



# Torfichen Wind Farm

## Technical Appendix 6.4

### Preliminary Assessment of Visual Receptors

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# 1 Preliminary Assessment of Visual Receptors

## 1.1 Introduction

- 1.1.1 This Technical Appendix has been prepared to accompany Chapter 6: LVIA of the Torfichen Wind Farm (hereafter the Proposed Development) Environmental Impact Assessment (EIA) Report.
- 1.1.2 An initial filtering exercise has been undertaken to identify which visual receptors identified in the baseline (**Section 6.5 of Chapter 6**) have the potential to be significantly affected by the Proposed Development.
- 1.1.3 The intention has been to ensure that the level of assessment given to each visual receptor is proportionate to the likelihood of significant effects arising. The tables below list the principal visual receptors identified in the baseline study and summarises the initial assessment carried out to determine which visual receptors have the potential to experience significant effects and require detailed assessment.
- 1.1.4 The principal visual receptors are illustrated on **Figure 6.17** and overlaid with the blade tip Zone of Theoretical Visibility (ZTV) at **Figure 6.18** within the detailed 20 km LVIA study area.

**Table 6.4.1: Preliminary Assessment of Settlements**

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
<b>Settlements within 5 km</b>			
Gorebridge	Approximately 4.3 km to the north	Extensive theoretical visibility from across the settlement, although actual visibility would be mainly available from the southern edge of the settlement. Given the relative proximity potential significant effects.	Yes
<b>Settlements within 5 to 10 km</b>			
Mayfield	Approximately 7.8 km to the north	Limited theoretical visibility of a reduced number of turbines. Limited potential for effects which would not be considered significant.	No

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Bonnyrigg	Approximately 8.6 km to the north	Extensive theoretical visibility from across the settlement, although actual visibility would be mainly available from the south-western and south-eastern edges of the settlement. Given the extent of theoretical visibility potential for significant effects.	Yes
Rosewell	Approximately 8.6 km to the north-west	Extensive theoretical visibility from across the settlement, although actual visibility would be mainly available from the south-eastern edges of the settlement. Given the extent of theoretical visibility potential for significant effects.	Yes
Pathhead	Approximately 9 km to the north-east	Extensive theoretical visibility from across the settlement, although actual visibility would be mainly available from the southern edges of the settlement. Given the extent of theoretical visibility potential for significant effects.	Yes

**Settlements within 10 to 15 km**

Penicuik	Approximately 10 km to the north-west	Limited theoretical with views mainly restricted to blade tips seen beyond the intervening landform. Potential for limited effects which given the distance would not be considered significant.	No
Roslin	Approximately 10.4 km to the north-west	Extensive theoretical visibility from across the settlement, although actual visibility would be mainly available from the south-eastern edges of the settlement. Given the extent of theoretical visibility potential for significant effects.	Yes

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Dalkeith	Approximately 10.6 km to the north	Limited theoretical visibility experienced from the settlement. Actual visibility would be greatly reduced by the surrounding built form. Potential for very limited effects which would not be considered significant.	No
Loanhead and Bilston	Approximately 11.3 km to the north-west	Limited theoretical visibility experienced from the settlement. Actual visibility would be greatly reduced by the surrounding built form. Potential for very limited effects which would not be considered significant.	No
Edinburgh	Approximately 13.1 km to the north	Very limited theoretical visibility from the city. Actual visibility would be restricted by surrounding built form. Views would only be available from the most elevated locations such as Arthurs Seat (Viewpoint 15).	No
Whitecraig	Approximately 13.6 km to the north	Limited theoretical visibility of a reduced number of turbines. Potential for very limited effects which would not be considered significant.	No
Danderhall	Approximately 13.6 km to the north	Theoretical visibility from the settlement. Actual visibility would be reduced by surrounding built form and settlements to the south. Potential for very limited effects which would not be considered significant.	No
Ormiston	Approximately 13.9 km to the north-east	Theoretical visibility from the settlement. Actual visibility would be reduced by surrounding built form of the settlement and given the distance any effects would be very limited and would not be considered significant.	No

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Elphinstone	Approximately 14.8 km to the north	Theoretical visibility from the settlement. Actual visibility would be reduced by surrounding built form of the settlement and given the distance any effects would be very limited and would not be considered significant.	No

**Settlements within 15 to 20 km**

West Linton	Approximately 16.4 km to the west	Very limited theoretical visibility from the western part of the settlement. Actual visibility would be very limited and given the distance any effects would be very limited.	No
Tranent	Approximately 16.5 km to the north-east	Very limited theoretical visibility from the southern edge of the settlement. Actual visibility would be very limited and given the distance any effects would be very limited.	No
Prestonpans	Approximately 17.2 km to the north	Very limited theoretical visibility. No potential for significant effects.	No
Macmerry	Approximately 18.2 km to the north-east	Very limited theoretical visibility from the western part of the settlement. Actual visibility would be very limited and given the distance any effects would be very limited.	No

**Table 6.4.2: Preliminary Assessment of Core Paths**

Core Path	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
<b>Core Paths within 5 km</b>			
Core Paths to the south-east	Located within 5 km to the south-east of the Proposed Development	Limited theoretical visibility of the reduced number of turbines. Potential for effects but not considered significant due to the limited theoretical visibility and proximity to the operational Carcant Wind Farm.	No
Core Paths to the north-west	Located within 5 km to the north-west of the Proposed Development	Extensive theoretical visibility of up to all 18 turbines that would be experienced on the rising landform that forms the back drop south-easterly views. Potential for significant visual effects.	Yes
<b>Core Paths within 5 to 10 km</b>			
Core Paths to the north-west	Located between 5 and 10 km to the north-west of the Proposed Development	Theoretical visibility of up all 18 turbines would be experienced from the majority of the routes within approximately 7.5 km to the north-west, with very limited theoretical visibility between approximately 7.5 km and 10 km. Potential for receptors to experience significant effects up to approximately 7.5 km	Yes
Core Paths to the north	Located between 5 and 10 km to the north of the Proposed Development	Theoretical visibility of up to all 18 turbines to the west and east of Gorebridge and south of Bonnyrigg, Dalkeith and Mayfield. Potential for receptors to experience significant visual effects	Yes
Core Paths to the north-east	Located between 5 and 10 km to the north-east of the Proposed Development	Theoretical visibility of up to all 18 turbines to the east and south of Gorebridge and south of Pathhead. Potential for receptors to experience significant visual effects	Yes

**Table 6.4.3: Preliminary Assessment of Cycle Routes**

Cycle Route	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
National Cycle Network Route 1	Approximately 1.8 km to the north-east	Potential for significant effects due to the proximity of the route to the Proposed Development and the extensive theoretical visibility as the route continues north.	Yes
National Cycle Network Route 196	Approximately 9.5 km to the north-west	No theoretical visibility from the western part of the route, east of Penicuik. Potential for effects as the route passes to the north of Rosewell and into Bonnyrigg. Due to the distance from the Proposed Development and the orientation of the route relative to the Proposed Development effects would not be considered significant.	No

**Table 6.3.4: Preliminary Assessment of Roads**

Road	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
<b>A Roads</b>			
A703	Approximately 8.6 km to the west	Very limited theoretical visibility over approximately 1 km. Potential for very limited effects that would not be considered significant.	No
A6094	Approximately 7.4 km to the north-west	Potential for receptors to experience effects but due to the distance from the Proposed Development effects would not be considered significant.	No
A7	Approximately 2.9 km to the north-east	Potential for significant effects to be experienced from the northern part of the route, north of the Moorfoot Hills.	Yes
A68	Approximately 8.6 km to the north-east	Very intermittent theoretical visibility which together with the distance from the Proposed Development would mean effects would be limited and would not be considered significant.	No



Road	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
<b>B Roads</b>			
B7007	Passes through part of the site.	Potential for significant effects.	Yes
B709	Approximately 3.7 km to the south	Very limited theoretical visibility of a reduced number of turbines. No potential for significant effects.	No
B6368	Approximately 7.1 km to the east	Very limited theoretical visibility from the route at a distance of approximately 9 km. Potential for very limited effects but would not be considered significant.	No
B6458	Approximately 5.3 km to the east	Theoretical visibility from the whole route in relative proximity. Potential for significant effects.	Yes
B6367	Approximately 3.7 km to the east	Theoretical visibility from the whole route in relative proximity. Potential for significant effects.	Yes
B6372	Approximately 3.3 km to the north	Theoretical visibility from the whole route in relative proximity. Potential for significant effects.	Yes
B6482, B703	Approximately 8.3 km to the north	Limited potential for effects as the routes pass through built up areas at Mayfield. No potential for significant effects.	No
B704	Approximately 5.4 km to the north	Theoretical visibility from the whole route in relative proximity. Potential for significant effects.	Yes
B6392	Approximately 8.5 km to the north	Limited potential for effects due to the distance from the Proposed Development and the orientation of the road relative to the Proposed Development.	No
B7003	Approximately 9.6 km to the north-west	Very limited theoretical visibility. No potential for significant effects.	No
B7026	Approximately 8.3 km to the north-west	Very limited theoretical visibility. No potential for significant effects.	No

Road	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
B6372	Approximately 8.8 km to the north-west	Very limited theoretical visibility. No potential for significant effects.	No