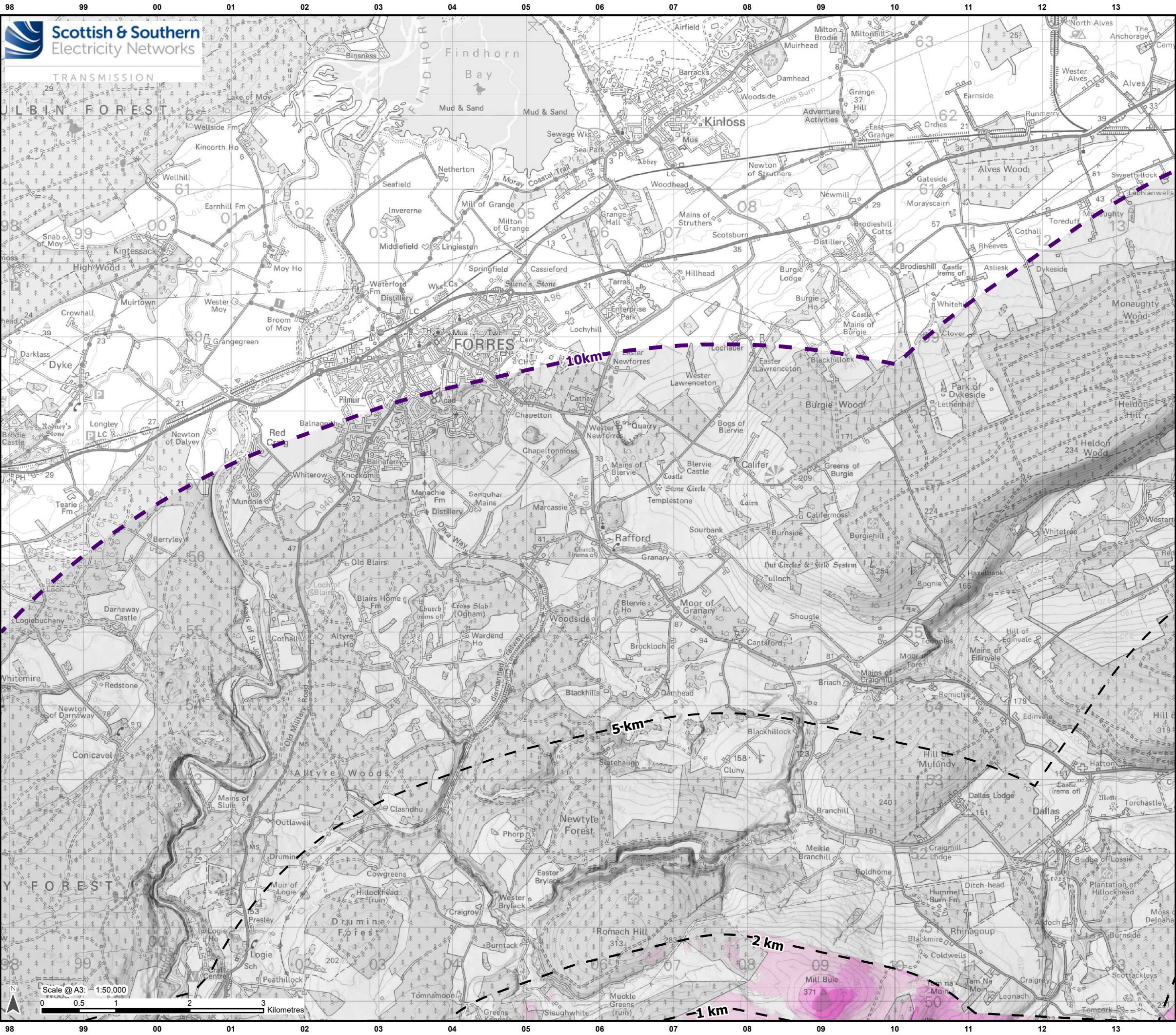
MAL

Date:

12/09/2025

Drawing:

B2P-WSP-DA-70092380-121



Legend

10 km LVIA Study Area

Distance from Proposed Alignment : 1 km, 2 km, 5 km

Zone of Theoretical Visibility (ZTV)
(Number of Towers Visible)

1 - 15

16 - 30

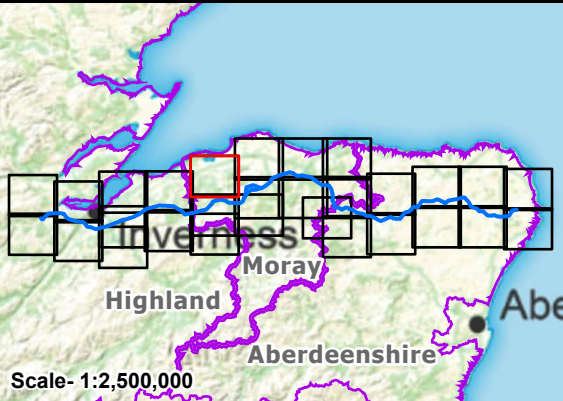
31 - 45

46 - 60

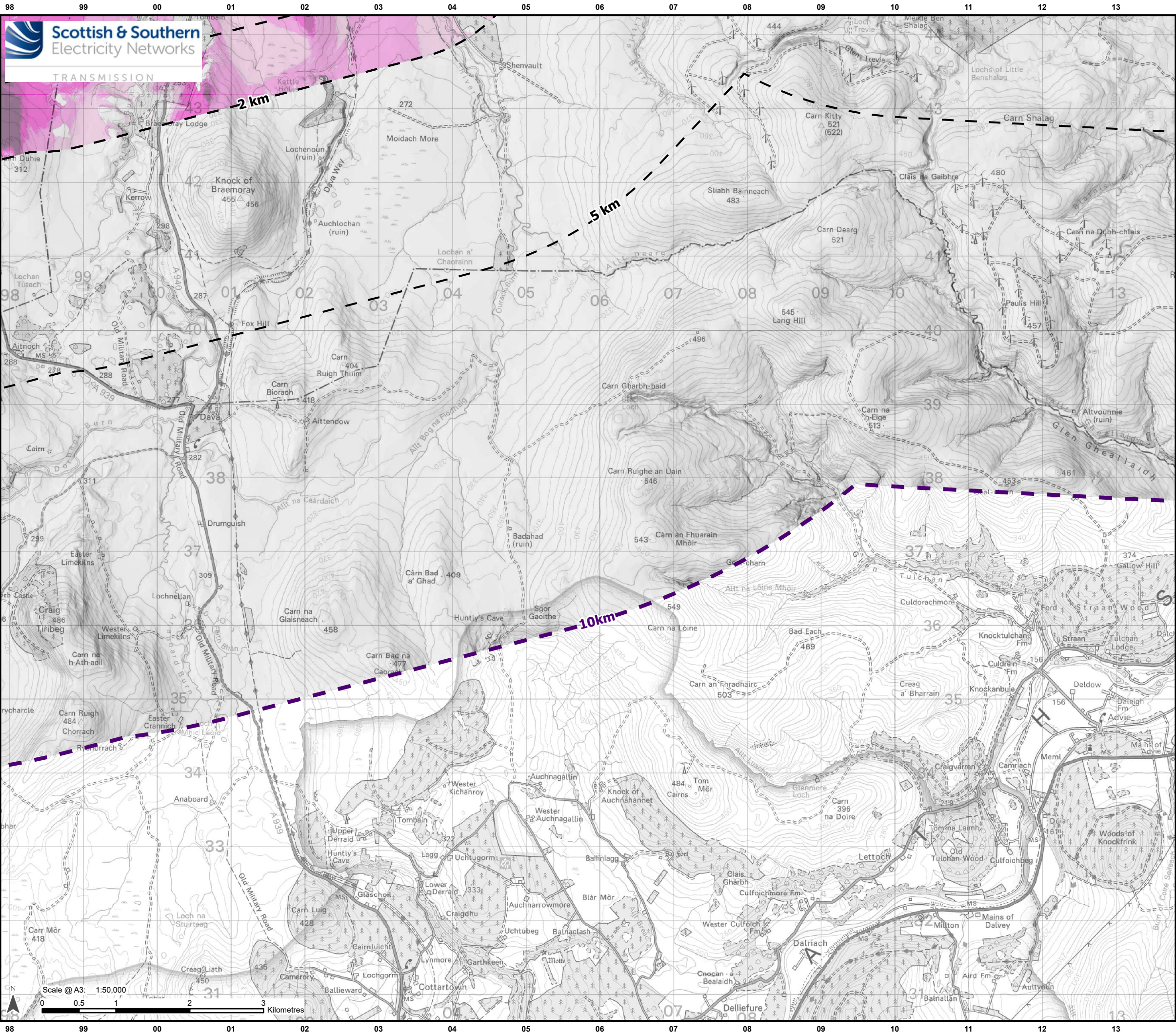
61 - 75

ZTV Note:

- 1) The theoretical visibility is based on the design heights of the proposed towers (14.65 m – 96.57 m) of the proposed OHL alignment, including transposition towers. The assumed viewer eye height is 2 m above ground level. The visibility of these towers is cut off at 10 km each.
- 2) The digital elevation model is derived from 2m LiDAR Digital Surface Model (DSM) data and covers a 2 km offset on both sides of the proposed OHL alignment and a 5 km offset in the more sensitive areas of Beaulay and Keith.
- 3) Earth curvature and atmosphere refraction have been taken into account.
- 4) The ZTV is based on the Design Freeze 4 and does not take into account the proposed towers for the Kellas Alternative Alignment.
- 5) Refer to **Section 7.2 of Chapter 7: Landscape and Visual** for ZTV creation methodology.



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Project:	Beaulay to Blackhillock to New Deer to Peterhead 400 kV OHL Project
Title:	Figure 7.2 - Zone of Theoretical Visibility 10 km LVIA Study Area – Screening Page 10 of 29
Drawn by:	MAL
Date:	12/09/2025
Drawing:	B2P-WSP-DA-70092380-121



Legend

10 km LVIA Study Area

Distance from Proposed Alignment : 1 km, 2 km, 5 km

Zone of Theoretical Visibility (ZTV)
(Number of Towers Visible)

1 - 15

16 - 30

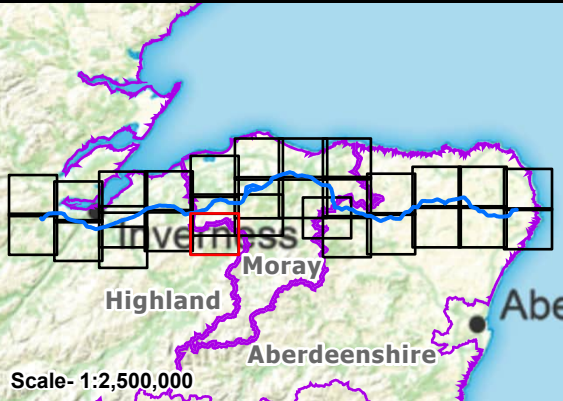
31 - 45

46 - 60

61 - 75

ZTV Note:

- 1) The theoretical visibility is based on the design heights of the proposed towers (14.65 m – 96.57 m) of the proposed OHL alignment, including transposition towers. The assumed viewer eye height is 2 m above ground level. The visibility of these towers is cut off at 10 km each.
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- 3) Earth curvature and atmosphere refraction have been taken into account.
- 4) The ZTV is based on the Design Freeze 4 and does not take into account the proposed towers for the Kellas Alternative Alignment.
- 5) Refer to **Section 7.2 of Chapter 7: Landscape and Visual** for ZTV creation methodology.



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Project:	Beauly to Blackhillock to New Deer to Peterhead 400 kV OHL Project
Title:	Figure 7.2 - Zone of Theoretical Visibility 10 km LVIA Study Area – Screening Page 12 of 29
Drawn by:	MAL
Date:	12/09/2025
Drawing:	B2P-WSP-DA-70092380-121