

Netherton Hub 400 kV OHL Connection to New Deer and Peterhead: Tie-In

Environmental Impact Assessment Report Volume 3 Appendix 5.2 – Viewpoint Analysis

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APPENDIX 5.2 – Viewpoint Analysis

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1 Introduction

- 1.1.1 The viewpoint analysis is used to assist the design and further define the scope of the assessment process. In particular, the outer distance from the Proposed Development, within which significant effects may be likely has been identified. This has been used to focus the baseline information and detailed reporting of the Seascape, Landscape and Visual Impact Assessment (LVIA) in **Chapter 5: Landscape and Visual Assessment (Volume 1)**.

2 Viewpoint Analysis and Cumulative Viewpoint Analysis

- 2.1.1 The viewpoint analysis has been undertaken from seven viewpoint locations, as depicted in **Figures 5.4a to 5.10c (Volume 2)**. Each viewpoint is presented through baseline photographs and visual representations, including photowirelines and/or photomontages, in **Figures 5.4a to 5.10i (Volume 2)**. These figures are provided in accordance with *Visual Representation of Development Proposals, Landscape Institute Technical Guidance Note 06/19¹*, refer to **Appendix 5.1: Landscape and Visual Impact Assessment Methodology and Glossary (Volume 3)**.
- 2.1.2 Each visualisation illustrates the following:
- Sheet 1 - Existing View and viewpoint locator map;
 - Sheet 2 – Photowire of the Proposed Development (including the removal of the redundant 400 kV OHL) and locator map; and
 - Sheet 3 – Annotated cumulative photomontage
- 2.1.3 Cumulative transmission and wind farm developments within the LVIA Study Area, which are theoretically visible from each of these viewpoint locations, have been shown in the photowireline visualisations.

3 Geographical Extent of Likely Significant Visual Effects

- 3.1.1 The viewpoint analysis has determined the maximum distance from the Proposed Development within which significant visual effects are likely to occur. Furthermore, the cumulative viewpoint analysis has established a probable threshold for significant cumulative visual effects arising from the Proposed Development, either in isolation or in conjunction with other existing and consented transmission and wind energy developments and applications.

3.2 Potential for Significant Effects: Proposed Development

- 3.2.1 The viewpoint analysis indicates that significant visual effects are likely to occur within 1 km of the Proposed Development as indicated by the analysis of Viewpoints 02, 05, 06 and 07.

3.3 Potential for Significant Cumulative Effects

- 3.3.1 All assessed viewpoint locations have been reviewed in relation to cumulative visual effects, with specific reference to Scenario 1 and Scenario 2. Under Scenario 1, which considers existing and consented developments, significant cumulative effects are predicted at several viewpoint locations. These are most apparent at Viewpoints 02, 03, 04, 05, 06 and 07, where the additional and/or combined magnitude of cumulative change is assessed as ranging from Medium-Low to High-Medium, giving rise to significant effects for higher sensitivity receptors, and in some cases also for general road users. Viewpoint T1 is the only assessed location where Scenario 1 cumulative effects remain not significant, with both the additional and combined magnitude assessed as Very Low.

¹ Landscape Institute. (2019) Visual Representation of Development Proposals: Technical Guidance Note 06/19. London: Landscape Institute. Published 17 September 2019

- 3.3.2 For Scenario 1, the most substantial cumulative change is associated with viewpoints where the Proposed Development would be experienced in combination with the consented Netherton Hub 400 kV Substation and Converter Station, and where the combined magnitude increases above the additional magnitude attributed to the Proposed Development alone. This is particularly evident at Viewpoints 04, 06 and 07, where combined effects are assessed as **Major** (significant) or **Substantial to Major** (significant) for *High* sensitivity receptors, with significant effects also predicted for road users. At Viewpoints 02 and 05, the additional and combined effects remain **Major** (significant) for residential receptors, reducing to **Moderate** (significant) for road users, while at Viewpoint 03 the cumulative effect is **Major to Moderate** (significant) for residential and recreational receptors, reducing to Moderate to Minor (not significant) for general road users.
- 3.3.3 Under Scenario 2, which includes existing, consented and in-planning developments, the potential for significant cumulative effects increases across the assessment. Significant combined cumulative effects are predicted at all viewpoint locations with the exception of Viewpoint T1 for general road users only, where the additional effect attributable to the Proposed Development remains not significant and the significant combined effect is specifically associated with the wider cumulative context, principally the in-planning Beaulieu to Peterhead 400 kV OHL. The highest levels of combined cumulative effect are identified at Viewpoints 02, 04, 05 and 06, where combined effects are assessed as **Substantial** (significant), or **Substantial to Major** (significant), for *High* sensitivity receptors, with **Major** (significant) or **Major to Moderate** (significant) effects also predicted for road users.
- 3.3.4 The principal contributors to the Scenario 2 cumulative effects are the in-planning Beaulieu to Peterhead 400 kV OHL and, in closer views, the in-planning Netherton BESS in combination with the consented Netherton Hub. These developments would increase the overall extent, scale and complexity of electrical infrastructure visible within the affected sectors of the view. In particular, the Beaulieu to Peterhead 400 kV OHL would frequently be perceived in close spatial association with the Proposed Development, giving rise to a greater perception of tower stacking, layering of conductors and a more pronounced 'wirescape' character. This influence is especially apparent at Viewpoints 02 to 07, where the combined magnitude under Scenario 2 is generally higher than the additional magnitude attributable to the Proposed Development alone.
- 3.3.5 It is important to distinguish between the additional cumulative effects arising from the Proposed Development and the combined cumulative effects associated with the wider cumulative scenario. Across the assessment, the additional magnitude attributable to the Proposed Development is generally lower than, or equal to, the combined magnitude, indicating that the most substantial cumulative effects would arise from the interaction of the Proposed Development with larger and more extensive consented or in-planning infrastructure, rather than from the Proposed Development in isolation. This is particularly relevant to Scenario 2, where the elevated combined effects are largely driven by the scale and prominence of the Beaulieu to Peterhead 400 kV OHL and its relationship with the consented Netherton Hub and, in some views, the Netherton BESS.
- 3.3.6 These levels of cumulative effects apply specifically to the individual viewpoints assessed and should not be interpreted as representative of the wider visual experience across the study area as a whole. The assessed viewpoints have been selected to represent locations where visibility, receptor sensitivity and the potential for cumulative interaction are typically greater. Consequently, while significant cumulative effects are identified at a number of viewpoint locations, these findings relate to the particular views and receptor groups assessed, rather than indicating a uniform level of cumulative effect across the broader landscape.

4 Interpretation of Viewpoint Analysis Summary Tables

- 4.1.1 The information set out in **Table 5.2.1** provides a summary of the viewpoint analysis of the effects of the Proposed Development on a 'solus' or primary basis. This part of the assessment helps to define the contribution the Proposed Development would make to any subsequent cumulative assessments.

4.1.2 **Table 5.2.1** also provides a summary of viewpoint analysis of the cumulative effects of the Proposed Development. The cumulative analysis sets out the effects of the Proposed Development ‘in addition’ to and ‘in combination’ with other existing, consented transmission and wind energy developments and application, assessing the two scenarios in accordance with methodology set out in **Appendix 5.1: Landscape and Visual Impact Assessment Methodology and Glossary (Volume 3)** as follows:

- **Proposed development:** Assessed on an individual basis (the LVIA)
 - This part of the assessment takes account of other existing forms of transmission and wind farm development that may be present in the landscape, whilst recognising that their influence on seascape/ landscape character. It does not consider the additional or combined cumulative effects and only reports on the effect of the Proposed Development alone;
- **Scenario 1:** Existing + Consented + the Proposed Development
 - The additional and combined cumulative effects of the baseline, including the existing and consented transmission and wind energy developments with the Proposed Development are reported; and
- **Scenario 2:** Existing + Consented + Applications + the Proposed Development
 - The additional and combined cumulative effects of the baseline, including existing and consented transmission and wind energy developments and applications with the Proposed Development are reported.

4.1.3 The summary tables list the name of viewpoints and include the following information:

- Viewpoint Analysis:
 - Distance: Distance of the viewpoint location from the nearest OHL tower within the Proposed Development;
 - Sensitivity: The sensitivity of the viewer at the viewpoint location is recorded (ranging from High, Medium, Low, and Very Low) in accordance with the methodology in **Appendix 5.1: Landscape and Visual Impact Assessment Methodology and Glossary (Volume 3)**;
 - Magnitude: The magnitude of change, taking account of the Proposed Development only is recorded (ranging from High, High – Medium, Medium, Medium – Low, Low, Low – Very Low, Very Low, and Zero) in accordance with the methodology;
 - Level of Effect: The level of visual effect for the Proposed Development only is recorded and takes account of the sensitivity and magnitude in accordance with the methodology. Those levels of effect shown in **bold** relate to significant effects in accordance with the relevant EIA Regulations.
- Cumulative Viewpoint Analysis:
 - Magnitude (Existing and Consented transmission developments and wind farms): The magnitude of change, taking account of other existing and consented / under construction transmission developments and wind farms that may be visible is recorded (ranging from High, High – Medium, Medium, Medium – Low, Low, Low – Very Low, Very Low, and Zero) in accordance with the methodology;
 - Additional Level of Effect: The additional effect of adding the Proposed Development to the existing and consented baseline in Cumulative Scenario 1 is provided;
 - Cumulative Scenario 1: The level of visual effect, taking account of the other existing, consented / under construction transmission developments and wind farms and the Proposed Development, is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in **bold** relate to significant effects in accordance with the relevant EIA Regulations and the developments contributing most to the cumulative effects are recorded in brackets;
 - Magnitude (Other transmission developments and Wind Farm Applications): The magnitude of change, taking account of other transmission developments and wind farm applications that may be visible on the wireline is recorded (ranging from High, High – Medium, Medium, Medium – Low, Low, Low – Very Low, Very Low, and Zero) in accordance with the methodology;

- Additional Level of Effect: The additional effect of adding the Proposed Development to the existing and consented baseline and other transmission developments and wind farm applications in Cumulative Scenario 2 is provided; and

Cumulative Scenario 2: The level of visual effect, taking account of the other existing, consented / under construction, application transmission developments and wind farms and the Proposed Development, is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations and the developments contributing most to the cumulative effects are recorded in brackets.

5 Sunlight and Weather Conditions

- 5.1.1 Changing weather patterns and local climatic conditions would influence the visibility of the Proposed Development which would vary from periods of low visibility (fog, low cloud, and bright sunny conditions that are accompanied by haze generated by temperature inversions) as well as periods of high visibility in clear weather. In some instances, the Proposed Development may appear 'back-lit' (e.g., appearing darker in colour during sunset/sunrise and periods of pale or white blanket cloud) and in other circumstances may appear to be 'up-lit' (e.g., during stormy periods that combine dark clouds and bright sunshine).
- 5.1.2 All of the viewpoint analysis and assessment have assumed conditions of good weather and clear visibility.

Viewpoint No. And Title	Field of View (FoV)	Distance to nearest Tower (m)	Viewpoint Assessment: Proposed Development (Proposed Development)			Cumulative Viewpoint Assessment							
						Cumulative Scenario 1:				Cumulative Scenario 2:			
			Sensitivity:	Magnitude:	Level of Effect	Additional Magnitude	Additional Effect	Combined Magnitude	Combined Level of Effect	Additional Magnitude	Additional Effect	Combined Magnitude	Combined Level of Effect
T1: Mill Hill Farm, looking east	90°	2,098	Medium (road users);	Construction: Low	Construction: Minor (not significant) for general road users	Low	Minor (not significant) for road users	Low	Minor (not significant) for road users	Low	Minor (not significant) for road users	Medium-Low	Moderate to Minor (not significant) for road users
				Operation (Year 1): Low	Operation (Year 1): Minor (not significant) for road users								
T2: Clayhills Farm Lane, looking east	90°	849	Medium (road users); High (residential receptors)	Construction: Medium-Low	Construction: Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate to Minor (not significant) for general road users	Medium-Low	Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate to Minor (not significant) for general road users	Medium	Major (significant) for residential receptors; Moderate (significant) for road users	Medium-Low	Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate to Minor (not significant) for general road users	High-Medium	Substantial to Major (significant) for residential receptors; Major to Moderate (significant) for road users
				Operation (Year 1): Medium-Low	Operation (Year 1): Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate to Minor (not significant) for general road users								
T3: Core Path west of Longside Junction with Minor Highway	90°	2,064	High (recreational receptors)	Construction: Low	Construction: Moderate (not significant) due to the intervening distance and wide views.	Low	Major to Moderate (significant) for recreational users	Medium-Low	Major to Moderate (significant) for recreational users	Low	Major to Moderate (significant) for recreational users	Medium	Major (significant) for recreational users
				Operation (Year 1): Low	Operation (Year 1): Moderate (not significant) due to the intervening distance and wide views.								
T4: A950 looking west towards Netherton Hub	90°	1,750	Medium (road users);	Construction: Low	Construction: Minor (not significant) for road users	Low	Moderate to Minor (not significant) for road users	Medium	Moderate (significant) for road users	Low	Moderate to Minor (not significant) for road users	High-Medium	Major to Moderate (significant) for road users
				Operation (Year 1): Low	Operation (Year 1): Minor (not significant) for road users								
T5: Parkhill looking northwest	180°	784	Medium (road users);	Construction: Medium	Construction: Moderate (significant) for general road users	Medium	; Moderate (significant) for road users	Medium	; Moderate (significant) for road users	Medium	Moderate (significant) for road users	High-Medium	Major to Moderate (significant) for road users
				Operation (Year 1): Medium	Operation (Year 1): Moderate (significant) for road users								
T6: Toddlehills looking west	180°	522	Medium (road users); High (residential receptors)	Construction: Medium	Construction: Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	Medium	Major (significant) for residential receptors; Moderate (significant) for road users	High-Medium	Substantial to Major (significant) for residential receptors; Major to Moderate (significant) for road users	Medium	Major (significant) for residential receptors; Moderate (significant) for road users	High	Substantial (significant) residual effect for residential receptors, reducing to Major (significant) for general road users.
				Operation (Year 1): Medium	Operation (Year 1): Major (significant) for residential receptors; Moderate (significant) for road users								

Viewpoint No. And Title	Field of View (FoV)	Distance to nearest Tower (m)	Viewpoint Assessment: Proposed Development (Proposed Development)			Cumulative Viewpoint Assessment							
			Sensitivity:	Magnitude:	Level of Effect	Cumulative Scenario 1:				Cumulative Scenario 2:			
						Additional Magnitude	Additional Effect	Combined Magnitude	Combined Level of Effect	Additional Magnitude	Additional Effect	Combined Magnitude	Combined Level of Effect
T7: Nether Kinmundy	270°	1,084	Medium (road users); High (residential receptors)	Construction: Medium-Low	Construction: Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate – Minor (not significant) for general road users	Medium-Low	Major to Moderate (significant) for residential receptors; Moderate to Minor (significant) for road users	Medium	Major (significant) for residential receptors; Moderate (significant) for road users	Medium-Low	Major to Moderate (significant) for residential receptors; Moderate to Minor (significant) for road users	High-Medium	Substantial to Major (significant) for residential receptors; Major to Moderate (significant) for road users
				Operation (Year 1): Medium-Low	Operation (Year 1): Major to Moderate (significant) residual effect for residential receptors, reducing to Moderate – Minor (not significant) for general road users								

6 Viewpoint Analysis

6.1.1 Table 5.2.2, below, presents the viewpoint analysis for the selected representative viewpoints.

Table 5.2.2 – Viewpoint Analysis

Figure 5.4a-c	Viewpoint T1: Mill Hill Farm, looking east (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint T1 is located on an unclassified road extending from Newmill in the northeast towards the A952 to the west, near Clola, at an approximate elevation of 68 m AOD. As illustrated in Figure 5.4a (Volume 2), the viewpoint affords open and gently elevated views across a rolling hill landscape, particularly towards the east and southeast. In contrast, views to the north, west and south are generally more contained in scale due to intervening topography and vegetation, including shelterbelts, roadside vegetation and boundary planting associated with individual residential properties and farmsteads, including those at Millhill. The foreground comprises the unclassified road, post and wire fencing and sections of dry stone walling, beyond which a patchwork of agricultural fields extends across the surrounding landscape. Land use is characterised by a mixture of grazing pasture and arable cultivation, interspersed with blocks of coniferous plantation, shelterbelts and occasional individual dwellings. To the northeast, a small wind turbine associated with Millhill is visible across the brow of the ridgeline. Within the middle ground, the land rises gradually to form a gently undulating pattern of rolling hills, again defined by a patchwork of agricultural fields. Areas of historic quarry scarring are evident to the south of Mains of Kinmundy, introducing further textural variation within the landscape. In views towards the east, the existing 400 kV New Deer OHL is a notable feature on the skyline, introducing largescale, although distant vertical manmade elements into an otherwise predominantly rural scene.
Sensitivity	Viewpoint T1 is located outwith any nationally or locally designated landscape, indicating a <i>Medium</i> value. The viewpoint would be experienced by road users travelling along the minor road, who are considered to be of <i>Medium</i> susceptibility as they are mobile and their attention is generally focused on the road corridor. On this basis, the sensitivity of the receptor is assessed as <i>Medium</i> .
Magnitude of Change	<u>Construction:</u> Viewpoint T1 is located 2,098 m from the nearest proposed tower (IN1). During the construction phase of the Proposed Development, views would be available towards activity occurring within the middle distance and along a limited section of the eastern skyline from the viewpoint. Construction operations would be perceptible across the rolling landscape in the far distance, although the majority of lower level works, including access track construction, would be largely filtered or screened by intervening vegetation and topography. Taller temporary elements associated with construction, such as cranes required for tower installation and the potential use of helicopters during conductor stringing, would introduce occasional vertical features on the skyline; however, these would occupy only a small part of the overall panorama and would appear as relatively minor detracting components in the wider view. Limited felling within the area would not give rise to any notable alteration in perceived tree cover. The uppermost parts of a small number of towers would be visible across a broad horizontal extent at distance, while the temporary angle tower would be discernible on the horizon. Overall, the construction phase would result in a small but perceptible change in the view. The magnitude of change is therefore assessed as Low. For road users, assuming a <i>Medium</i> sensitivity receptor, the residual effect during construction would be Minor and not significant. All effects would be short term, temporary, direct and adverse in nature. <u>Operation (Year 1):</u> Viewpoint T1 is located 2,098 m distance from the nearest proposed tower (IN1). In Figure 5.4b (Volume 2), during the operational stage, up to fifteen OHL towers would theoretically be present within views to the east, southeast and northeast of Viewpoint T1. In practice, however, the substantial extent of intervening woodland and boundary vegetation associated with the Millhill residential property would notably reduce visibility, such that approximately eleven of these towers would be wholly screened or

Figure 5.4a-c		Viewpoint T1: Mill Hill Farm, looking east (The assessment takes account of a 90° FoV from this location as illustrated)	
		substantially filtered from view. This screening influence would remain appreciable even during winter months, when deciduous vegetation is not in leaf. Of the remaining towers, four would be discernible within views eastwards across the landscape, although their visibility would vary. In some instances, only the upper sections or tips of towers, such as IN3 and OT4, would be perceptible above the ridgeline. Owing to their steel lattice, open framed construction, these structures would appear partially recessive at this distance, particularly when seen against the skyline. By contrast, towers IN1 and IN2 would form the most apparent new elements within the view, being more clearly defined on the eastern skyline and subject to little or no intervening screening or filtering by existing landscape features. It is important to note, as illustrated in Figure 5.4c (Volume 2), that an existing section of the 400 kV New Deer OHL would be removed. The proposed Tie In and Tie Out infrastructure would introduce structures of slightly greater height and massing than the section of line to be removed; however, this increase would be limited in the context of the wider expansive view and would be barely perceptible to receptors located within, or in close proximity to, the property. In comparison with the existing view, the change would be negligible and not significant. Setting aside the removal of the redundant OHL, the new section of OHL (proposed Tie In and Tie Out infrastructure) would result in a Low magnitude and a Minor (not significant) effect. The residual effect would be permanent, direct and slightly adverse.	
Assessment	Sensitivity	Medium (road users)	
		Construction:	Operation (Year 1):
	Magnitude	Low	Low
	Level of Effect	Minor (not significant)	Minor (not significant)
	Type of Effect	Short term, temporary, direct, and adverse.	Permanent, direct and slightly adverse.
Cumulative Assessment		Figure 5.4c (Volume 2) illustrates the predicted cumulative view from this location. Existing Developments: Very Low From this viewpoint, following the removal of a small section of the existing 400 kV New Deer OHL, the remaining section of the OHL would remain visible as a small feature in views towards the southeast. Consented Developments: Zero As illustrated in Figure 5.4c (Volume 2), the consented Netherton 400 kV Substation and Converter Station would not be perceptible in actual views from Viewpoint T1, owing to the extensive intervening topography and the combined screening effects provided by dense boundary vegetation within and surrounding the residential curtilage of Millhill. These features would effectively prevent visibility of the development from the viewpoint. Consequently, the Proposed Development would also not be visible in combination with the consented Netherton 400 kV Substation and Converter Station. Other in-planning Developments: Medium-Low Similarly, the in-planning Netherton BESS cumulative development would be situated low within the landscape, as illustrated on Figure 5.4c (Volume 2). Owing to the intervening boundary vegetation associated with Millhill, the in-planning development would not be visible from this viewpoint and would therefore make no contribution to cumulative visibility in combination with the Proposed Development. The in-planning Beauly to Peterhead 400 kV OHL would be located approximately 1.5 km from the viewpoint. It would be visible in the middle distance and along the skyline in views eastwards (Low magnitude), where it would be experienced in combination with, and partially in front of, the Proposed Development (refer to Figure 5.4c (Volume 2)). The	

Figure 5.4a-c	Viewpoint T1: Mill Hill Farm, looking east (The assessment takes account of a 90° FoV from this location as illustrated)			
	Beauly to Peterhead 400 kV OHL and the Proposed Development would therefore be seen together, with towers appearing visually stacked in places. In views towards the southeast and northeast, the towers would appear at lower elevations and would be subject to greater screening from trees and woodland.			
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Low	Minor (not significant) for road users	Low	Minor (not significant) for road users
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Low	Minor (not significant) for road users	Medium-Low	Moderate to Minor (not significant) for road users
Type of Effect	The nature of these effects would be permanent, direct, cumulative and adverse.			

Figure 5.5a-c	Viewpoint 02: Clayhills Farm Lane, looking east (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 02 is situated within a small layby adjacent to the unclassified road extending from Newmill in the northeast to Cloola in the west, where it connects with the A952, at an overall elevation of 61 m AOD. As illustrated on Figure 5.5a (Volume 2), views from this location comprise open aspects to the north, east and west across gently undulating landform, characterised by a patchwork of agricultural fields interspersed with post and wire fencing, shelterbelts, hedgerows and occasional farmsteads with associated agricultural buildings. Views to the south are more limited and enclosed in nature, owing to the rising northern slopes of the Hill of Ludquharn, which effectively contain and curtail longer-range views in this direction. The foreground is defined by the unclassified road and adjoining post and rail fencing, with a small distribution OHL visible to the east/southeast, traversing the lower northern slopes of the Hill of Ludquharn. The middleground is generally level and consistent with the immediate foreground, comprising further agricultural fields enclosed by post and rail fencing and punctuated by occasional farmsteads and associated buildings. In skyline views, there is relatively little vertical interruption within the intervening landscape, other than occasional farm buildings, roadside vegetation and woodland planting, with the notable exception of the existing steel lattice towers associated with the 400 kV New Deer OHL to the southeast. Views from this location are generally small to medium in scale, reflecting the character of an essentially rural landscape that, while strongly influenced by agricultural land management and infrastructure, retains an open and legible spatial structure.
Sensitivity	Viewpoint 2 is situated outwith any nationally or locally designated landscape. Views from this location are generally small to medium in scale and are likely to be experienced by a varied range of visual receptors, including road users travelling along the unclassified road and residents of nearby properties, particularly at Clayhill. On this basis, the overall value and susceptibility of the viewpoint are considered to be <i>High</i>, reflecting both the attractive scenic qualities of the view and the diversity and sensitivity of receptors likely to experience it. In terms of receptor sensitivity, road users are judged to have a <i>Medium</i> level of sensitivity, as their attention is typically directed towards the road corridor, limiting the extent to which the wider landscape context is appreciated. Residents, by comparison, are considered to be of <i>High</i> sensitivity due to their greater opportunity to experience and value the surrounding landscape character and scenic qualities, together with the generally prolonged duration of views available from the residential environment.
Magnitude of Change	<u>Construction:</u>

Figure 5.5a-c	Viewpoint 02: Clayhills Farm Lane, looking east (The assessment takes account of a 90° FoV from this location as illustrated)		
	It is anticipated that, during the construction phase of the Proposed Development, there would be intermittent visibility of construction activity in views eastwards from the viewpoint location, principally associated with more vertical elements such as cranes, together with the potential use of helicopters for conductor stringing, which would detract from the existing baseline view. In addition, machinery, equipment and personnel may be perceptible across those parts of the landscape where there is no intervening vegetation, particularly in slightly elevated areas, albeit at a distance of over 800 m to the east. Limited felling within the area would not give rise to any notable alteration in perceived tree cover. The uppermost parts of a small number of towers would be visible across a broad horizontal extent at distance, while the temporary angle tower would also be discernible on the horizon. Overall, the construction phase would result in notable views of construction activities at varying distances, with those in closer proximity being more apparent and visibility diminishing with distance. The magnitude of change arising during the construction phase of the Proposed Development is assessed as Medium-Low, giving rise to Major to Moderate (significant) residual effects in respect of residential receptors in and around the viewpoint location. For general road users, taking into account their <i>Medium</i> sensitivity, the residual effect during the construction phase would be Moderate to Minor (not significant). All construction effects would be short term, temporary, direct and adverse in nature. <u>Operation (Year 1):</u> As illustrated in Figure 5.5b (Volume 2) during the operational phase of the Proposed Development, up to sixteen steel lattice OHL towers would be theoretically visible in views to the southeast, east and northeast from the viewpoint. In practice, however, visibility would be moderated by intervening landscape features, including woodland, shelterbelt vegetation and elements of the built environment, which would provide partial filtering and screening of the proposed towers, particularly at their lower extents. Notwithstanding this, owing to the open nature of the intervening topography and the relative absence of substantial screening elements, the majority of these towers would remain visible from approximately the lower one third of their height to their uppermost extent. The most visually prominent structures would comprise towers IN3 - IN10, which are located in comparatively closer proximity to the viewpoint than those forming the OT section and would therefore appear more readily perceptible within the view, introducing a notable change to the character of the eastern skyline. A comparison of Figures 5.5a and 5.5b (Volume 2) also demonstrates that a section of the existing 400 kV New Deer OHL would be removed as part of the Proposed Development. This would reduce the extent of existing transmission infrastructure apparent in the view and would avoid the introduction of a more visually complex or layered wirescape comprising transmission elements at varying heights, albeit this benefit would be largely confined to the more southeasterly aspect of the view. Nevertheless, the introduction of the proposed Tie In and Tie Out OHL structures would result in substantial new man made elements being introduced to a section of the landscape that is presently devoid of comparable infrastructure. In summary, the Proposed Development would give rise to a permanent, albeit ultimately reversible, alteration to views to the east, southeast and northeast of the viewpoint, increasing the perceptibility of transmission infrastructure within the wider landscape setting. The magnitude of change is assessed as Medium, reflecting the degree of intervisibility between the Proposed Development and views available from the viewpoint, particularly in the eastern and southeastern sectors. Taking this into account, the residual effect on residential receptors would be Major (significant), reducing to Moderate (significant) for general road users, who are considered to be of lower sensitivity (<i>Medium</i>). The overall residual effects would be long term, reversible, direct and adverse.		
Assessment	Sensitivity	<i>Medium</i> (road users) <i>High</i> (residential receptors)	
		<u>Construction:</u>	<u>Operation (Year 1):</u>
	Magnitude	Medium-Low	Medium
	Level of Effect	Major to Moderate (significant) residual effect for residential	Major (significant) residual effect for residential receptors, reducing

Figure 5.5a-c	Viewpoint 02: Clayhills Farm Lane, looking east (The assessment takes account of a 90° FoV from this location as illustrated)		
		receptors, reducing to Moderate to Minor (not significant) for general road users	to Moderate (significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figure 5.5c (Volume 2) presents the predicted cumulative view from this location. Existing Developments: Very Low From this viewpoint, looking eastwards, a number of smallscale single wooden pole distribution OHLs are apparent within the landscape. These elements are set relatively low and are fully or partially backclothed by the adjacent landform, which limits their prominence within the view. Comparison of Figures 5.5a and 5.5b (Volume 2) demonstrates that, as part of the Proposed Development, a small section of the existing OHL towers associated with the 400 kV New Deer OHL would be removed following completion of the construction phase. As a result, the existing 400 kV New Deer OHL would no longer be visible in eastward views from this location. The smaller scale distribution line would remain perceptible; however, it would continue to constitute only a minor anthropogenic component within the wider visual baseline. Consented Developments: Very Low As illustrated on Figure 5.5c (Volume 2), the consented development would be partially visible in actual views to the northeast, beyond and adjacent to Mains of Ludquharn Farm. Visibility would be moderated by intervening screening and filtering provided by the existing built form associated with the farmstead, the adjacent property, and areas of shelterbelt vegetation interspersed within the surrounding patchwork of agricultural fields. The consented development would be perceived at distance and low within the landscape context. Furthermore, as a result of the approved RAL colouring of the consented Netherton Hub 400 kV Substation and Converter Station, those elements would appear comparatively recessive where actual visibility is available, thereby reducing the extent to which the eye would be drawn towards them from the viewpoint location. The Proposed Development would be seen in addition to, and in combination with, the consented Netherton Hub 400 kV Substation and Converter Station, albeit in a modest manner. Other in-planning Developments: High-Medium As illustrated on Figure 5.5c (Volume 2), the in-planning Netherton BESS would be positioned low within the landscape in views east of the viewpoint. Having regard to intervening topography, together with roadside and shelterbelt vegetation, the scheme would not be visible from this location and would therefore make no contribution to cumulative visibility or cumulative effects in combination with the Proposed Development. By contrast, the in-planning Beaully to Peterhead 400 kV OHL would be readily apparent across views to the southeast, east and northeast, where it would be perceived in the foreground and in combination with the Proposed Development at a greater size and scale. This overlap would create a pronounced stacking relationship and a stronger perception of wirescape within the affected sector of the view. Views to the south would, however, diminish the presence of the in-planning Beaully to Peterhead 400 kV OHL, as the intervening hill would restrict wider intervisibility. The Proposed Development and the in-planning Beaully to Peterhead 400 kV OHL would, in combination, give rise to significant cumulative effects on receptors at Viewpoint 2. Both schemes would introduce new towers of varying size and scale, notably larger and more prominent than those currently present and associated with the existing 400 kV New Deer OHL. Although the section of the existing 400 kV New Deer OHL between the proposed Tie In and Tie Out would be removed, the addition of the Proposed Development to the view, together with the cumulative influence of the in-planning Beaully to Peterhead 400 kV OHL, would contribute materially to the overall significant		

Figure 5.5a-c	Viewpoint 02: Clayhills Farm Lane, looking east (The assessment takes account of a 90° FoV from this location as illustrated)			
	effects predicted for receptors experiencing views towards the southeast, east and northeast.			
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) for residential receptors, and Moderate (significant) in terms of general road users.	Medium	Major (significant) for residential receptors, and Moderate (significant) in terms of general road users.
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) for residential receptors, and Moderate (significant) in terms of general road users.	High-Medium	Substantial to Major (significant) for residential receptors, and Major to Moderate (significant) in terms of general road users.
Type of Effect	Long term (reversible), direct, cumulative and negative.			

Figure 5.6a-c	Viewpoint 03: Core Path west of Longside Junction with Minor Highway (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 3 is located to the southwest of the settlement of Longside, at the junction of Core Path 208.T1 and the minor road 79B, in the vicinity of Yokieshill Cottage, as shown in Figure 5.6a (Volume 2) . From this location, the view is of medium scale and is experienced across a foreground of arable fields, within which the alignment of the Core Path forms a discernible linear feature that directs receptors towards the southeast. This open foreground is progressively contained by elements within the middle ground, including occasional individual residential dwellings, roadside vegetation, shelterbelts and field boundary planting, which collectively provide a degree of filtering and visual enclosure. To the east and northeast, the influence of Longside becomes more apparent, with built form associated with the settlement, including residential and commercial properties, forming a noticeable component of the view. Beyond these intervening landscape and settlement features, a series of existing OHL towers associated with the New Deer 400 kV OHL are visible on the southeastern skyline, introducing prominent vertical infrastructure into the wider composition. Other man made elements are also perceptible within the broader landscape context, including wind turbines, with the taller moving turbines of the nearby Gallows Hill Wind Farm forming notable features in views to the southwest.
Sensitivity	Viewpoint 3 is located outwith any nationally or locally designated landscape. Views from this location are generally medium scale and are likely to be experienced by a varied range of visual receptors, including road users travelling along minor road 79B, recreational users of Core Path 208.T1, and residents of nearby properties associated with Longside. On this basis, the overall value and susceptibility of recreational and residential receptors is considered to be <i>High</i> , reflecting the attractive scenic qualities of the view and the diversity and sensitivity of receptors likely to experience it. With regard to receptor sensitivity, road users are assessed as having a <i>Medium</i> level of sensitivity, as their attention is generally focused on the road corridor and the safe passage of travel, thereby limiting the extent to which the wider landscape context is perceived or appreciated. Residents and recreational users are, by comparison, considered to be of <i>High</i> sensitivity, owing to their greater opportunity to experience and

Figure 5.6a-c	Viewpoint 03: Core Path west of Longside Junction with Minor Highway (The assessment takes account of a 90° FoV from this location as illustrated)
	value the surrounding landscape character and scenic qualities, together with the typically longer duration of views available from residential and recreational settings.
Magnitude of Change	<u>Construction:</u> During the construction phase of the Proposed Development, associated construction activity would be clearly apparent in views to the southeast, extending across the middle ground and skyline of the view. The greatest degree of intervisibility would be associated with the more vertical construction elements, including cranes and the potential use of helicopters for conductor stringing, which would introduce noticeable detracting features into the existing baseline view. More vertically limited activities, including personnel movement, heavy machinery and the storage or movement of materials, may also be perceptible within the lower extents of the tower locations; however, these elements would benefit from the backclothing influence of the surrounding landform and would be partially to fully screened in places by intervening roadside, shelterbelt and boundary vegetation, thereby limiting unrestricted intervisibility. Given the gently undulating nature of the associated landscape, relatively open views would be available between the construction works and receptors present at this viewpoint. Overall, construction phase activity would give rise to notable, partially interrupted or filtered views at varying distances, with activity immediately to the southeast being most evident and progressively diminishing in prominence with distance to the south and east. The magnitude of change arising from the construction phase of the Proposed Development is assessed as Medium, giving rise to Major (significant) residual effects for residential and recreational receptors in and around Viewpoint 3. For general road users, taking account of their <i>Medium</i> sensitivity, the overall residual effect is assessed as Moderate (significant). All construction effects would be short term, temporary and adverse in nature. <u>Operation (Year 1):</u> As illustrated on Figure 5.6b (Volume 2), up to eighteen steel lattice towers would be theoretically visible in views to the southeast, south and east from Viewpoint 3. In practice, however, those towers located to the south and east would be perceived at greater distance and would benefit from a degree of intervening screening and filtering provided by roadside, boundary and shelterbelt vegetation, which would partially screen the lower third to half of the proposed steel lattice towers. By contrast, due to the gently rolling topography and the relative absence of intervening vegetation, Towers IN6 to IN10 would be more prominent within the view. These towers would extend transmission infrastructure further north and increase the visibility of such development within views to the southeast and east, where the existing view is currently largely devoid of comparable vertical infrastructure. The introduction of the proposed steel lattice towers into this medium scale landscape would therefore result in a notable alteration to the character and composition of the view. As part of the Proposed Development, and as would be evident during the operational phase following completion of the construction works, a section of the existing 400 kV New Deer OHL would be removed. This is most clearly demonstrated through a comparison of Figures 5.6a and 5.6b (Volume 2), which indicates a qualitative improvement in relation to the accumulation of wirescape within the view. The removal of more distant towers would reduce the potential for a stacking effect, whereby the Proposed Development would otherwise be perceived in close visual association with the existing OHL infrastructure in views to the southeast. In the round, the Proposed Development would give rise to a permanent, albeit ultimately reversible, alteration to views to the south, east and most notably, directly southeast. It would introduce additional man made elements into a part of the view from the viewpoint location which is currently largely devoid of such development. Taking into account the removal of a short section of the existing 400 kV New Deer OHL between the Tie In and Tie Out, the magnitude of change during the operational phase of the Proposed Development is assessed as Medium-Low, reflecting the notable change in views experienced by receptors present at the viewpoint location. The corresponding residual effect on residential and recreational receptors is assessed as Major to Moderate and significant, reducing to Moderate to Minor and not significant for general road users, who are considered to be of lower, <i>Medium</i> sensitivity. The assessed residual effects would be long term, reversible, direct and adverse in nature.

Figure 5.6a-c		Viewpoint 03: Core Path west of Longside Junction with Minor Highway (The assessment takes account of a 90° FoV from this location as illustrated)	
Assessment	Sensitivity	<i>Medium</i> (road users) <i>High</i> (recreational and residential receptors)	
		<u>Construction:</u>	<u>Operation (Year 1):</u>
	Magnitude	Medium	Medium-Low
	Level of Effect	Major (significant) residual effect for residential and recreational receptors, reducing to Moderate (significant) for general road users	Major to Moderate (significant) residual effect for residential and recreational receptors, reducing to Moderate to Minor (not significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figure 5.6c (Volume 2) presents the predicted cumulative view from this location. Existing Developments: Very Low From Viewpoint 3, looking southeast, a number of steel lattice towers associated with the existing 400 kV New Deer OHL are visible, extending across the skyline. A comparison of Figures 5.6a and 5.6b (Volume 2) demonstrates that, as part of the Proposed Development, a short section of the existing 400 kV New Deer OHL would be removed following completion of the construction phase. Consequently, the towers currently visible to the east, beyond the Proposed Development, would no longer be seen in combination with the proposed infrastructure. This would avoid the perception of visual stacking and reduce the potential for a more complex OHL 'wirescape' within the view. Following removal, the existing 400 kV New Deer OHL would no longer be perceptible from this viewpoint location. Consented Developments: Medium-Low As illustrated in Figure 5.6c (Volume 2), the consented Netherton Hub Substation and Converter Station would be visible across the eastern to southeastern extent of the view from the viewpoint location. These elements would be perceived within the middle ground, partially screened by intervening residential development and shelterbelt planting, but would nevertheless appear as a series of large scale industrial buildings, with some elements partially breaking the skyline. Sections of both the Proposed Development and the in-planning Beaulieu to Peterhead 400 kV OHL would also be visible, punctuating the view above and in association with the built form of the Netherton Hub complex. It should be noted that the approved RAL colour treatment for the consented Netherton Hub 400 kV Substation and Converter Station would assist in reducing their visual prominence where visibility is available, resulting in a comparatively recessive appearance and limiting the extent to which these elements would draw the eye from the viewpoint location. The Proposed Development would be seen both in addition to, and in combination with, the consented Netherton Hub Substation and Converter Station; however, it would be viewed adjacent to, and in the context of, the established massing of buildings within the Netherton Hub complex. Furthermore, the open and permeable form of the steel lattice towers would allow these structures, at distances in excess of 2 km, to appear relatively recessive within the wider view, albeit their visibility would remain perceptible at this scale. Other in-planning Developments: Medium As illustrated in Figure 5.6c (Volume 2), the in-planning Beaulieu to Peterhead 400 kV OHL would be highly visible across the middle distance and skyline to the south, southeast and east of the viewpoint location. The route of the in-planning OHL would pass in close proximity to the Proposed Development, such that the two developments would be perceived in combination within the same sector of the view. This would result in a layering and stacking of towers and conductors, with the in-planning OHL seen both in front of and adjacent to the Proposed Development, thereby intensifying the perception of electrical infrastructure and contributing to a more pronounced wirescape character within the view.		

Figure 5.6a-c	Viewpoint 03: Core Path west of Longside Junction with Minor Highway (The assessment takes account of a 90° FoV from this location as illustrated)			
	The Proposed Development, in combination with the in-planning Beauly to Peterhead 400 kV OHL, would give rise to significant cumulative effects on receptors at Viewpoint 3. Both schemes would introduce additional OHL infrastructure comprising towers of varying height, scale and prominence, which would be notably larger and more visually apparent than the existing infrastructure currently present within the view, including the existing 400 kV New Deer OHL. While the section of the existing 400 kV New Deer OHL between the proposed Tie In and Tie Out would be removed, the introduction of the Proposed Development, together with the cumulative influence of the in-planning Beauly to Peterhead 400 kV OHL, would materially increase the extent, prominence and complexity of OHL infrastructure visible from this location. This would contribute to the overall significant cumulative effects predicted for receptors experiencing views towards the southeast, east and northeast.			
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium-Low	Major to Moderate (significant) for residential and recreational receptors, and Moderate to Minor (not significant) in terms of general road users.	Medium-Low	Major to Moderate (significant) for residential and recreational receptors, and Moderate to Minor (not significant) in terms of general road users.
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium-Low	Major to Moderate (significant) for residential and recreational receptors, and Moderate to Minor (not significant) in terms of general road users.	Medium	Major (significant) for residential and recreational receptors, and Moderate (significant) in terms of general road users.
Type of Effect	Long term (reversible), direct, cumulative and negative.			

Figure 5.7a-c	Viewpoint 04: A950 looking west towards Netherton Hub (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 4 is located to the south of the A950, northwest of East Thunderton and southwest of Longside Airfield (refer to Figure 5.7a (Volume 2)). The view is experienced at a medium scale and is characterised by a predominantly rural landscape, comprising a patchwork of agricultural fields interspersed with hedgerows, shelterbelts and woodland vegetation, together with occasional farmsteads and isolated residential properties. In the foreground, the view is defined by agricultural land, including areas of grazing pasture and haylage type vegetation, while the middle ground is formed by dense blocks of coniferous forestry, boundary vegetation, farmsteads and isolated dwellings. The existing 400 kV New Deer OHL is visible across the skyline, with associated steel lattice towers punctuating the horizon at varying heights. Additional man made elements are also evident within the view, including wind turbines associated with Gallows Hill and an existing local distribution wood pole adjacent to the A950 to the north.
Sensitivity	Viewpoint 4 is located outwith any nationally or locally designated landscape. Views experienced from this location are generally medium scale and are likely to be available to a varied range of visual receptors, including road users on the A950. The view includes attractive scenic qualities and provides opportunities to appreciate the surrounding

Figure 5.7a-c	Viewpoint 04: A950 looking west towards Netherton Hub (The assessment takes account of a 90° FoV from this location as illustrated)
	landscape context. On this basis, the overall value and susceptibility of tourist receptors is considered to be <i>High</i>, reflecting both the visual amenity afforded by the view and the sensitivity of receptors likely to experience it. In terms of receptor sensitivity, road users are assessed as having a <i>Medium</i> level of sensitivity. Their attention is generally directed towards the road corridor and the safe passage of travel, which reduces the extent to which the wider landscape context is likely to be perceived or appreciated. By contrast, tourist receptors travelling along the A950 are considered to be of <i>High</i> sensitivity, owing to their greater opportunity and propensity to experience, appreciate and value the surrounding landscape character and scenic qualities.
Magnitude of Change	<u>Construction:</u> During the construction phase of the Proposed Development, construction activities associated with the installation of new steel lattice towers, together with the presence of plant, equipment and personnel movements, would be readily perceptible across the middle distance and skyline view to the southwest of the viewpoint. The greatest degree of intervisibility would be associated with the more vertical construction components, including cranes and the potential use of helicopters for conductor stringing, which would introduce noticeable detracting features into the existing baseline view. More vertically limited activities, including personnel movements, heavy machinery and the storage or movement of materials, may also be perceptible within the lower extents of the tower locations; however, these elements would benefit from the backclothing influence of the surrounding landform and would be partially to fully screened in places by intervening roadside, shelterbelt and boundary vegetation. This would serve to limit unrestricted intervisibility, with the exception of areas in and around OT1–OT3, where more open views would be attainable due to the limited presence of intervening landscape elements. Given the gently undulating character of the surrounding landscape, relatively open views would be available between the construction works and receptors at this viewpoint. Overall, construction phase activity would result in notable, albeit partially interrupted or filtered, views at varying distances. Activity located immediately to the southeast would be most apparent, with its prominence progressively diminishing with distance to the south and west. The magnitude of change arising from the construction phase of the Proposed Development is assessed as Medium, giving rise to a Major (significant) residual effect for tourist receptors travelling along the A950 in and around Viewpoint 3. For general road users, taking account of their <i>Medium</i> sensitivity, the overall residual effect is assessed as Moderate (significant). All construction effects would be short term, temporary and adverse in nature. <u>Operation (Year 1):</u> As illustrated on Figure 5.7b (Volume 2), up to eighteen steel lattice towers would be theoretically visible across the skyline to the southwest, south and west in views from Viewpoint 4. In practice, actual visibility would vary from that shown on the photowire, having regard to intervening landscape elements including shelterbelts, roadside and field boundary vegetation, and woodland. These features would provide a degree of screening and filtering of views, particularly in relation to the lower extremities of the towers to the west and south. The effectiveness of this filtering would be increased by the intervening distance and the recessive nature of the more distant towers. By contrast, the closer towers, particularly IN9 to IN11 and OT1 to OT4, would remain prominently visible, with limited intervening vegetation or built form available to screen views. From the viewpoint location, these towers would be seen in open, skylined views directly to the southwest. As the Tie In and Tie Out would extend northwards from the existing 400 kV New Deer OHL, they would introduce transmission infrastructure into a part of the view which is currently largely devoid of such elements. As part of the Proposed Development, and as would be apparent during the operational phase following completion of the construction works, a section of the existing 400 kV New Deer OHL would be removed. This is most clearly demonstrated through a comparison of Figures 5.7a and 5.7b (Volume 2), which indicates a qualitative improvement in relation to the accumulation of wirescape within the view. The removal of more distant towers would reduce the potential for a stacking effect, whereby the Proposed Development could otherwise be perceived in close visual association with the existing OHL infrastructure in views to the southwest.

Figure 5.7a-c		Viewpoint 04: A950 looking west towards Netherton Hub (The assessment takes account of a 90° FoV from this location as illustrated)	
		In summary, the Proposed Development would give rise to a permanent, albeit ultimately reversible, alteration to views to the south and west, and most notably directly to the southwest. It would introduce additional man made elements into a part of the view from the viewpoint location which is currently largely undeveloped in terms of transmission infrastructure. Taking into account the removal of a short section of the existing 400 kV New Deer OHL between the Tie In and Tie Out, the magnitude of change during the operational phase of the Proposed Development is assessed as Medium-Low, reflecting the notable change in views experienced by receptors present at the viewpoint location. The corresponding residual effect on tourist receptors travelling along the A950 in the vicinity of Viewpoint 4 is assessed as Major to Moderate (significant), reducing to Moderate to Minor (not significant) for general road users, who are considered to be of lower, Medium sensitivity. The assessed residual effects would be long term, reversible, direct and adverse in nature.	
Assessment	Sensitivity	<i>Medium</i> (road users) <i>High</i> (tourists)	
		<u>Construction:</u>	<u>Operation (Year 1):</u>
	Magnitude	Medium	Medium-Low
	Level of Effect	Major (significant) residual effect for tourist receptors, reducing to Moderate (significant) for general road users	Major to Moderate (significant) residual effect for tourist receptors, reducing to Moderate to Minor (not significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figure 5.7c (Volume 2) presents the predicted cumulative view from this location. Existing Developments: Very Low As illustrated on Figure 5.7c (Volume 2), Viewpoint 4 is orientated to the southwest, where a number of existing OHL towers associated with the 400 kV New Deer OHL are visible traversing the skyline. A comparison of Figures 5.7a and 5.7b (Volume 2) indicates that, as part of the Proposed Development, a short section of the existing New Deer OHL would be removed between the Tie In and Tie Out structures. Consequently, in views to the southwest, the existing OHL towers currently visible within and beyond the extent of the Proposed Development would no longer be experienced in combination with the Proposed Development. The removal of this short section of OHL would result in a qualitative improvement to the composition of views by reducing visual stacking, limiting the potential for a more complex 'wirescape', and improving the legibility of the OHL infrastructure within the wider view. Following removal, the remaining extents of the existing New Deer OHL would not be discernible from this viewpoint due to the combination of intervening distance and topographical screening, which would restrict visibility of the more distant sections of the route. Consented Developments: Medium As illustrated in Figure 5.7c (Volume 2), the consented Netherton Hub 400 kV Substation and Converter Station would be highly visible within the middle ground and would extend onto the skyline in views from Viewpoint 4 to the southwest. The Netherton Hub development would be of a large scale and would form a prominent element in views to the southwest and west, appearing as a cluster of large scale industrial buildings. Notwithstanding this, it would be seen within a broad and expansive landscape context, and the application of colour mitigation would assist in reducing its overall perceptibility across the range of views available from this viewpoint location. The Proposed Development would be seen both in front of the Netherton Hub, where the OHL Tie In section is visible, and beyond it, where the incoming section would punctuate the skyline behind the development. This would increase the overall presence of transmission and large scale infrastructure within the view, particularly to the southwest. Overall, the		

Figure 5.7a-c		Viewpoint 04: A950 looking west towards Netherton Hub (The assessment takes account of a 90° FoV from this location as illustrated)		
		Proposed Development and the Netherton Hub would be prominent and readily perceptible elements within the view. Other in-planning Developments: High-Medium As illustrated in Figure 5.7c (Volume 2), the in-planning Netherton BESS and Beauly to Peterhead 400 kV OHL would be visible in westerly and southwesterly views, seen in the context of, and beyond, the consented Netherton Hub, and in close association with the Tie In section of the Proposed Development. The Netherton BESS would be set relatively low within the middle ground view, positioned just below the skyline and benefiting, to some extent, from a backclothing effect. Subject to the final colour treatment and the establishment of landscape mitigation, it would be perceived as a more recessive component within the wider view. The Beauly to Peterhead 400 kV OHL would be a prominent feature within westerly views, and, in combination with the Proposed Development and consented Netherton Hub, would contribute to the concentration of transmission and large scale electrical infrastructure within this part of the view. In relation to the Proposed Development and the Beauly to Peterhead OHL, this would result in the layering and stacking of towers and overhead conductors, contributing to the formation of a more pronounced wirescape. This would intensify the perception of electrical infrastructure within the view and reinforce the developing infrastructure character of this part of the landscape. The Proposed Development, in combination with the in-planning Netherton BESS and Beauly to Peterhead 400 kV OHL, would give rise to significant cumulative visual effects for receptors at Viewpoint 4. The Proposed Development and Beauly to Peterhead OHL would introduce additional OHL infrastructure, comprising towers of varying height, scale and prominence within the view, while the Netherton BESS would add further electrical infrastructure within the middle ground, albeit as a comparatively more recessive component when considered in the context of the larger Proposed Development, Netherton Hub and Beauly to Peterhead infrastructure. Although the section of the existing 400 kV New Deer OHL between the proposed Tie In and Tie Out would be removed, the introduction of the Proposed Development, together with the cumulative influence of the in-planning Netherton BESS and Beauly to Peterhead 400 kV OHL, would materially increase the extent, prominence and visual complexity of electrical infrastructure visible from this location. This would contribute to the overall significant cumulative effects predicted for receptors experiencing views towards the west, southwest and south from Viewpoint 4.		
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium-Low	Major to Moderate (significant) residual effect for tourist receptors, reducing to Moderate to Minor (not significant) for general road users	Medium	Major (significant) residual effect for tourist receptors, reducing to Moderate (significant) for general road users
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium-Low	Major to Moderate (significant) residual effect for tourist receptors, reducing to Moderate to Minor (not significant) for general road users	High-Medium	Substantial to Major (significant) residual effect for tourist receptors, reducing to Major to Moderate (significant) for general road users
Type of Effect		Long term (reversible), direct, cumulative and negative.		

Figure 5.8a-f	Viewpoint 05: Parkhill looking northwest (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 5 is located to the west of the Burn of Falchfield, on the unclassified road between Eastfield to the northeast and Nether Kinknockie to the far southwest, where it connects with the A952 road corridor. Views from this location are generally small to medium in scale, depending on orientation, reflecting the influence of the surrounding built environment and the presence of several isolated residential properties within the view. Mirimar forms the principal residential feature within the foreground and middle ground of views to the southwest. Within the middle ground, extensive coniferous vegetation associated with Mirimar provides a notable degree of visual containment and limits longer distance views towards the southwest. In the far distance, steel lattice towers associated with the existing New Deer to Peterhead 400 kV OHL are visible along the southwestern skyline. Towers located further to the south are partially screened, or their visibility is otherwise reduced, by intervening vegetation associated with Mirimar.
Sensitivity	Viewpoint 5 is located outwith any nationally or locally designated landscape. Views experienced from this location are generally small to medium in scale and are likely to be available to a varied range of visual receptors, including users of the adjacent unclassified road and residents of nearby properties, such as Mirimar. Taking account of the scenic qualities evident within the view, together with the diversity and relative sensitivity of receptors likely to experience it, the overall value and susceptibility attributed to this viewpoint are considered to be <i>High</i>. With regard to receptor sensitivity, road users are assessed as having a <i>Medium</i> level of sensitivity, reflecting the transient nature of views and the extent to which attention is generally focused on the road corridor rather than the wider landscape setting. In contrast, residents are considered to be of <i>High</i> sensitivity, owing to the greater opportunity to experience, appreciate and value the surrounding landscape character and scenic composition, combined with the typically longer duration and more regular availability of views from the residential setting.
Magnitude of Change	<u>Construction:</u> It is anticipated that, during the construction phase of the Proposed Development, the construction and subsequent removal of a short section of the existing 400 kV New Deer to Peterhead OHL would be clearly visible in views to the west and southwest from the viewpoint location. Visibility in more southwesterly views would, however, be moderated to some extent by intervening boundary coniferous vegetation associated with Mirimar. The installation of steel lattice towers, together with associated plant, equipment, machinery and personnel movements, would be readily perceptible in views to the west. The greatest degree of intervisibility would be associated with the more vertical construction components, including cranes and the potential use of helicopters for conductor stringing, which would introduce noticeable detracting elements into the existing baseline view. More vertically contained activities, including personnel movements, heavy machinery and the storage or movement of materials, may also be perceptible within the lower extents of the tower locations; however, these elements would benefit from the backclothing influence of the surrounding landform and would be partially to fully screened in places by intervening roadside, shelterbelt and boundary vegetation. This would serve to limit open and uninterrupted intervisibility, with the exception of areas in and around OT1–OT3, where more direct and open views would be available due to the limited presence of intervening landscape elements, as illustrated in Figure 5.8b (Volume 2). Towers OT4 and beyond would be subject to either full or partial screening and filtering by boundary vegetation associated with Mirimar, with the exception of the uppermost extent of OT4. Given the gently undulating character of the surrounding landscape, relatively open views would be available between the construction works and receptors at this viewpoint. Overall, construction phase activity would give rise to notable, albeit partially interrupted or filtered, views at varying distances. Activity located immediately to the west would be most apparent, with its prominence progressively diminishing with distance to the southwest and south. The overall magnitude of change is assessed as High-Medium, resulting in a Substantial to Major (significant) residual effect for residential receptors in and around the viewpoint location. For road users more generally, and taking account of

Figure 5.8a-f	Viewpoint 05: Parkhill looking northwest (The assessment takes account of a 90° FoV from this location as illustrated)		
	their <i>Medium</i> sensitivity, the overall residual effect is assessed as Major to Moderate (significant), reducing substantially within a short distance to the east of the viewpoint. All construction effects would be short term, temporary and adverse in nature. <u>Operation (Year 1):</u> During the operational phase of the Proposed Development, following completion of the construction works and removal of the short section of the existing 400 kV New Deer to Peterhead OHL, up to eighteen proposed OHL towers (OT1–OT7 and IN1–IN11) would be theoretically visible in views to the west, southwest and south. In practice, however, intervening landscape elements, including boundary vegetation associated with Mirimar, would provide partial or full screening of OT4, OT5, OT6 and OT7. The exception would be the uppermost extent of OT4, which would be visible above the intervening boundary vegetation. By contrast, the more visually prominent towers, OT1–OT3 and IN9–IN11, would be seen more openly due to the absence of intervening vegetation or other notable landscape features. The introduction of the proposed steel lattice towers into this medium scale landscape would therefore represent a discernible alteration to the character and composition of the view. The operational phase of the Proposed Development would also be characterised by the removal of a section of the existing 400 kV New Deer OHL, as illustrated by the comparison between Figures 5.8a and 5.8b (Volume 2). This would result in a qualitative improvement in relation to the accumulation of wirescape within the view. In particular, the removal of more distant towers would reduce the potential for a perceived stacking effect, whereby the Proposed Development could otherwise be experienced in close visual association with existing OHL infrastructure in views to the southwest. The effectiveness of this improvement would, however, be moderated by the separation distance between the closer proposed OT towers and the more distant section of OHL to be removed. Overall, the Proposed Development would give rise to a permanent, albeit ultimately reversible, alteration to views experienced to the south, southwest and, most notably, directly west. It would introduce additional man-made elements into a part of the view from the viewpoint location that is presently largely undeveloped and relatively free from comparable infrastructure. When balanced against the removal of the short section of the existing 400 kV New Deer OHL between the Tie In and Tie Out, the magnitude of change during the operational phase is assessed as Medium, reflecting the notable change in views experienced by receptors at this location, particularly in relation to the more open visibility of OT1–OT3 and IN9–IN11 to the west. The corresponding residual effect on residential receptors is assessed as Major (significant), reducing to Moderate (significant) for general road users, who are considered to be of lower, <i>Medium</i> sensitivity. The residual effects would be long term, reversible, direct and adverse in nature.		
Assessment	Sensitivity	<i>Medium</i> (road users) <i>High</i> (residential receptors)	
		<u>Construction:</u>	<u>Operation (Year 1):</u>
	Magnitude	High-Medium	Medium
	Level of Effect	Substantial to Major (significant) residual effect for residential receptors, reducing to Major to Moderate (significant) for general road users	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figures 5.8c and 5.8f (Volume 2) present the predicted cumulative views from this location. Existing Developments: Very Low		

Figure 5.8a-f	Viewpoint 05: Parkhill looking northwest (The assessment takes account of a 90° FoV from this location as illustrated)
	As illustrated on Figures 5.8c and 5.8f (Volume 2), views from Viewpoint 5 are principally orientated towards the west/northwest and south/southwest. Within these aspects of the existing baseline context, a number of transmission developments are perceptible, most notably the large-scale steel lattice towers associated with the existing New Deer to Peterhead OHL, which are visible on the skyline in views to the west/southwest. Although experienced at some distance, and in part filtered by intervening vegetation, these towers form recognisable vertical infrastructure within the wider panorama. A comparison between Figures 5.8a and 5.8b, and Figures 5.8d and 5.8e (Volume 2), indicates that the short section of the New Deer OHL currently visible between the Tie In and Tie Out structures would be removed as part of the Proposed Development. Consequently, in views to the southwest/west, the existing OHL towers currently visible within and beyond the extent of the Proposed Development would no longer be experienced in combination with the proposed infrastructure. The removal of this short section of OHL would represent a qualitative improvement to the composition of the view by reducing visual stacking, limiting the potential for a more complex ‘wirescape’, and improving the legibility of OHL infrastructure within the wider landscape context. Following removal, the remaining extents of the existing New Deer OHL would not be readily discernible from this viewpoint, due to the combined influence of intervening distance and topographical screening, which would restrict visibility of the more distant sections of the route. In views to the west/northwest, a small wood pole distribution line is present; however, it is set low within the landscape and, owing to its relatively recessive character, would remain barely discernible within the overall composition of views from this viewpoint location. Consented Developments: Medium As illustrated in Figures 5.8c and 5.8f (Volume 2), the consented Netherton Hub Substation and Converter Station would be highly visible in views to the west and northwest, extending across the middle distance and skyline from Viewpoint 5. The Netherton Hub development would be large in scale and would form a prominent component of the view, particularly to the northwest, where it would appear as a cluster of substantial industrial buildings and associated infrastructure. Although proposed landscape mitigation, including earth mounding, intervening hedgerows and shelterbelt planting, would assist in filtering and reducing the overall visibility of the development over time, it would nevertheless remain a readily perceptible feature within the view. This would be moderated to some extent by the broad and expansive landscape context within which it would be experienced, together with the application of colour mitigation, which would help to reduce its overall prominence across the range of available views from this location. The Proposed Development would be seen in close association with the Netherton Hub, particularly where the OHL Tie-In and Tie-Out structures connect with, and are viewed against or above, elements of the Hub buildings, such that the developments would be perceived as part of a single combined infrastructure composition. The overlapping influence of these developments would increase the overall presence of transmission and energy infrastructure within a part of the view that is currently largely devoid of such features, with the exception of a small scale distribution wood pole. Overall, the Proposed Development and the Netherton Hub would constitute prominent and readily perceptible elements within the view. Other in-planning Developments: High-Medium As demonstrated in Figures 5.8c and 5.8f (Volume 2), the in-planning Netherton BESS and Beauly to Peterhead 400 kV OHL would be highly visible within westerly and northwesterly views from Viewpoint 5, where they would be seen in the context of the consented Netherton Hub and in close association with the Tie In and Tie Out sections of the Proposed Development. Owing to its close proximity, the Netherton BESS would form a readily perceptible component of the view to the west, extending towards and above the skyline in combination with the towers associated with the Proposed Development. The Beauly to Peterhead 400 kV OHL would also form a prominent element within northwesterly views and, together with the Proposed Development and consented Netherton Hub, would contribute to a notable concentration of transmission and large-scale electrical infrastructure within this part of the view. In particular, the combined

Figure 5.8a-f	Viewpoint 05: Parkhill looking northwest (The assessment takes account of a 90° FoV from this location as illustrated)			
	presence of the Proposed Development and the Beauly to Peterhead 400 kV OHL would result in the layering and stacking of towers and overhead conductors, increasing the perception of a pronounced 'wirescape' and reinforcing the emerging infrastructure character of this part of the landscape. Taken together, the Proposed Development, the in-planning Netherton BESS and the Beauly to Peterhead 400 kV OHL would give rise to significant cumulative visual effects for receptors at Viewpoint 5. The Proposed Development and Beauly to Peterhead 400 kV OHL would introduce additional OHL infrastructure, comprising towers of differing height, scale and prominence, while the Netherton BESS would add a further component of electrical infrastructure within the middle ground and skyline views to the west. Although the Netherton BESS would be comparatively more recessive when considered alongside the largerscale infrastructure associated with the Proposed Development, Netherton Hub and Beauly to Peterhead 400 kV OHL, it would nevertheless contribute to the cumulative intensification of electrical infrastructure in the view. While the section of the existing 400 kV New Deer OHL between the proposed Tie In and Tie Out would be removed, this would not offset the increased extent, prominence and visual complexity arising from the Proposed Development in combination with the other cumulative schemes. Overall, the cumulative scenario would materially increase the influence of electrical infrastructure experienced from this location and would contribute to the significant cumulative visual effects predicted for receptors experiencing views towards the west, southwest and south from Viewpoint 5.			
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	High-Medium	Substantial to Major (significant) residual effect for residential receptors, reducing to Major to Moderate (significant) for general road users
Type of Effect	Long term (reversible), direct, cumulative and negative.			

Figure 5.9a-f	Viewpoint 06: Toddlehills looking west (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 6 is located to the south of Viewpoint 5, in the vicinity of Toddlehills, west of the unclassified road between Parkhill and Meikle Dens (refer to Figures 5.9a and 5.9d (Volume 2)). The view is characterised by a medium scale agricultural landscape, with the foreground comprising gently undulating fields, interspersed with hedgerows, shelterbelts and occasional blocks of coniferous forestry, together with scattered residential properties and farmsteads. Existing infrastructure is also present within the view, including a number of steel lattice towers associated with the 400 kV New Deer to Peterhead OHL, which punctuate the skyline and are visible above and between intervening vegetation across the middle distance to the southwest, west and northwest.

Figure 5.9a-f	Viewpoint 06: Toddlehills looking west (The assessment takes account of a 90° FoV from this location as illustrated)
	A limited number of wood pole distribution lines are also perceptible within the landscape, although these appear comparatively recessive in the view due to their smaller scale, darker materiality and partial backclothing by vegetation and landform.
Sensitivity	Viewpoint 6 is located outwith any nationally or locally designated landscape. The views available from this location are generally medium in scale and are likely to be experienced by a varied range of visual receptors, including users of the adjacent unclassified road and residents of nearby properties. Having regard to the scenic qualities evident within the view, together with the diversity and relative sensitivity of the receptors likely to experience it, the overall value and susceptibility attributed to this viewpoint are considered to be <i>High</i>. In terms of receptor sensitivity, users of the adjacent road are assessed as having a <i>Medium</i> level of sensitivity, reflecting the typically transient nature of views and the extent to which attention is likely to be focused on the road corridor rather than the wider landscape setting. By contrast, residents are assessed as being of <i>High</i> sensitivity, owing to the greater opportunity to experience, appreciate and value the surrounding landscape character and scenic composition, together with the typically longer duration and more regular availability of views from the residential setting.
Magnitude of Change	<u>Construction:</u> During the construction phase of the Proposed Development, works associated with the removal of the intervening section of the existing New Deer to Peterhead OHL between the Tie In and Tie Out, together with construction activity required to facilitate the realigned connection, would be highly visible in views from Viewpoint 6 to the southwest, west and northwest. Intervisibility with construction activity associated with the Tie Out section would be most acute due to its close proximity to the viewpoint location, with construction compounds, temporary access arrangements, plant, equipment, machinery, stored materials and personnel movements likely to be perceptible across the gently undulating landform that characterises the view. Temporary works and construction operations, including tower assembly areas, craneage, conductor removal and stringing activities, and the potential use of helicopters, would be readily apparent in views to the west. The greatest degree of intervisibility would be associated with the more elevated or mobile construction components, including cranes, lifting operations and plant movements, which would introduce noticeable detracting features into the existing baseline view. Given the absence of notable intervening landscape elements, both ground level construction activity and taller temporary construction elements would be visible to a broadly comparable degree. This pattern of visibility would begin to reduce in more distant westerly views, where the IN section would benefit from partial screening provided by intervening coniferous and mixed woodland plantation. This would gradually screen lower level construction operations and temporary works around IN9 and IN8, before more substantially filtering activity associated with IN7 and IN8, with the exception of taller plant, craneage or other elevated construction operations, as illustrated on Figures 5.9b and 5.9e (Volume 2). Given the gently undulating character of the surrounding landscape, relatively open views would be available between the construction works and receptors at this viewpoint. Overall, construction phase activity would give rise to notable, temporary views at varying distances, principally associated with the presence and movement of plant, machinery, vehicles, personnel, temporary access works, laydown areas, craneage and conductor related operations. Activity located immediately to the west would be most apparent, with its prominence progressively diminishing with distance to the southwest and south, and with intervening woodland providing partial filtering of lower level works in more distant views. On this basis, the overall magnitude of change is assessed as High-Medium, resulting in a Substantial to Major (significant) residual effect for residential receptors in and around the viewpoint location. For road users more generally, and taking account of their <i>Medium</i> sensitivity, the overall residual effect is assessed as Major to Moderate (significant), reducing substantially within a short distance to the east of the viewpoint. All construction effects would be short term, temporary and adverse in nature. <u>Operation (Year 1):</u> During the operational phase of the Proposed Development, following completion of construction activity and the subsequent removal of a short section of the existing 400 kV New Deer to Peterhead OHL, operational visibility from Viewpoint 6 would be principally

Figure 5.9a-f	Viewpoint 06: Toddlehills looking west (The assessment takes account of a 90° FoV from this location as illustrated)		
	experienced in views to the northwest, west and southwest. From this location, up to a maximum of eighteen proposed steel lattice towers associated with the IN and OT sections of the Proposed Development would be visible. Visibility would be most pronounced in relation to the OT section and towers IN9 to IN11, which would be located in relatively close proximity to the viewpoint and seen within open views where there is limited intervening landform or vegetation to appreciably filter or contain visibility. By contrast, the remaining towers associated with the IN section, located at greater distance to the west, would be subject to a greater degree of partial screening and visual filtering by intervening coniferous woodland and associated vegetation within the foreground and middle distance of the view. The operational presence of the proposed steel lattice towers would therefore introduce a clearly perceptible infrastructure component into the composition of the view, altering the existing visual baseline through the introduction of vertical built form and associated wirescape within a medium scale rural landscape. Operational visibility would also be influenced by the removal of a section of the existing 400 kV New Deer to Peterhead OHL, as illustrated by the comparison between Figures 5.9b and 5.9e (Volume 2). This removal would provide a qualitative improvement by reducing the extent and layering of existing wirescape within the view. In particular, the removal of more distant towers would lessen the potential for a perceived stacking effect, whereby the Proposed Development could otherwise be experienced in closer visual association with existing OHL infrastructure in views to the southwest. The extent to which this improvement would moderate the overall visual change would, however, be limited by the separation between the closer proposed OT towers and the more distant section of OHL to be removed. Overall, the operational phase of the Proposed Development would result in a permanent, albeit ultimately reversible, alteration to views experienced from Viewpoint 6, with the greatest level of visibility occurring in views to the west and southwest. The Proposed Development would introduce new OHL infrastructure into a part of the view that is currently largely undeveloped and relatively free from comparable built elements, aside from the existing New Deer to Peterhead OHL visible to the southwest. While the removal of the short section of existing 400 kV OHL between the Tie In and Tie Out would reduce the overall accumulation of wirescape and provide a degree of visual betterment in the wider view, this would not fully offset the more immediate operational visibility of the proposed OT towers and the nearer IN towers. On balance, the magnitude of change during the operational phase is assessed as Medium, reflecting a notable change in the visual experience of receptors at this location, particularly in relation to the open visibility of the OT section to the west and southwest. The corresponding residual effect on residential receptors is assessed as Major (significant), reducing to Moderate (significant) for general road users, who are considered to be of lower, <i>Medium</i> sensitivity. The residual effects would be long term, reversible, direct and adverse in nature.		
Assessment	Sensitivity	<i>Medium</i> (road users) <i>High</i> (residential receptors)	
		Construction:	Operation (Year 1):
	Magnitude	High-Medium	Medium
	Level of Effect	Substantial to Major (significant) residual effect for residential receptors, reducing to Moderate to Major (significant) for general road users	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figure 5.9c and 5.9f (Volume 2) presents the predicted cumulative view from this location Existing Developments: Low As illustrated on Figures 5.9a and 5.9d (Volume 2), views from Viewpoint 6 currently include existing OHL infrastructure within the southwesterly aspect of the panorama. A		

Figure 5.9a-f	Viewpoint 06: Toddlehills looking west (The assessment takes account of a 90° FoV from this location as illustrated)
	number of OHL towers associated with the New Deer to Peterhead OHL are visible on or close to the skyline, forming readily perceptible vertical elements within the view. Although the lower sections of these structures are, in places, partly filtered by intervening woodland and shelterbelt vegetation, the towers remain noticeable components of the existing baseline view due to their relative proximity and elevated position within the visual envelope. A comparison between Figures 5.9a and 5.9b, and between Figures 5.9d and 5.9e (Volume 2), indicates that the short section of the New Deer OHL currently visible between the Tie In and Tie Out structures would be removed as part of the Proposed Development. As a result, in views towards the southwest and west, the existing OHL towers presently seen within and beyond the extent of the Proposed Development would no longer be experienced in conjunction with the proposed infrastructure. The removal of this short section of OHL would provide a beneficial refinement to the visual composition by reducing the extent of infrastructure overlap, avoiding a more intricate and visually congested wirescape, and improving the clarity with which OHL infrastructure is perceived within the wider landscape setting. Once removed, the remaining sections of the existing New Deer OHL would not be readily apparent from this location, owing to the combined effects of intervening distance and localised topographical screening, which would limit visibility of the more distant parts of the route. Consented Developments: High-Medium As illustrated in Figures 5.9c and 5.9f (Volume 2), the consented Netherton Hub would be readily visible within views to the northwest of Viewpoint 6, occupying a low lying position within the middle ground. It would be perceived as a cluster of largescale industrial buildings, albeit with embedded landscape mitigation, including earth mounding and a considered colour strategy using recessive RAL finishes, intended to reduce its visual prominence and assist its integration within the receiving view. Notwithstanding these mitigation measures, the scale, massing and extent of the Hub would result in it forming a prominent largescale infrastructure component within the view. The Proposed Development would be experienced in close visual association with the consented Netherton Hub, particularly where the OHL Tie In and Tie Out infrastructure connects with, and is seen against or above, elements of the Hub buildings. In these views, the developments would be read collectively as part of a single, combined infrastructure composition. The combined influence of these elements would increase the overall presence of transmission and energy infrastructure within a part of the view that is currently largely absent of such features, other than a small scale distribution wood pole. Overall, the Proposed Development, in combination with the Netherton Hub, would form a prominent and readily perceptible infrastructure presence within the view. Other in-planning Developments: High With reference to Figures 5.9c and 5.9f (Volume 2), the in-planning Netherton BESS and the Beauly to Peterhead 400 kV OHL would be readily discernible in views to the northwest from the viewpoint location. Both schemes would be perceived in association with the consented Netherton Hub and in close visual relationship with the proposed Tie In and Tie Out elements of the Proposed Development. Owing to its proximity to the viewpoint, the Netherton BESS would form a prominent middleground component, seen in front of the Netherton Hub and contributing to a layered arrangement of electrical infrastructure. In combination with the Beauly to Peterhead OHL and the Proposed Development, this would result in a marked concentration of large-scale energy infrastructure within the northwestern sector of the view. In combination, the Proposed Development, the in-planning Netherton BESS and the Beauly to Peterhead 400 kV OHL would give rise to significant cumulative visual effects for receptors at Viewpoint 6. The Proposed Development and the Beauly to Peterhead 400 kV OHL would introduce further OHL infrastructure, including towers of varying height, scale and prominence, while the Netherton BESS would add an additional element of electrical infrastructure within the middle ground and against the northwestern skyline. Although the removal of the existing section of the 400 kV New Deer OHL

Figure 5.9a-f	Viewpoint 06: Toddlehills looking west (The assessment takes account of a 90° FoV from this location as illustrated)			
	between the proposed Tie In and Tie Out would provide some localised reduction in infrastructure, this would not sufficiently offset the increased extent, prominence and visual complexity associated with the cumulative scenario. Overall, the combined developments would appreciably intensify the influence of electrical infrastructure experienced from this location and would contribute to the significant cumulative visual effects predicted for receptors with views extending west, southwest and northwest from Viewpoint 6.			
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	High-Medium	Substantial to Major (significant) residual effect for residential receptors, reducing to Major to Moderate (significant) for general road users
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	High	Substantial (significant) residual effect for residential receptors, reducing to Major (significant) for general road users.
Type of Effect	Long term (reversible), direct, cumulative and negative.			

Figure 5.10a-c	Viewpoint 07: Nether Kinmundy (The assessment takes account of a 90° FoV from this location as illustrated)
Description	Viewpoint 7 is located to the north of the unclassified road between Toddlehills and Nether Kinmundy, on the northern slopes of Nether Kinmundy. Views from this location are generally small to medium in scale and are characterised by gently undulating agricultural fields, interspersed with areas of intervening vegetation and occasional isolated dwellings. The relatively open and expansive character of the surrounding landscape, together with intermittent pockets of woodland cover, allows for mid distance views to the southeast and west, which typically terminate on localised rises. More distant, low lying hills are perceptible to the north where the landform and intervening vegetation permit longer range visibility. Within views to the west and east, the existing New Deer to Peterhead 400 kV OHL forms a prominent feature of the baseline visual environment. The route of the OHL passes in close proximity to the viewpoint, with several largescale steel lattice towers apparent on or close to the skyline, particularly in views to the west and east. A number of smallerscale wood pole lines are also visible within views to the north; however, these are less prominent and are experienced as more recessive elements within the wider agricultural landscape.
Sensitivity	Viewpoint 7 is situated outside any nationally or locally designated landscape. The view from this location is generally small to medium in scale and is likely to be experienced by a varied receptor group, including users of the adjacent unclassified road and residents of nearby properties. Taking account of the scenic qualities present within the view, alongside the diversity and relative susceptibility of the receptors likely to experience it, the value and susceptibility associated with this viewpoint are assessed overall as <i>High</i> .

Figure 5.10a-c		Viewpoint 07: Nether Kinmundy (The assessment takes account of a 90° FoV from this location as illustrated)	
		With regard to receptor sensitivity, users of the adjacent road are assessed as having a <i>Medium</i> level of sensitivity, reflecting the transient nature of views obtained from the road corridor and the likelihood that attention will be principally directed towards the act of travel. In comparison, residents are assessed as having a <i>High</i> level of sensitivity, given the greater opportunity for sustained and repeated appreciation of the surrounding landscape character, scenic composition and visual amenity from the residential setting.	
Magnitude of Change		<u>Construction:</u> During the construction phase of the Proposed Development, construction and demolition activity would be readily apparent in near and middle distance views from Viewpoint 7, particularly in views to the north and northwest, where works would be perceived in the background of the view and, in places, against the skyline above existing vegetation. Construction activity would include the formation and use of temporary access roads, tower assembly and installation operations, the use of cranes, and the potential use of helicopter assisted conductor stringing, together with the demolition of approximately seven to eight towers associated with the existing OHL. The removal of the existing towers, in combination with the construction of the 'In' and 'Out' legs, would introduce a notable and wide ranging change across approximately 180° of the available view. The upper sections of the towers associated with the 'In' and 'Out' legs would appear visually prominent above intervening vegetation to the west, north and east. Lower level construction activity would be partially screened or locally obstructed by two substantial woodland blocks, such that works including access track construction and other ground based operations would be less readily discernible in parts of the view. Small areas of felling would be unlikely to be readily perceived within the wider context of construction activity. Overall, the construction phase would give rise to a high degree of temporary visual change, principally associated with the demolition of existing towers, the introduction of new tower structures, elevated construction plant, and the movement of construction activity across a broad horizontal extent. The magnitude of change is therefore assessed as High, resulting in a corresponding residual effect of Substantial (significant) for residential receptors in and around the viewpoint location. For road users more generally, and taking account of their <i>Medium</i> sensitivity, the overall residual effect is assessed as Major (significant). The geographical extent of the change would be extensive, and the duration would be short term, temporary and adverse. <u>Operation (Year 1):</u> During the operational phase, the Proposed Development would be visible across a broad horizontal extent of the view from Viewpoint 7, with steel lattice towers apparent to the west, north and east, forming a prominent infrastructure component within the mid distance. The upper sections of the towers would be particularly noticeable where they are seen against the skyline, and the Proposed Development would be experienced across an approximate 180° arc of visibility. Although the lower sections of some towers to the northwest would be partially screened by intervening vegetation, visibility through gaps in that vegetation would remain appreciable. In this view, the operational presence of the Proposed Development would therefore be more prominent than in more filtered views, owing to the extent of open skyline visibility and the visual prominence of the proposed towers within the wider panorama. While the removal of a short section of the existing New Deer to Peterhead OHL would provide some localised visual betterment by reducing a small component of existing OHL infrastructure close to the viewer, this benefit would be limited in the context of the broader operational visibility of the Proposed Development. The removal would not fully offset the introduction of new, highly visible towers seen across multiple directions of view. On balance, the magnitude of change is assessed as Medium, reflecting the broad extent of visibility, the skyline prominence of the proposed towers, and the longterm alteration to the visual experience at this location. For residential receptors in close proximity to the viewpoint location, this would result in a residual visual effect of Major (significant). For road users more generally, taking account of their <i>Medium</i> sensitivity, the overall residual visual effect is assessed as Moderate (significant). The geographical extent of the effect would be medium, and the duration would be long term.	
Assessment		Sensitivity	<i>Medium</i> (road users) <i>High</i> (residential receptors)

Figure 5.10a-c	Viewpoint 07: Nether Kinmundy (The assessment takes account of a 90° FoV from this location as illustrated)		
		<u>Construction:</u>	<u>Operation (Year 1):</u>
	Magnitude	High	Medium
	Level of Effect	Substantial (significant) residual effect for residential receptors, reducing to Major (significant) for general road users	Major (significant) for residential receptors, reducing to Moderate (significant) for general road users
	Type of Effect	Short term, temporary, direct, and adverse.	Long term (reversible), direct and adverse.
Cumulative Assessment	Figure 5.9c and 5.9f (Volume 2) presents the predicted cumulative view from this location Existing Developments: Low As illustrated on Figures 5.10a, 5.10d and 5.10g (Volume 2), views from Viewpoint 7 currently include existing OHL infrastructure across the western and eastern parts of the panorama. The existing New Deer to Peterhead OHL is highly visible within the baseline view, with a number of towers forming prominent vertical elements on or close to the skyline and extending across the surrounding agricultural landscape. In these orientations, the towers and associated conductors are experienced as readily perceptible components of the existing visual context, with their presence reinforced by the open character of the intervening landscape and the relative continuity of the route through the view. While localised woodland, shelterbelt vegetation and minor variations in landform provide some partial filtering of lower tower sections in places, the upper structures remain clearly discernible and contribute to an established infrastructure influence within the existing panorama. A comparison between Figures 5.10a and 5.10b, Figures 5.10d and 5.10e, and Figures 5.10g and 5.10h (Volume 2), indicates that the short section of the New Deer to Peterhead OHL currently visible between the Tie In and Tie Out structures would be removed as part of the Proposed Development. As a result, in views to the west and east, the existing OHL towers presently seen within and beyond the extent of the Proposed Development would no longer be experienced in the same combined arrangement with the proposed tie in infrastructure. The removal of this short section of OHL would provide a beneficial refinement to the visual composition by reducing the extent of overlapping OHL infrastructure, moderating the complexity of the wirescape and improving the legibility of the retained transmission route within the wider landscape setting. In particular, the Proposed Development would be viewed in the context of an already highly visible New Deer to Peterhead OHL baseline, such that the removal of the intervening section would assist in rationalising the apparent arrangement of infrastructure within the view. Following removal, retained sections of the existing New Deer to Peterhead OHL would continue to be visible in parts of the wider panorama; however, these would be experienced as more distant and spatially separated elements, with their prominence moderated by intervening landform, vegetation and distance. Consented Developments: Low As illustrated in Figure 5.10f (Volume 2), the consented Netherton Hub would be partially visible in views to the north, positioned low within the landscape and benefitting from intervening vegetation which would provide a degree of screening to those elements of the development located to the west. The Hub would be perceived as a largescale industrial building within the receiving view; however, it incorporates embedded landscape mitigation, including earth mounding and a considered colour strategy using recessive RAL finishes, intended to reduce its visual prominence and assist its integration within the surrounding landscape context. The relatively limited extent of visibility would further assist in reducing its prominence, with only a small portion of one building discernible within the wider northern outlook. The Proposed Development would be experienced in close visual association with the consented Netherton Hub, particularly where the OHL Tie In and Tie Out infrastructure connects with, and is seen behind or above, elements of the Hub buildings. In these views, the respective developments would be read collectively as part of a single,		

Figure 5.10a-c		Viewpoint 07: Nether Kinmundy (The assessment takes account of a 90° FoV from this location as illustrated)		
		combined infrastructure composition. The combined influence of these elements would increase the overall presence of transmission and energy infrastructure within a part of the view where such features are currently limited, comprising only a small scale distribution wood pole. Overall, the Proposed Development, in combination with the Netherton Hub, would introduce a readily perceptible infrastructure presence within the view. Other in-planning Developments: High-Medium With reference to Figure 5.10f (Volume 2), the in-planning Netherton BESS would be fully screened in views from the viewpoint location and would therefore not be visible either in addition to, or in combination with, the Proposed Development in views experienced by receptors at this location. By contrast, the Beauly to Peterhead 400 kV OHL would be highly apparent in views to the north, situated directly adjacent to and behind the Proposed Development, with both schemes terminating into the consented Netherton Hub. The in-planning Beauly to Peterhead 400 kV OHL and the Proposed Development would therefore be perceived in close association with the consented Netherton Hub. In combination, the Proposed Development and the in-planning Beauly to Peterhead 400 kV OHL would give rise to significant cumulative visual effects for receptors at Viewpoint 7. The cumulative scenario would introduce additional OHL infrastructure, including towers of varying height, scale and prominence, within an already infrastructure influenced context associated with the consented Netherton Hub. While the removal of the existing section of the 400 kV New Deer OHL between the proposed Tie In and Tie Out would provide a degree of localised reduction in existing infrastructure, this would not sufficiently offset the increased extent, prominence and visual complexity associated with the cumulative arrangement. Overall, the combined presence of the Proposed Development, the Beauly to Peterhead 400 kV OHL and the consented Netherton Hub would appreciably intensify the influence of electrical infrastructure experienced from this location, contributing to the significant cumulative visual effects predicted for receptors with views extending west, southwest and northwest from Viewpoint 7.		
Cumulative Effects; Scenario 1 (Existing and Consented Development)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users
Cumulative Effects: Scenario 2 (Existing, consented and in-planning developments)	Additional magnitude	Additional effect	Combined magnitude	Combined effect
	Medium	Major (significant) residual effect for residential receptors, reducing to Moderate (significant) for general road users	High-Medium	Substantial to Major (significant) residual effect for residential receptors, reducing to Major to Moderate (significant) for general road users
Type of Effect	Long term (reversible), direct, cumulative and negative.			