

TECHNICAL APPENDIX 7.6:

SEQUENTIAL ROUTE ASSESSMENT

Kirkton Energy Park
Prepared for: Kirkton Wind Farm Limited

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ANNEX 1

Wirelines along the route of the A897

1.0 Introduction

This Technical Appendix sets out the assessment of potential sequential visual effects of Kirkton Energy Park on key routes within the LVIA study area, primarily the A836 and the A897. Analysis of the ZTVs (LVIA **Figures 7.2a to 7.2d**) shows that theoretical visibility from other roads would be extremely limited or prevented by the intervening landform. Both the A836 and A897 form part of the primary road network within the study area and are the only primary roads where the ZTVs (See **Figures 7.2a to 7.2d**) show notable visibility of the proposed development. Much of the A836 forms part of the North Coast 500 (NC500) and North and West Highlands Scenic Route (shown on **Figure 7.1b**). National Cycle Route (NCR)1 is also routed through the study area.

Whilst these routes are the focus of the assessment of sequential visual effects, the A836 and NC500 diverge at Tongue, with the NC500 following the A838. Therefore, consideration is given to the potential visual effects on the NC500 to the west of Tongue. NCR1 comprises an on-road cycle route through the study area. Much of NCR1 follows the A836, however to the east of Reay it diverges from the primary road and follows the minor road through Shebster, Westfield and Newlands of Geise towards Thurso.

The Sequential Route Assessment is accompanied by the following illustrations:

- **Figure 7.6.1a and 7.6.1b:** extracts from blade tip ZTV, hub height ZTV and cumulative wind farm ZTV for the sections of the A836 where the proposed development is predicted to be visible, showing the four LVIA viewpoints that are located along the route; and
- **Figure 7.6.2:** extracts from blade tip ZTV, hub height ZTV and cumulative wind farm ZTV for the sections of the A897 where the proposed development is predicted to be visible, showing the two LVIA viewpoints that are located along the route and the locations of wirelines that have been prepared to supplement these viewpoints (See Annex 1).

The viewpoints that form part of the LVIA have been considered as part of the sequential route assessment. The LVIA viewpoints were identified and confirmed as part of the consultation with The Highland Council (THC). Due to the presentation requirements for the viewpoint photography and visualisations they are included in Volume 3bi-ii (NatureScot Visualisations) and Volume 3ci-ii (The Highland Council Visualisations). The LVIA viewpoints considered as part of the sequential route assessment for the A836 are as follows:

- Viewpoint 3: South East Edge of Melvich (see LVIA **Figure 7.7**);
- Viewpoint 4: A836 at the Junction to Bighouse (see LVIA **Figure 7.8**);
- Viewpoint 7: A836 West of Strathly (see LVIA **Figure 7.11**);
- Viewpoint 10: A836 West of Armadale (see LVIA **Figure 7.14**)
- Viewpoint 14: A836, Forss (see LVIA **Figure 7.18**); and
- Viewpoint 19: A836, Balmore (see LVIA **Figure 7.23**).

The LVIA viewpoints considered as part of the sequential route assessment for the A897 are as follows:

- Viewpoint 1: Strath Halladale, Achiemore (see LVIA **Figure 7.5**);
- Viewpoint 2: Strath Halladale, Golval (see LVIA **Figure 7.6**); and
- Viewpoint 11: RSPB Lookout Tower, Forsinard (see LVIA **Figure 7.15**).

In addition to the above viewpoints along the A897, a sequence of wireline views has been prepared for locations along this road to inform the assessment. These wirelines are included in Annex 1 and the locations are shown on **Figure 7.6.2**.

2.0 Consultation

The requirement for the assessment of sequential effects along these routes was requested during initial pre-application consultation in relation to Kirkton Energy Park. This requirement was discussed further with the Highland Council during consultation in relation to the viewpoint selection.

3.0 Methodology

The approach to the sequential route assessment is based on the LVIA methodology, described in **Technical Appendix 7.1**. This follows principles set out in the Guidelines for Landscape and Visual Impact Assessment, (GLVIA, Landscape Institute and Institute of Environmental Management and Assessment, 2013).

Judgements are made in relation to the value of views obtained from the routes, together with the susceptibility of road users to the proposed development. The overall sensitivity of road users travelling along each route has been identified by combining these judgements in relation to value and susceptibility.

The magnitude of change that would occur from the proposed development has been assessed, taking account of the size or scale of predicted change, its extent and duration. The extent of the predicted change takes account of the length of the routes included in the sequential assessment over which the proposed development would be visible, whether this would be continuous or intermittent; together with the size or scale of the predicted change which would vary along each route.

The overall sensitivity of road users together with the magnitude of predicted change along the routes assessed, are combined to identify the effect and whether or not it is judged to be significant.

The cumulative baseline wind farm context of the routes has been taken into account in making these judgements, as identified in the LVIA **Table 7-5**. This baseline wind farm context includes both operational and consented developments, recognising that these are either existing or highly likely to be constructed. Judgments have also been made in relation to the proposed development in addition to the baseline conditions plus possible future cumulative effects associated with proposed wind farm developments for which an application has been submitted (recognising that these schemes are possible, but not certain).

4.0 A836

The A836 is the larger and busier of the two primary roads through the study area from which Kirkton Energy Park is predicted to be visible. The A836 is closely aligned with the north coast between John o' Groats, beyond the eastern edge of the study area, and Tongue, to the west. Several settlements lie along this route including (from east to west) Dunnet, Castletown, Thurso, Reay, Melvich, Strath, Bettyhill and Tongue. At Tongue the A836 heads in a southerly direction towards Lairg (outside the study area to the south west). The closest section of the A836 to the proposed development at the northern end of Strath Halladale, in the vicinity of Melvich, is approximately 2.6km to the north of the nearest proposed wind turbine. Kirkton Energy Park would be accessed from the A836, via the minor road to Kirkton.

Two potential vehicle turning areas for abnormal load deliveries are proposed along the A836. The more easterly of these is at Melvich, near the junction to Portskerra. The alternative is approximately 2.4km to the west of Melvich. Only one of the vehicle turning areas would be constructed. More detail on the vehicle turning areas is provided in **Chapter 3: Description of Development** and **Chapter 7: Landscape and Visual**.

Based on analysis of the blade tip ZTV (**Figures 7.6.1a** and **7.6.1b**) it is estimated that approximately 18% of the A836 within the study area would have theoretical visibility of the proposed development. This equates to a total of approximately 21km of the 115km length of the route through the study area. The ZTVs show that the predicted visibility of the proposed development would be intermittent, occurring in nine separate sections of the road. When the ZTV for the hub height for the proposed wind turbines is analysed (**Figures 7.6.1a** and **7.6.1b**), this shows that the majority of theoretical visibility from the A836 would be limited to turbine blades. The key exception to this is in the vicinity of Strath Halladale, where the ZTVs show that a greater proportion of the wind turbines would be visible, as confirmed by the viewpoint illustrations for Viewpoint 4 (LVIA **Figure 7.8**). A summary of the extent of theoretical visibility from the A836 is provided in **Table 4-1** below.

Table 4-1: Predicted Visibility of Kirkton Energy Park Wind Turbines from A836

	Approximate total length of road within study area	Approximate length of road from which Kirkton Energy Park Wind Turbines visible	Percentage of route
A836 between John o' Groats and Tongue (within study area)	86km	19.1km	22%
A836 between Tongue and Lairg (within study area)	29km	1.8km	6%
Full extent of A836 within study area	115km	20.9km	18%

The ZTVs identify theoretical visibility based on bare earth terrain data. Roadside hedgerows, trees or walls are not modelled into the analysis charts and therefore the visibility is likely to be less than illustrated. However, the landscape alongside the A836 is typically open, affording views over the surroundings.

The cumulative ZTVs that form part of the LVIA (LVIA **Figures 7.4a** to **7.4l**) show that there is potential visibility of multiple operational and consented wind farms from much of the A836 within the study area. The exception to this is the section to the south of Tongue, where the theoretical visibility becomes more fragmented. The key operational and consented wind farms that are visible from the A836, particularly in conjunction with Kirkton Energy Park, are Baillie Hill, the wind turbines at Forss, the consented Limekiln development, the Strath Wind Farms (Strath North which is operational as well as the consented Strath Wood and Strath South developments) and the two turbines at Bettyhill.

As much of the route of the A836 within the study area forms part of the NC500 and North and West Highlands Scenic Route, as well as part of NCR1, the value of views is considered to be **High**. The susceptibility of road users to the proposed development is considered to be **Medium**. The sensitivity of people travelling along the A836, including cyclists, is typically considered to be **High-medium**, noting that south of Tongue the A836 does not form part of a promoted scenic route but does remain part of NCR1.

Travelling towards the site from locations to the east, the visibility of Kirkton Energy Park would be relatively limited. Theoretical visibility from sections of the A836 to the east of Strath Halladale is almost always limited to turbine blades at distances of over 13km. In addition, such visibility would occur in the context of Baillie Hill Wind Farm, the wind turbines at Forss and Limekiln Wind Farm, all of which would be seen at closer distance and would be more prominent in views. In addition, the Strathy Wind Farms would typically be visible beyond Kirkton Energy Park, although at greater distances than the proposed development. This relationship between the proposed development and the existing and consented wind farms is demonstrated by LVIA Viewpoints 14 and 19 (see LVIA **Figures 7.18** and **7.23**), where a **Moderate-minor** and **Minor (Not Significant)** effect on visual amenity is predicted respectively.

A similar pattern would occur for people travelling towards the site from locations to the west. From locations to the west of Strath Halladale, theoretical visibility of Kirkton Energy Park is predicted to be limited and fragmented. Again, theoretical visibility is primarily associated with turbine blades, with the hub height ZTV (see LVIA **Figure 7.2c**) showing very limited theoretical visibility. However, the turbine blades would be seen at closer distances than from the sections of the A836 to the east, at between approximately 4km and 12km. The proposed development would be seen in the context of existing and consented wind farms, particularly Strathy Wind Farms and the two consented turbines of the Dounreay Tri offshore development. Viewpoints 7 and 10 in the LVIA (LVIA **Figures 7.11** and **7.14** respectively) represent locations along these sections of the road where a **Moderate** or **Moderate-minor** (Not Significant) effect on visual amenity is predicted respectively.

The proposed (planning application stage) Armadale Wind Farm lies relatively close to the south of the A836 within 12km of Kirkton Energy Park. Should this proposed development be granted planning permission and be constructed, the turbines would comprise prominent structures that would reduce the relative prominence of Kirkton Energy Park.

At locations beyond approximately 12km to the west of the site the ZTVs show almost no visibility. The exception to this is a very short section (less than 2km in length) to the south of Tongue, where turbine blade visibility is indicated at a distance of over 25km. In addition, it is likely that the proposed development would be seen behind the Strathy Wind Farms, meaning any effect on visual amenity for people travelling along this part of the A836 would be limited.

In the vicinity of Strath Halladale, to the north of the site, Kirkton Energy Park would comprise a prominent addition to the baseline landscape. The more enclosed nature of the landscape, resulting from the local landform, limits the theoretical visibility of operational and consented wind farms, although the Strathy Wind Farms are theoretically visible from the west facing slopes and the consented Dounreay Tri floating wind turbines would be visible to the north. However, Kirkton Energy Park would be the key wind farm seen from this section of the A836, with the proposed development comprising a line of turbines above the western side of the Strath. Viewpoints 3 and 4 of the LVIA (LVIA **Figures 7.7** and **7.8**) show the nature of views seen from the A836 in the vicinity of Strath Halladale.

Viewpoint 3 shows the restricted extent of the turbines that would be seen from the edge of Melvich. Therefore, for people travelling in an easterly direction the visibility of the proposed turbines would be limited along this section of the A836, as for the most part they would be to the rear of the direction of travel. However, Viewpoint 4 shows the open views towards Kirkton Energy Park for people travelling in a westerly direction as they descend towards the River Halladale. The linear, regularly spaced layout would result in the proposed wind farm having a relatively simple appearance. However, the wind turbines would be prominent and blade movement would

be apparent. At Viewpoint 3 a **Moderate-minor (Not Significant)** effect on visual amenity is predicted for road users. However, at Viewpoint 4 a **Major-moderate (Significant)** effect is predicted.

The proposed vehicle turning area at Melvich would be visible from the A836, particularly for people travelling in a westerly direction. The turning area would only be used for short periods of time, however the change from pasture to an area of hard standing would be conspicuous. The nature of the turning area means it would not restrict views towards the coastline. The effects on visual amenity for people travelling along the A836 would be restricted by the limited extent of the road from which it would be seen. This turning area would also be seen in the context of development within Melvich, rather than being in an undeveloped location. It is predicted this element of the proposed development would result in a **Slight** magnitude of change for road users and a **Moderate-minor effect (Not Significant)** on visual amenity.

The proposed vehicle turning area to the west of Melvich would be set back from the A836 and on land that is above the road. In addition, the field in which it would be positioned is surrounded by a stone wall. Given these factors, should this location be selected for the vehicle turning area, the effect on visual amenity would be limited. It is predicted this vehicle turning area would result in a **Negligible** magnitude of change and a **Minor (Not Significant)** effect on visual amenity for road users.

The theoretical visibility of the proposed development from the A836 is relatively limited, with fragmented areas of theoretical visibility and for much of the route the intervening landform would restrict visibility to turbine blades. In addition, the existing and consented wind farms would influence the relative prominence of Kirkton Energy Park, particularly from locations to the east of Reay. Taking this into account, it is considered that the overall magnitude of cumulative change on users of the A836 would be Slight. As road users travelling along the A836 have a **High-medium** sensitivity, the resulting effect would be **Moderate-minor** overall and **Not Significant**. However, it is recognised that in the vicinity of Strath Halladale the proposed development would be prominent and would have locally **Major-moderate** and **Significant** effects on visual amenity for people travelling along the A836.

4.1 A838

The A838 forms part of the NC500 and North and West Highlands Scenic Route to the west of Tongue, with a short section of this road located in the western part of the study area. The ZTVs (**Figures 7.6.1a** and **7.6.1b**) show that Kirkton Energy Park would be theoretically visible from part of the A838 in the study area. However, this would be limited to turbine blades and at a distance of over approximately 34km. The immediate landscape, including the summits of Ben Hope and Ben Loyal form a dramatic context to the route and the main focus of views from the route. In addition, the proposed development lies on the far side of the Strathy Wind Farms in views to the east. Therefore, Kirkton Energy Park would form a limited and distant component of views from this section on the A838 and it is not considered further.

4.2 National Cycle Network (outwith the A836)

One route that forms part of the National Cycle Network is routed through the study area. Much of this follows the A836, however it diverges from this road to the east of Reay and follows the minor road through Shebster, Westfield and Newlands of Geise towards Thurso. This minor road is assessed in the LVIA identifying that theoretical visibility of the proposed development is fragmented and limited to turbine blades. In addition, this road is located relatively close to the operational Baillie and consented Limekiln Wind Farms. These developments are considerable closer than Kirkton energy Park and would reduce the prominence of the proposed wind turbines. This would be particularly the case in relation to Limekiln Wind Farm, which, when constructed, would lie between this road and Kirkton Energy Park.

Given the limited predicted visibility, intervening distance and relative prominence of existing and consented cumulative wind farm developments, it is considered that Kirkton Energy Park would result in a limited change to the view. Therefore, it is considered that the proposed development would have a Negligible magnitude of

change for the road users. As this cycle route forms part of the National Cycle Network it is considered to be of **High** value and cyclists are considered to be of **Medium** susceptibility. Cyclists in this context are considered to be of **High-medium** sensitivity, the resulting effect would be **Moderate-minor** and **Not Significant** for this part of NCR1. The key effects on this route would be as described for the A836, particularly the predicted **Significant** effects in the vicinity of Strath Halladale.

5.0 A897

The A897 comprises a single track road between the A836 east of Melvich and Helmsdale to the south south east, just outside the study area. The northern part of the A897 is routed through Strath Halladale, then crosses higher ground to the south of Forsinard, and is then routed through the Strath of Kildonan/Strath Ullie towards Helmsdale. The settlement pattern along this road is relatively limited and dispersed. However, there are residential properties located along this road between near the junction with the A836 and Forsinard, with the pattern becoming increasingly sparse the further south along the road. Further properties lie to the south of the higher ground south of Forsinard, in the vicinity of Kinbrace. The closest section of the A836 to the proposed wind turbines is at Achiemore, which lies approximately 1.5km from the closest turbine.

Based on analysis of the blade tip ZTV (**Figures 7.6.1a** and **7.6.1b**) it is estimated that approximately 46% of the A897 within the study area would have theoretical visibility of the proposed development. This equates to a total of approximately 22km of the route. The ZTVs shows that the predicted visibility of the proposed development would be continuous along much of the A897 between the junction with the A836 and Forsinain. South of Forsinain the pattern of visibility becomes more limited and fragmented. LVIA Viewpoint 1 (LVIA **Figure 7.5**) and Viewpoint 2 (LVIA **Figure 7.6**) illustrate the predicted appearance of the proposed development from the A897, these viewpoint illustrations have been augmented by a sequence of wirelines along the A897, which are included in Annex 1. A summary of the extent of theoretical visibility from the A836 is provided in **Table 5-1** below.

Table 5-1: Predicted Visibility of Kirkton Energy Park Wind Turbines from A897

	Approximate total length of road within study area	Approximate length of road from which Kirkton Energy Park Wind Turbines visible	Percentage of route
A897 between junction with A836 and Helmsdale (within study area)	53km	22.2km	41%

The ZTVs identify theoretical visibility based on bare earth terrain data. Roadside hedgerows, trees or walls are not modelled into the analysis charts and therefore the visibility is likely to be less than illustrated. However, the landscape alongside the A897 is typically open, affording views over the surroundings.

The cumulative ZTVs that form part of the LVIA (LVIA **Figures 7.4a** to **7.4l**) show that there is limited potential visibility of operational and consented wind farms from the A897 within the study area. The wirelines included in Annex 1 further demonstrate this, only showing visibility of existing and consented wind farms from locations along the A897 in the vicinity of higher ground to the south of Forsinard. Therefore, the effects on visual amenity for road users on the A897 would be primarily associated with Kirkton Energy Park, with limited potential for cumulative effects in conjunction with other wind farms.

The A897 is not promoted as a scenic route. It is also not located within any landscape designations, although a section south of Forsinard lies immediately to the east of the Bens Grian and Loch nan Clàr Special Landscape Area (SLA). The value of views from the A897 is considered to be **Medium** overall, noting this could rise to **High-medium** adjacent to the SLA. The susceptibility of road users to the proposed development is considered to be **Medium**. The sensitivity of people travelling along the A836 is considered to be **Medium**.

Travelling south from the junction with the A836, Kirkton Energy Park would comprise a prominent addition to the baseline landscape. Viewpoints 1 and 2 of the LVIA (LVIA **Figures 7.5** and **7.6**) show the nature of views seen from the A897 within Strath Halladale, where a **Major-moderate (Significant)** effect on visual amenity is predicted at both locations for road users. The proposed development would be positioned on the landform

above the western side of Strath Halladale. The linear, regularly spaced layout of the turbines would result in the proposed wind farm having a relatively simple appearance. In the vicinity of Meall Mòr a' Bealaich, north of Culfern, the landform would screen the lower parts of some turbines. However, the wind turbines would be prominent, and the blade movement would be apparent. The size of the wind turbines would also contrast with the relatively small scale of the Strath landscape. Features within this landscape, such as buildings and trees, would provide scale references against which to judge the size of the wind turbines. The ancillary elements of the proposed development (tracks, crane pads, borrow pits and substation compound) would also be visible from some locations. However, the main visual effects would be associated with the wind turbines. Road users travelling south would pass roughly parallel with the proposed wind turbines between Loch Earacha and Achiemore. South of Achiemore Kirkton Energy Park would be to the rear of the direction of travel.

Travelling north along the A897 the blade tip ZTV (**Figure 7.6.2**) indicates small areas of theoretical visibility in the vicinity of Kinbrace and also near Loch an Ruathair. However, wirelines for these locations (see Annex 1) show no, or very limited visibility of the proposed wind turbines. Theoretical visibility increases near Forsinard but would still be limited by the intervening landform and also commercial forestry. At Viewpoint 11, at Forsinard (the RSPB lookout tower) a **Negligible** magnitude is predicted, which would result in a **Minor** and **Not Significant** effect on road users. North of Forsinard Kirkton Energy Park would become increasingly prominent, with the Strath landform directing views towards the wind turbines. Up to the vicinity of Craigtown Rock, approximately 2km to the south of the most southern wind turbine, the wind turbines would be partly screened by the landform on the western side of the Strath. As with road users travelling south, from locations north of Achiemore, people would travel roughly parallel with the site with the proposed wind turbines forming prominent structures on the ridge to the west.

Overall, there would be continuous visibility of the proposed development from a large proportion of the A897. This would particularly be the case for people travelling in a northerly direction, with the turbines increasing in relative size as people travel further north. The design of the proposed development means the turbines would have a simple linear layout, consistent with landform on the west side of the Strath. The regular spacing of the turbines would also help to contribute to simplifying the appearance of the proposed development, reducing the potential for turbine blades to overlap as they rotate. Notwithstanding these factors the proposed development would be prominent in views from the A897, particularly between north of Craigtown Rock and the junction with the A897. Whilst there would be more limited effects on visual amenity on more southerly parts of the A897, there would be recurring **Major-moderate** and **Significant** effects on visual amenity for people travelling along this route.

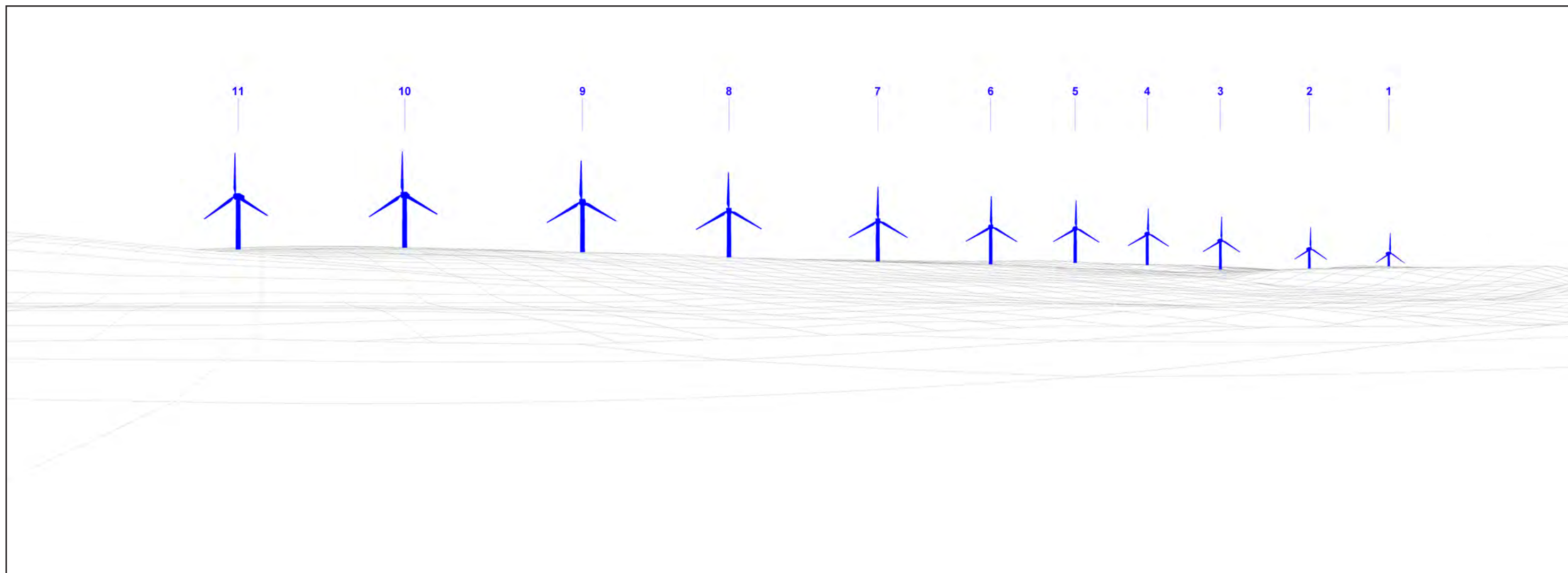
6.0 Summary

Key routes through the study area comprise A836 and A897. National Cycle Route (NCR) 1 has also been assessed, as has the North Coast 500 and North and West Highlands Scenic Route (both following the same route) where these diverge from the A836.

Overall, the theoretical visibility of the proposed development from the A836 (including the associated scenic routes) and NCR1 is relatively limited, with fragmented areas of theoretical visibility. For much of the route of the A836 and NCR1 the intervening landform would also restrict visibility to turbine blades. In addition, the existing and consented wind farms would influence the relative prominence of Kirkton Energy Park, particularly from locations to the east of Reay. Taking these factors into account, it is considered that the overall magnitude of change on users of the A836 would be Slight, with a Moderate-minor and Not Significant on road users overall. However, it is recognised that in the vicinity of Strath Halladale the proposed development would be prominent and would have locally Major-moderate and Significant effects on visual amenity for people travelling along the A836.

There would be continuous visibility of the proposed development from a large proportion of the A897. This would particularly be the case for people travelling in a northerly direction, with the turbines increasing in relative size as people travel further north. The proposed development would be prominent in views from the A897, particularly between north of Craigtown Rock and the junction with the A836. Whilst there would be more limited effects on visual amenity on more southerly parts of the A897, there would be recurring Major-moderate and Significant effects on visual amenity for people travelling along this route.

FIGURES



Distance to nearest turbine: 1.559 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

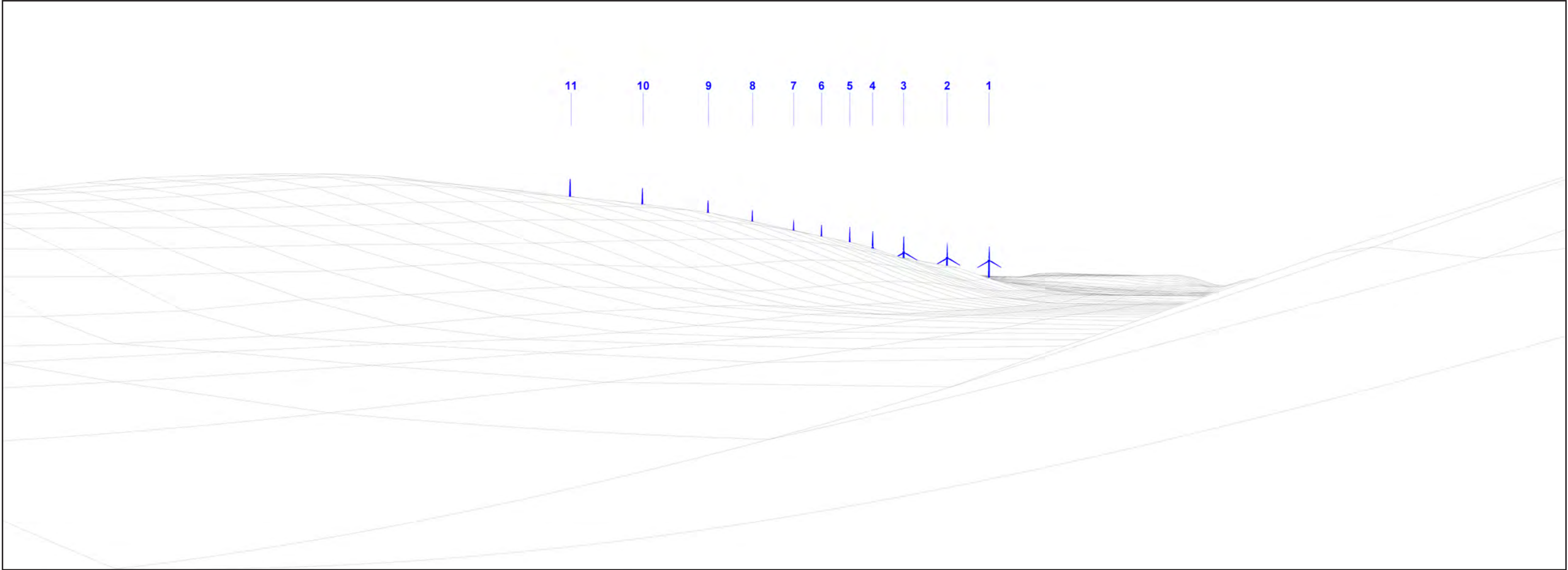


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-4, Achimore



Distance to nearest turbine: 1.978 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

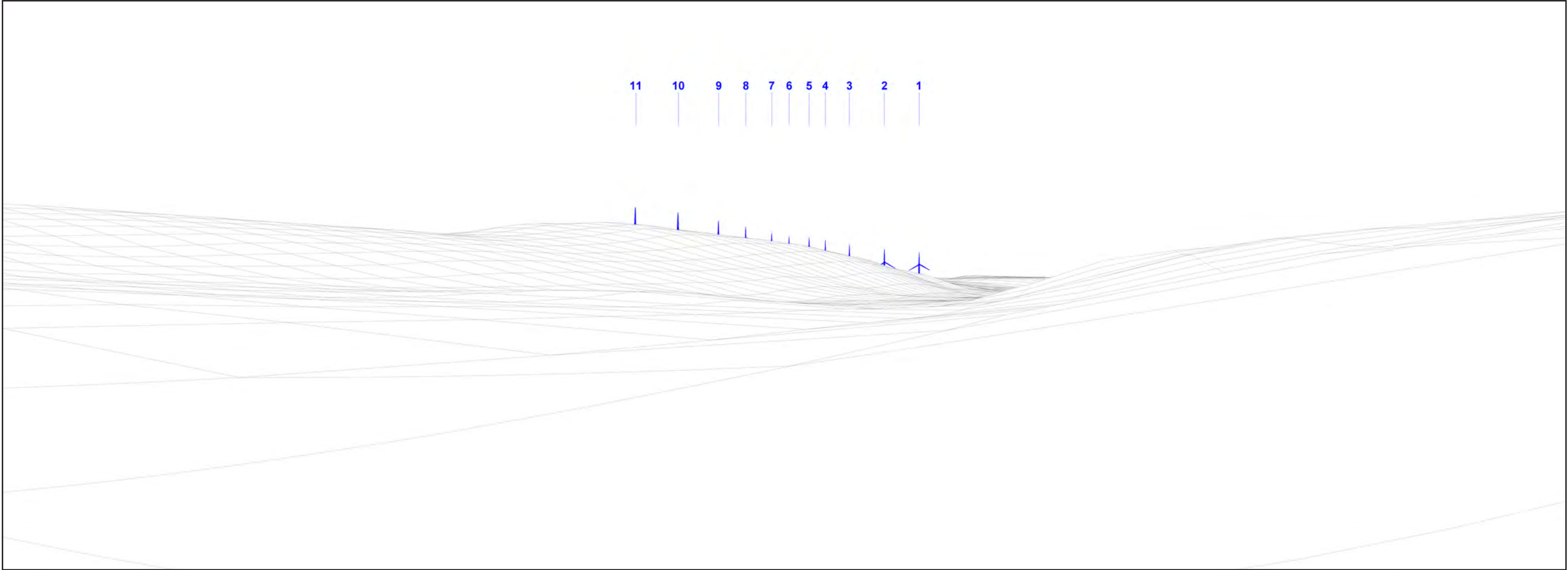


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-5, Near Craigtown Rock



Distance to nearest turbine: 2.692 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

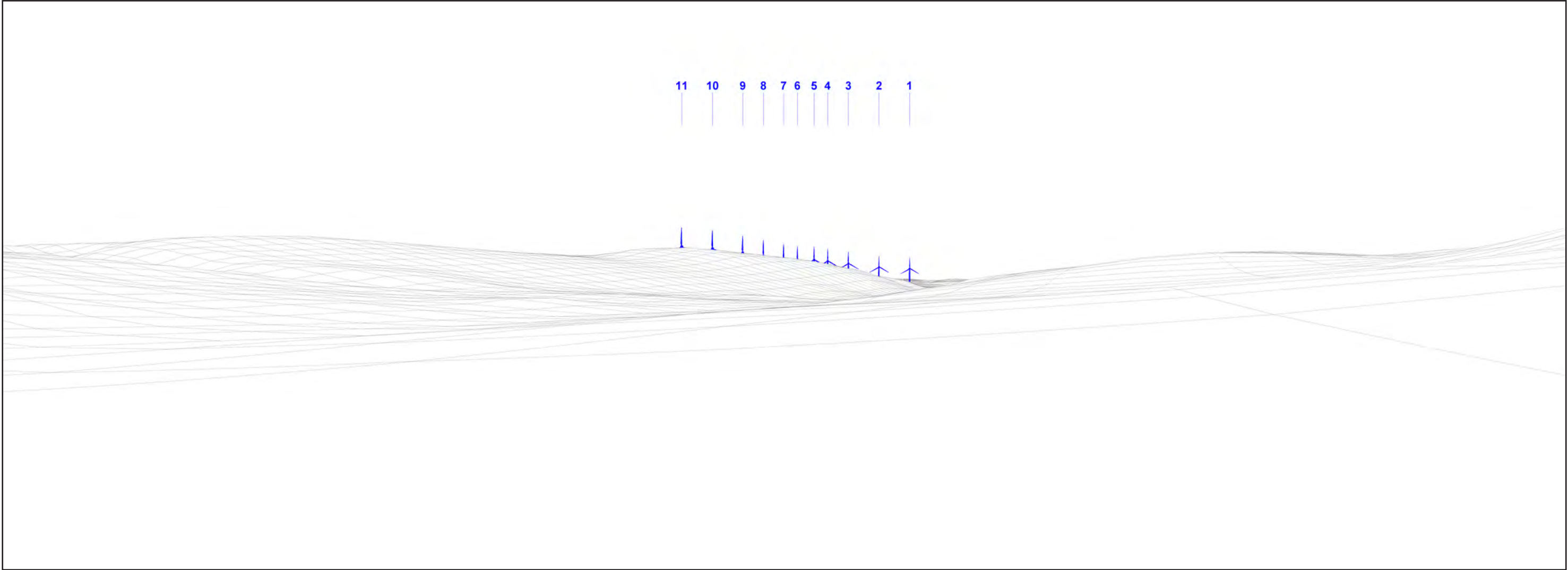


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-6, Junction Near War Memorial



Distance to nearest turbine: 3.454 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



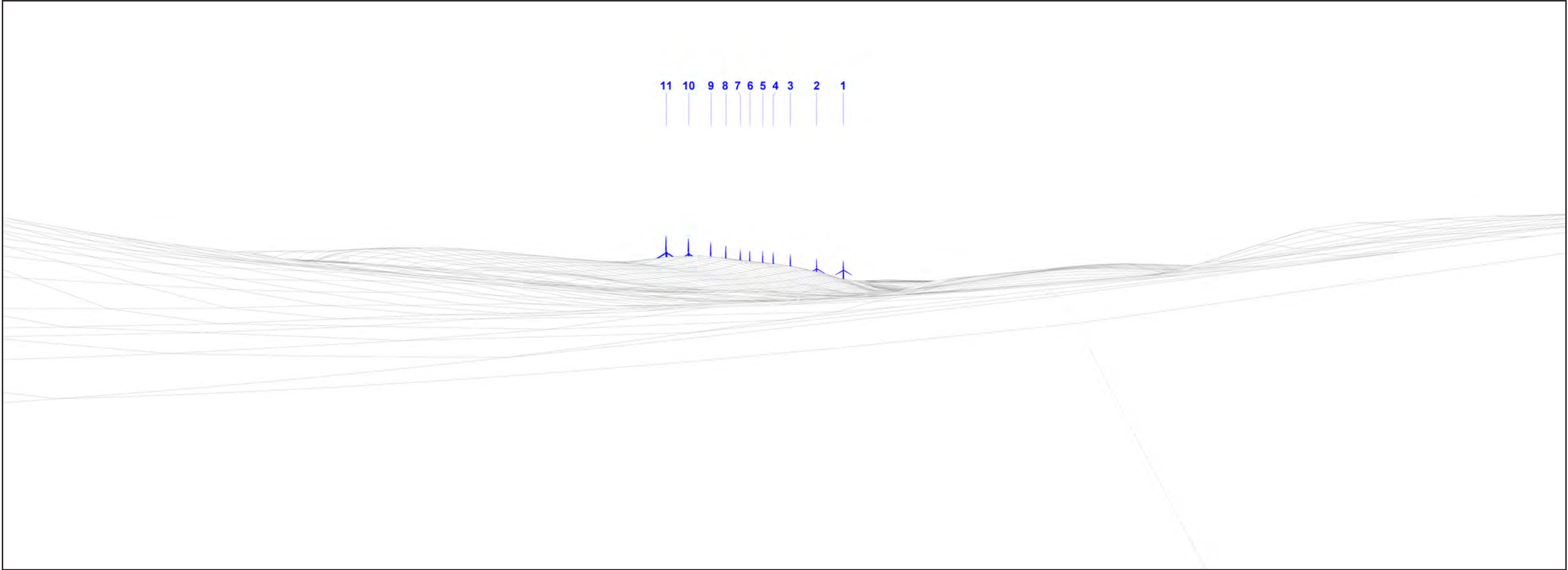
Operational
Wind Farm



Consented Wind
Farm



In Planning Wind
Farm



Distance to nearest turbine: 4.082 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

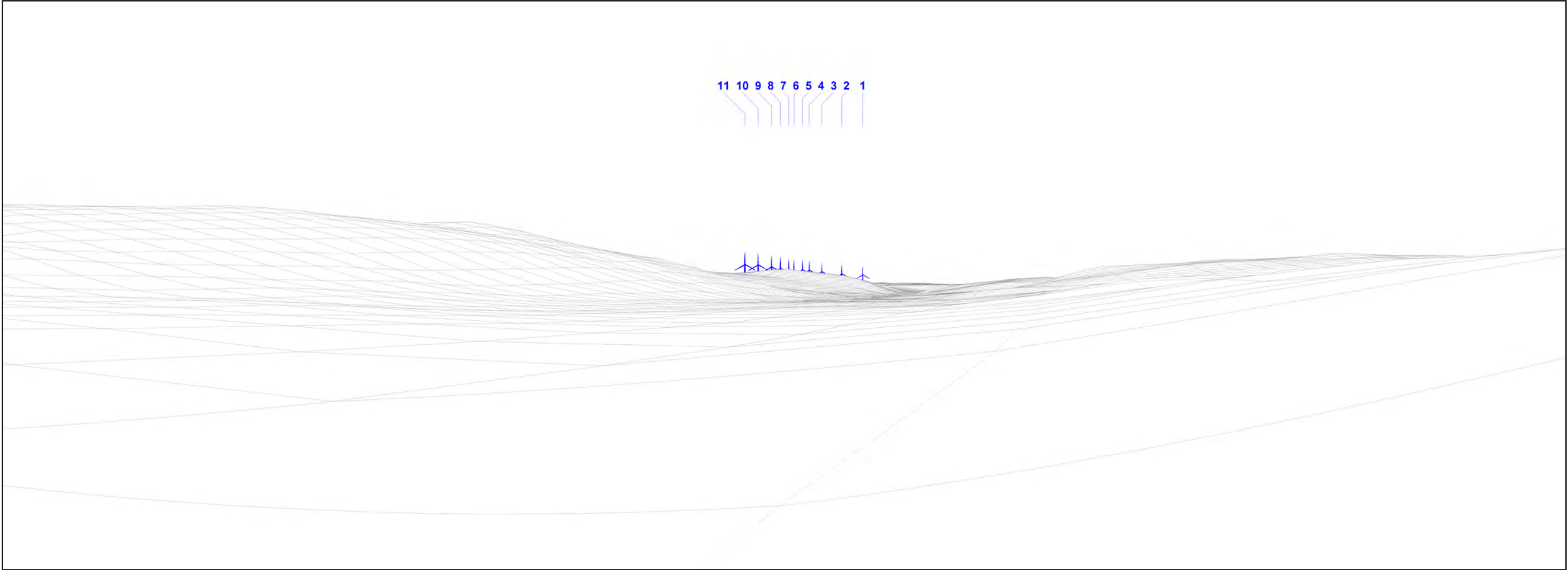


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-8, Near Croik



Distance to nearest turbine: 5.623 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

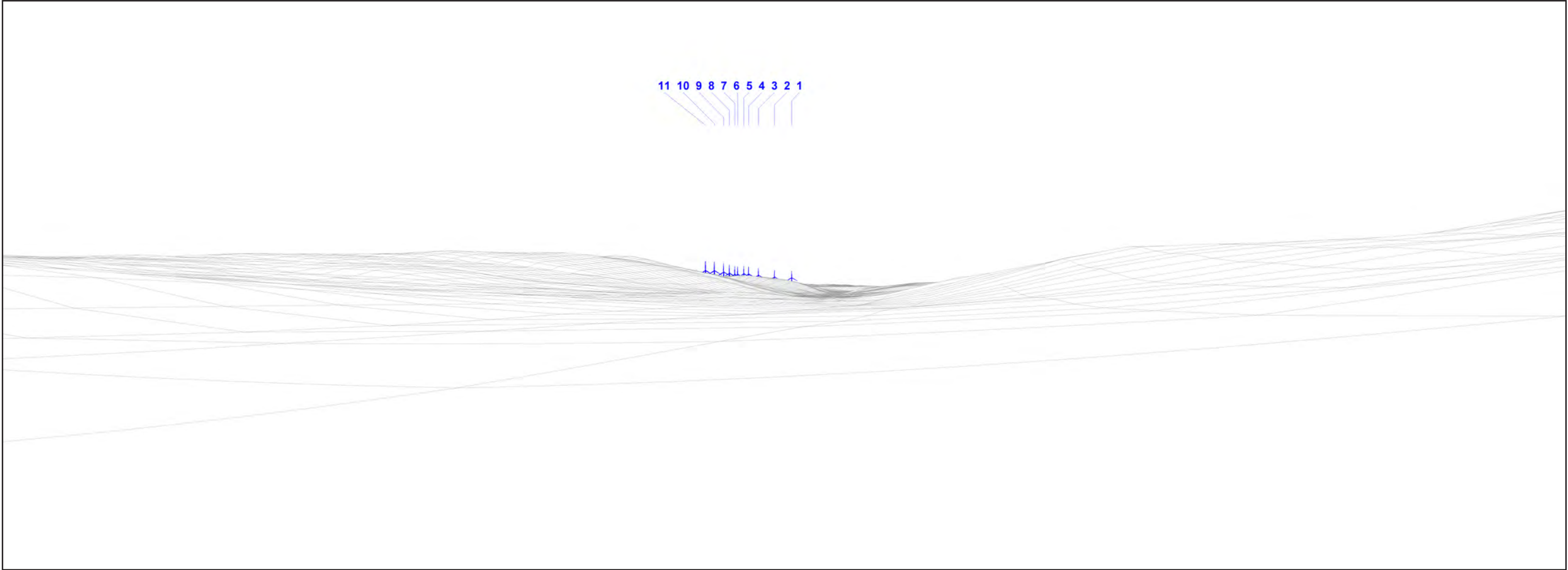


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-9, South of Trantlebeg



Distance to nearest turbine: 7.126 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



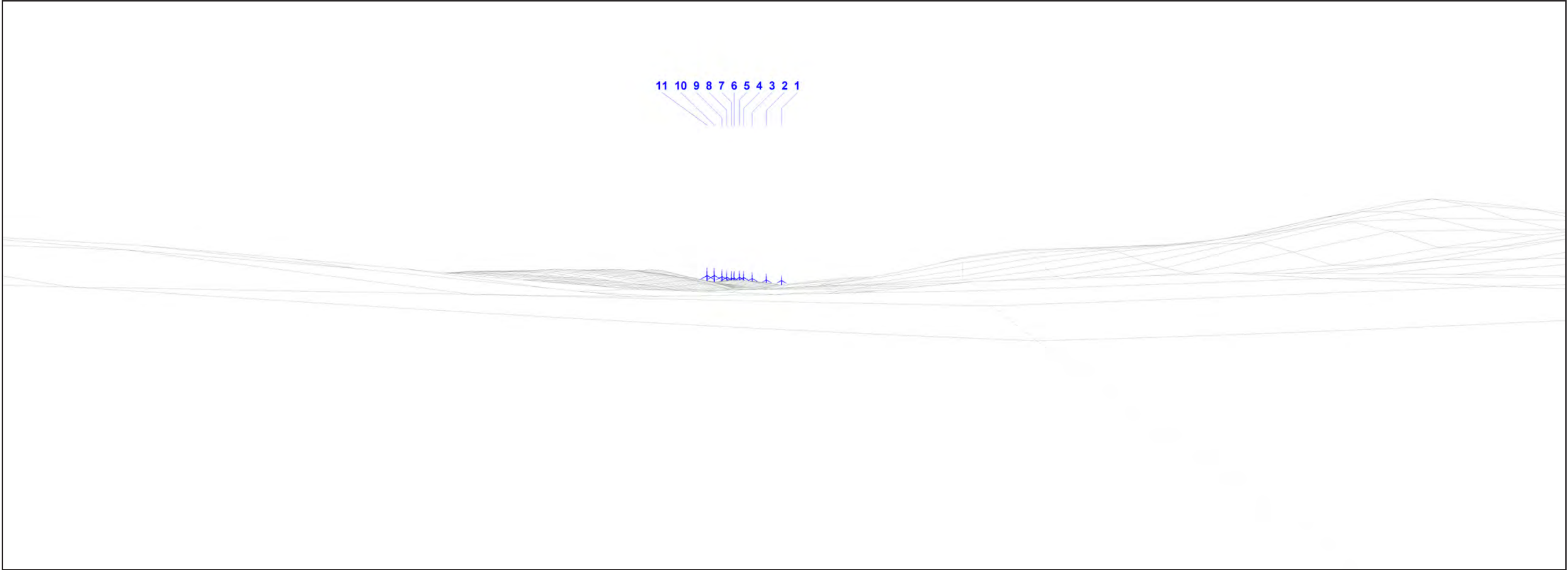
Operational
Wind Farm



Consented Wind
Farm



In Planning Wind
Farm



Distance to nearest turbine: 8.671 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

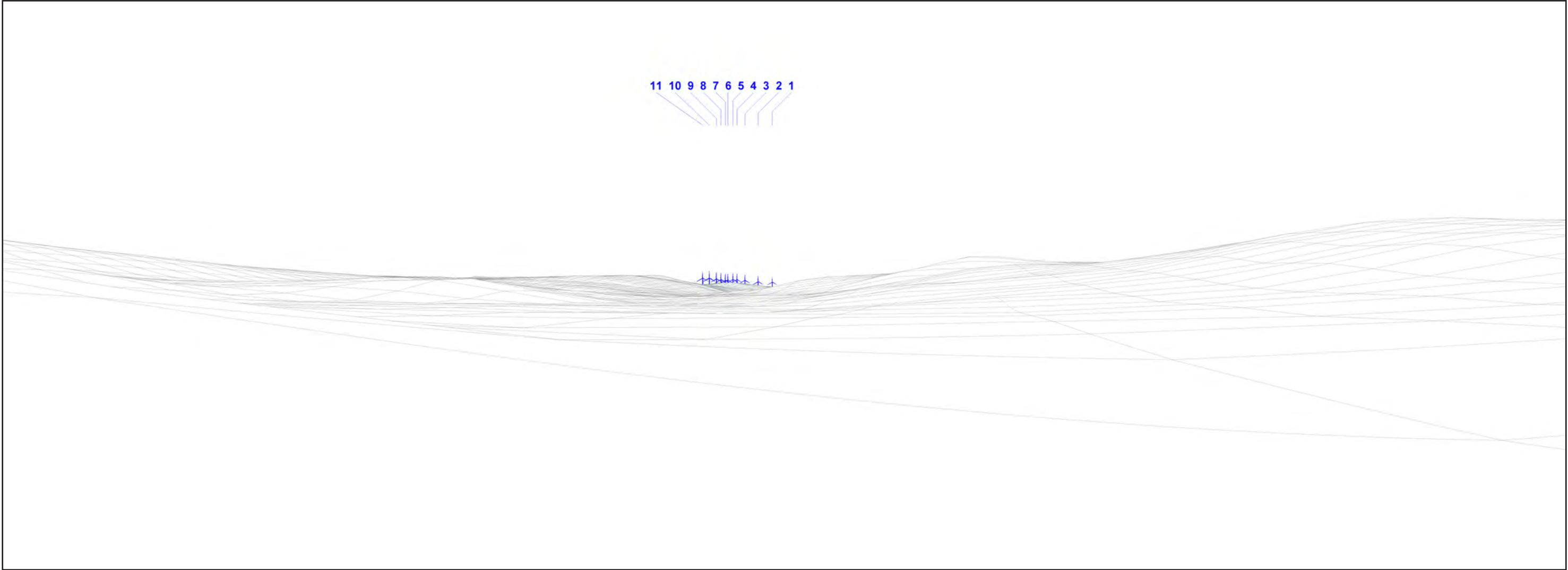


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-11, Forsinain Bridge



Distance to nearest turbine: 9.652 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



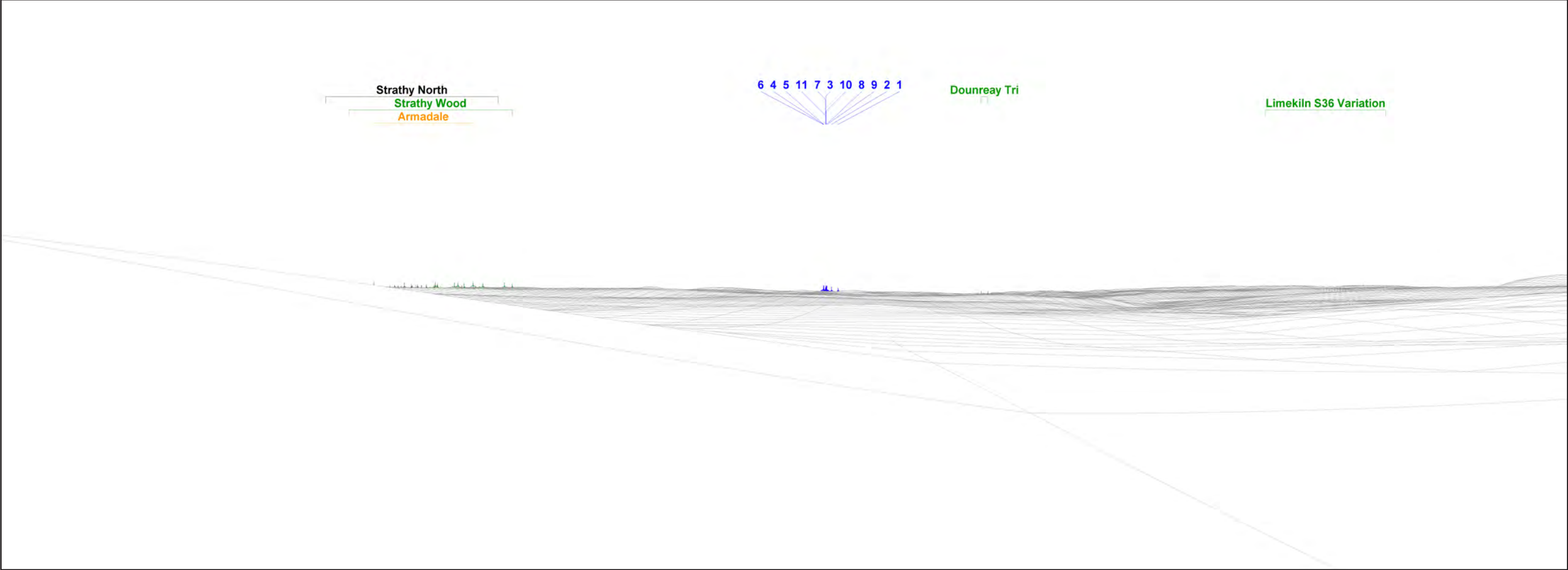
Operational
Wind Farm



Consented Wind
Farm



In Planning Wind
Farm



Distance to nearest turbine: 16.507 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm

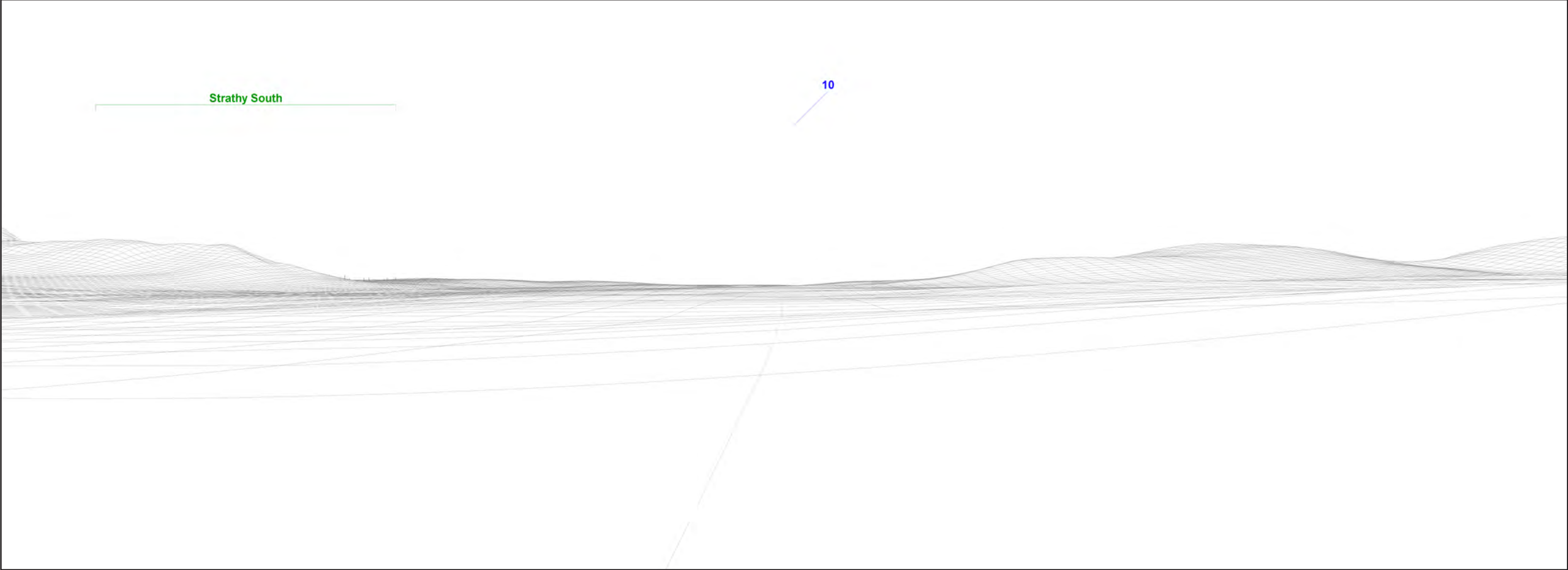


Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-13, South of Forsinard



Distance to nearest turbine: 21.152 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



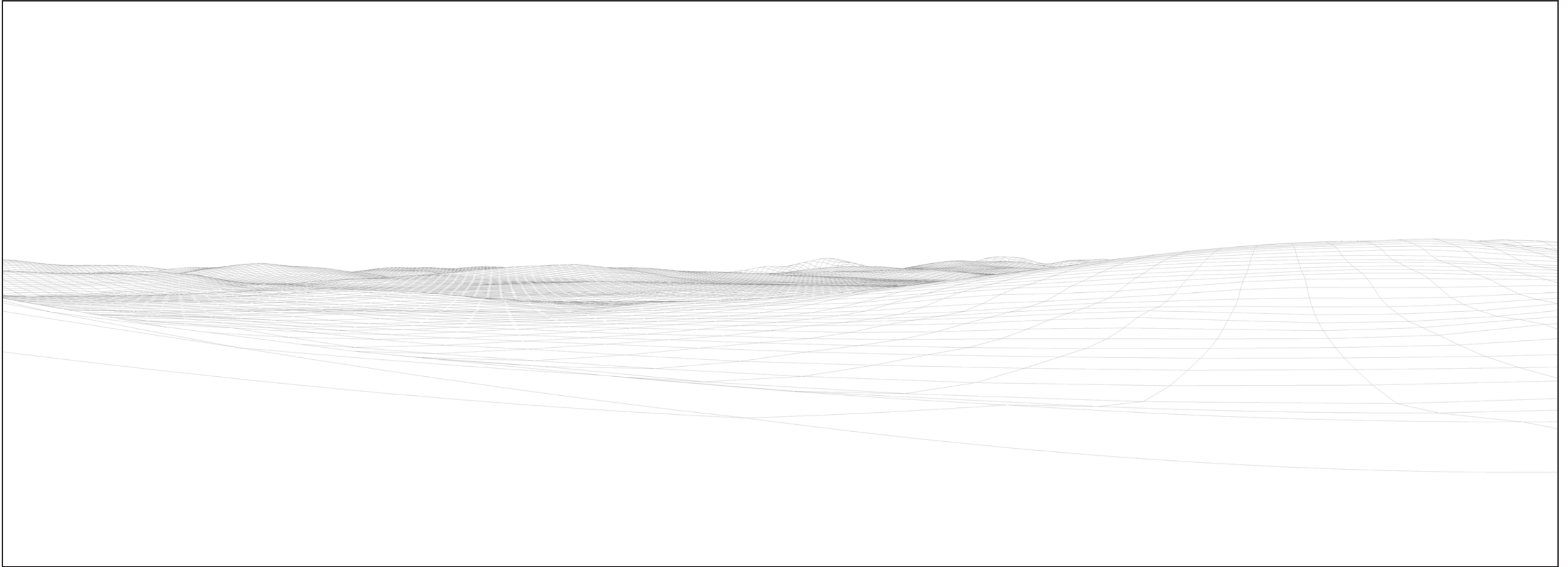
Operational
Wind Farm



Consented Wind
Farm



In Planning Wind
Farm



Distance to nearest turbine: 25.878 km

Horizontal Field of View: 90°

Camera Height: 2m

Legend



Kirkton



Operational
Wind Farm



Consented Wind
Farm



In Planning Wind
Farm

Kirkton Energy Park Sequential Analysis
Location Reference: A897-15, Kinbrace

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