

Technical Appendix 5.2: Non-Significant Effects

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Technical Appendix 5.2: Non-significant Effects

Introduction

This Technical Appendix provides the detailed assessment for those receptors where effects are deemed to be non-significant (i.e. Moderate level or below).

Landscape Character

LCTs are prefixed to indicate which baseline assessment they are identified and described by as follows:

- AB – Argyll and Bute (ABLWECS);
- NS – NatureScot national character assessment;
- IC – Inverclyde (LCSGCV)

AB LCT5 Open Ridgeland (7.7 km, NE)

As shown on Figure 5.4, this character type includes most of the Rosneath peninsula and the steep eastern valley sides of the Gare Loch. The ABLWECS describes the character of the LCT as *“gentle hill slopes and smooth ridges with a simple landcover pattern of semi-improved grazing, moorland and coniferous plantations, although some steeper slopes occur along the Gare Loch”*. Viewpoints 9 and 10 are within this LCT and illustrate views from the shoreline of Rosneath peninsula and the upper valley sides of the Gare Loch.

The ABLWECS only considers the sensitivity to turbines of up to 50 m, however given that it is an assessment of sensitivity to turbines within the LCT, it provides a guide to sensitivity to larger turbines at a greater distance. The criteria of ‘scale’, ‘landform’, ‘landcover’ and ‘landcover’ are indicated as being between Medium and Low susceptibility, with the assessment noting that turbines could dominate the scale of the low-lying Rosneath peninsula and the settlement around the loch shores, and that the simple landcover and landform, and occasional larger scale developments (Rosneath mast and military facilities) reduce sensitivity. Considering these factors together, sensitivity is judged to be Medium/low.

The LCT is not within any designated areas and the ABLWECS identifies that its developed nature mean that it has limited perceptual qualities of remoteness or wildness. Taking these factors into consideration the LCT is judged to be of Community value and Low sensitivity.

Changes to character would arise as a result of views of the turbines seen across the water from the area of visibility on the southwest part of the Rosneath peninsula within 10-11 km of the Proposed Development. This area already has views of Inverclyde wind farm and extensive urban areas and ports on the south side of the water, although the strong visual relationship reduces on the west side of the peninsula where views are oriented across Loch Long and towards the Site. Taking these factors into account, Permanent changes to character would be Small scale within this Localised area, reducing to Negligible in the more distant areas where the proposed turbines would be seen. The magnitude of impact would be Small and effects would be **minor, adverse and not significant**.

NS LCT250 Steep Ridges and Hills (3.9 km, NE)

As shown on Figure 5.4, this character type forms the upland areas in the nearby parts of the LLTNP to the north and northeast of the Site and extends across the uplands around the heads of the sea lochs more than 15 km from the Site. Key characteristics described for the LCT in the NatureScot assessment include:

- *“Steep-sided hills, with pronounced summits, which rise dramatically from narrow sea lochs and deep glens.*
- *Craggier Cowal hills with upper slopes and summits broken with small rocky outcrops and knolls. These hills are deeply cut by glens and straths and by myriad smaller burns.*
- *Long and narrow sea lochs of Loch Long, and the more sinuous Loch Gail.*
- *Coniferous forest predominantly covers the lower slopes of the Cowal hills, extending high into narrow glens and merging with broadleaf woodlands.*
- *Generally smoother Luss Hills forming conical peaks and long narrow ridges and spurs. These hills are more open with only small areas of coniferous forestry on lower slopes.*
- *Hills often seen in conjunction with the higher Highland Summits.*
- *Some hills form key landmark features in views along the sea lochs.*
- *Settlement largely absent even from the narrow rocky coastal edges along the sea lochs and some parts feel relatively remote. MOD facilities on the fringes influence character in some areas.”*

In terms of its scale, landform, absence of settlement, landcover and the way in which it forms the skyline to the Firth of Clyde and sea lochs, this LCT has strong similarities to AB LCT1 Steep Ridgeland and Mountains described in Chapter 5, and is considered to also be of High/medium susceptibility. As the LCT is within the National Park, it is considered to be of National value and High sensitivity. Viewpoints 23 and 24 are located in this LCT.

As shown by Figure 5.5, there would be limited visibility of the Proposed Development from within 5 km in this LCT. As shown by viewpoint 23 at Strone Hill, there is not a strong sense of separation between this LCT and the host LCT in the relatively short views across Holy Loch, and the apparent nearby presence of the turbines in a landscape that appears very similar would give rise to Medium/small scale changes to character. These would reduce to Small scale beyond 5-6 km and become Negligible beyond 8 km where there is a reduction in the extent of visibility and there would be a clear sense of separation from the Proposed Development as illustrated by viewpoint 24 at Beinn Mhor. Permanent changes to character would be Localised, arising from patchy areas of visibility in a relatively small part of the LCT, and the magnitude of impact would be Small. Effects would be **moderate, adverse and not significant**.

NS LCT254 Straths and Glens with Lochs (6.9 km, N)

As shown on Figure 5.4, this character type covers Loch Eck to the north of the Site, it also appears elsewhere within the National Park, more than 15 km from the Site. Key characteristics described for the LCT in the NatureScot assessment include:

- *“Strongly enclosed by steep and often rugged hill slopes with lochs filling much of the space between, leaving only a narrow flatter margin against the loch shore.*
- *Lochs generally long and narrow.*
- *Narrow passes occur between some lochs. Subtle promontories and narrow beaches feature on loch shorelines, – these particularly appreciated in long views down the length of the lochs. Modification of natural lochs and water catchments in the Park, giving rise to a variety of structures including dams and aqueducts – many of these comprise distinctive 19th Century structures.*
- *Settlements often located at the head of lochs and major through roads are aligned through some of these glens and straths.*
- *Scattered traditional dwellings or clusters of buildings usually located close to alluvial pastures at the intersection with side glens and water courses on some loch shores.*
- *Tourism and recreation facilities along loch shores.*
- *Highland-type designed landscapes, grand houses, hunting lodges and associated features, policies and parklands occupy prime loch shore positions. Pier and timber boat houses are a common feature in association with houses and estates particularly on Loch Ard.*
- *Lochs are highly visible, with roads and cycle/walking routes aligned close to their shores.*
- *Long views are possible across open water to the Highland Summits and the combination of craggy towering hills and smooth water is an essential component of the scenic richness of the National Park.”*

The narrow, enclosed nature of this LCT and trees along the loch shores create a sense of smaller scale and the landscape type is sensitive to views of turbines either above the valley sides or in the long views along the lochs – particularly if seen in views towards the Highland Summits LCT to the north. The LCT is considered to have a High susceptibility and as the LCT is within the National Park, it is considered to be of National value and High sensitivity. Viewpoint 8 is located in this LCT.

As shown by Figure 5.5, there would be widespread views of the turbines from the water of Loch Eck, but very limited visibility from the narrow, wooded loch shores, with viewpoint 8 representing one a small number of locations where such views would arise. Where the turbines are visible, they would be a discordant element, seen through the gap between hills at the mouth of the loch, but they would be clearly distant and would not affect the sense of scale of the nearby loch and valley sides. The Permanent, Localised changes to character would be Small scale and the magnitude of impact would be Small/negligible. Effects would be **minor, adverse and not significant**.

IC LCT1 Raised Beach (6.5km, SE)

As shown by Figure 5.4, this LCT consists of a narrow strip along the coast encompassing Wemyss Bay and Ardgowan. Viewpoints 15, 16 and 17 show views from the coast within the LCT. The same landscape type continues to the south within North Ayrshire. The LCSGCV describes the character and susceptibilities as follows:

Table 5.2.1 – IC LCT1 Susceptibility Criteria

Criteria	Description	Susceptibility
Landform and Scale	<i>“The landscape is of a small scale, comprising a linear coastal or estuarine edge forming narrow platforms, backed by steep escarpments. The distinctive</i>	High

	<i>topographical shape appears as a dramatic, defensive setting, in views across the Clyde. The landform has a strong horizontal dimension due to its linearity and relationship with the Firth of Clyde / Clyde Estuary."</i>	
Land Cover	<i>"Historically, the Raised Beach LCT would have been covered with hanging broadleaved woodland, and remnants of this are an important feature. In other areas the slopes have been developed or, where slopes are more gentle, parts of the scarp are farmed."</i>	Medium
Settlement and Man-made influence	<i>"Settlement, industry and transport are highly influential in this landscape, much of which is associated with ship building or port facilities. Many settlements echo the shape of the LCT, long and linear along the coastline, occupying both flat platforms and steep slopes."</i>	Low
Movement	<i>"The level of movement in the LCT reflects the concentration of settlement and transport in the area. A number of major roads pass through this LCT, including the A78 and A770."</i>	Low
Skylines	<i>"The steep slopes of the former cliff lines enclose the low platforms, forming a short field of distance in views inland. The skyline in views from the coast opens out from the western coast of Inverclyde, across to Argyll and Bute."</i>	Medium
Key views, vistas and landmarks	<i>"Views within the Raised Beach LCT are predominantly those across or along the Clyde, including framed views along the estuary, and more open views west towards the Cowal Peninsula. Landmarks include various modern and historic elements of different scales, including castles, forts, and historic houses, ships, harbours and warehouses."</i>	High/medium

Considering these factors together, susceptibility is judged to be Medium. The LCT is not designated, nor is it perceived as wild, but does have features of cultural heritage interest and policy woodlands which provide more tranquil areas and natural interest. It is considered to be of Community value and Medium sensitivity.

As shown by viewpoints 15, 16 and 17 and Figure 5.5, there would be widespread visibility of the Proposed Development from the coast, but this would be reduced in settled areas and inland by buildings and the characteristic policy woodlands. Changes to the characteristic skyline seen in coastal views would give rise to Permanent, Small scale changes to character, affecting an Intermediate extent of the LCT. The magnitude of impact would be Small and effects would be **moderate/minor, adverse and not significant**.

IC LCT20 Rugged Moorland Hills (6.5km, SE)

As shown by Figure 5.4 this LCT covers the upland areas which extend away from the lower lying coastal settlements in Inverclyde. Viewpoint 18 is located within the LCT, which hosts Inverclyde wind farm. The same landscape type continues to the south within North Ayrshire. The LCSGCV describes the character and susceptibilities as follows:

Table 5.2.2 – IC LCT20 Susceptibility Criteria

Criteria	Description	Susceptibility
Landform and Scale	<i>"This is a large scale landscape. Relatively high summits for the study area, and emphasised by proximity to low-lying valleys and coastal areas. Often a simple landscape of moorland hills, there are occasional strong features within the hills, and distinctive scarp slopes along the coastal edges."</i>	Medium
Land Cover	<i>"Open land cover of grass and heather moorland, without enclosure except at its farmed edges. Some areas of coniferous plantation but generally an open landscape. Small areas of woodland are associated with gullies and coastal braes, and in more settled areas."</i>	Low
Settlement and Man-made influence	<i>"Very limited settlement except at its fringes. Human influence is limited to coniferous plantations and reservoirs. Pylons cross the moors and have a local influence. Densely settled areas lie very close to this landscape, though this serves to highlight their relative lack of human influence."</i>	High/medium
Movement	<i>"Movement is not a feature of this landscape, which is still and not traversed by major roads, with the exception of the A78 and railway corridor north-east of Inverkip. From the edges of the moors there are views down into and across more settled areas, including roads, railways, and movement on the Clyde."</i>	High/medium
Skylines	<i>"This is a large scale landscape. Relatively high summits for the study area, and emphasised by proximity to low-lying valleys and coastal areas. Often a simple landscape of moorland hills, there are occasional strong features within the hills, and distinctive scarp slopes along the coastal edges."</i>	High/medium
Key views, vistas and landmarks	<i>"These moorlands are open and offer long views across rolling plateaux. Within the hills are landmark features including distinctive scarps and hilltops. It is a landscape with several accessible viewpoints."</i>	High/medium

Considering these factors together, susceptibility is judged to be High/medium. The LCT is partly included in the West Renfrewshire Hills LLA and has some characteristics of wildness and tranquillity, particularly by comparison to the adjacent coastal strip. It also has features of cultural heritage interest and notable areas which are protected for their ecological value. It is considered to be of Regional value and Medium sensitivity.

As shown by viewpoint 18 and Figure 5.5, there would be relatively widespread visibility of the Proposed Development from summits and northwest facing slopes within approximately 10 km of the proposed turbines,

beyond which visibility would markedly reduce. There would be a clear sense of separation from the Proposed Development provided by the visible differences in character and the intervening Firth of Clyde. Permanent, Localised, Small to Small/negligible scale changes to character would arise within the closest areas of the LCT, decreasing to Negligible to the east and south of Loch Thom where there is a break in visibility and Inverclyde wind farm is an existing influence on character. The magnitude of impact would be Small/negligible and effects would be **minor, adverse and not significant**.

SCA7 Upper Firth of Clyde SCA (3.4 km, SE)

As shown on Figure 5.4, this character area covers the water channel between the islands of Cumbrae and Bute and the Inner Firth of Clyde beyond Gourrock and Dunoon. The CLSA describes the character as:

“a complex stretch of sea which forms the gateway between the much more expansive Lower and Outer Firth and the narrow Inner Firth. Its complexity is in part because of the varied width of the seaways, with narrow channels around the Cumbraes, and then broader straits appearing more expansive where they merge with Rothesay Sound and the Inner Firth. There are even views as far north as the mouth of Loch Long. This is a busy stretch of sea. Commercial shipping traffics through the main shipping channels heading to and from Glasgow. The sea is also frequented by ferries, yachts and occasional fishing boats. The largest marinas in Scotland are on this coast, and...the deep port at Hunterston attracts huge container ships... This is a largely settled stretch of coast, with continuous linear development south of Dunoon contrasting with more clustered settlement of towns on the Ayrshire coast. However, there are stretches of undeveloped and even secluded coast, such as...at Lunderston Bay [and areas towards the south of the SCA]. These contrast with the huge infrastructure at the former Inverkip power station and Hunterston...”

Table 5.2.3 – SCA7 Susceptibility Criteria

Criteria	Description	Susceptibility
Hinterland	The hinterland is varied, but typically rises to relatively high elevations, with raised beaches with moorland beyond to the east and Bute and the Cowal peninsula to the west.	High
Coastal edge	The varied landform and geology of the coast and islands create a complex coastal edge.	High
Movement	There is a lot of movement within the waterway from shipping, with that sense of movement increased by wind, waves and views of occasional single wind turbines along the coastline to the east.	Low
Use of the coast	As noted above this is a busy coastline including developments of a variety of scales and types.	Low
Scale	As described above, the width of the channel varies. Generally, there is a sense of space, but not expansiveness.	Medium
Enclosure and skylines	Views are enclosed to all sides by the coast and islands, with the water channel and islands dividing the undulating and varied skyline into distinct sections.	Medium

Considering the above criteria together, the SCA is considered to have a Medium susceptibility. As shown by Figure 5.2, the shorelines around the southern part of the SCA are included in local landscape designations which hosts the large shipping facilities. Taking into account this mix of designation/not, and the SCA is considered to be of Regional/community value and Medium sensitivity.

As shown by Figure 5.4, there would be widespread visibility of the Proposed Development from within the SCA, and the turbines would be seen to the north looking along the channel as it narrows, with views being similar to those shown from viewpoints 15, 16 and 17 on the coast to the east and 19 at Great Cumbrae. The turbines would be a new characteristic feature at the northern end of the channel, forming another marker, along with Dunoon, the lighthouse at Cloch Point and the change of direction of the water channel, of the transition to the Inner Firth of Clyde. Changes to character would be Medium scale in the closest part of the SCA, reducing to Small scale as far as Wemyss Bay and Negligible beyond as there is an increasing separation and the seascape draws more from the character of the Ayrshire coast where existing wind farms are seen on the hills southeast of Largs, and islands. These Permanent changes to character within a Localised extent of the character area would give rise to a Medium/small magnitude of impact. Effects would be **moderate/minor, adverse and not significant**.

Visual Receptors

The sensitivity of visual receptors is detailed at section 5.10.47 of Chapter 5.

Gourock (6.8 km, E)

Gourock is a coastal town and ferry port on the south-east bank of the Firth of Clyde, opposite Dunoon. It encompasses a number of densely developed neighbourhoods separated by large greenspaces with trees. The main areas of outward views are from the coast road across the Clyde, though there are occasional aligned views from streets which descend from higher ground. People living in and visiting the town have a High/medium sensitivity to changes to views.

The Proposed Development would be openly seen from the coast road, looking out over the Firth of Clyde where it will be seen standing on the skyline above Dunoon as illustrated by viewpoint 14. Elsewhere within the

settlement visibility would be mostly screened by buildings and/or trees with occasional glimpsed views of blades seen from more open road junctions. Few streets would have an open, aligned view towards the turbines, with the main exception being Reservoir Road. There would also be open views from the Lyle Hill viewpoint as shown by viewpoint 13. Permanent changes to views would be Medium scale, and taking account of the importance of coastal views to the amenity of the town, would affect an Intermediate extent of the town, giving rise to impacts of Medium magnitude. Effects would be **moderate, adverse and not significant**.

Cove, Kilcreggan, Rosneath Core Paths and Kilcreggan-Gourock Ferry (7.7 km, E)

Cove and Kilcreggan form a band of settlement around the south-western end of the Rosneath peninsula. Core Paths and local roads continue around and over the higher ground away from the coast. Both villages have some streets and homes on higher ground beyond the coast road which in places have open outlooks towards the Site – more frequently from homes and gardens than from the street. The local ferry service connects the eastern end of Kilcreggan to Gourock. People living in and visiting the villages and using the Core Paths and ferry route have a High/medium sensitivity to changes to views.

The Proposed Development would be openly seen from the coast road, looking out over the Firth of Clyde where it will be seen standing on the skyline above Dunoon as illustrated by viewpoint 9. Elsewhere within the settlement visibility would be screened to a greater or lesser degree by buildings and/or trees, but there would be some open views looking out over a foreground of roofs and vegetation lower down in the villages – particularly from sections of Barbour Road and Argyll Road in Kilcreggan. As shown by Figure 5.6, users of the Core Paths which follow Barbour Road and Shore Road around and over the west side of the peninsula, and users of the Core Path along Fort Road around the coast near Portkil would have open views of the turbines, as would Ferry passengers. Permanent, changes to views would be Medium/small scale and would affect a Wide extent of this receptor group, giving rise to impacts of Medium/small magnitude. Effects would be **moderate, adverse and not significant**.

Inverkip (8 km, SE)

Inverkip is a coastal village centred around a large marina in Inverkip Bay, the old part of the village is set along the coast road and low lying while extensive areas of more modern housing development extend up the hills above. Woodland surrounds the village, including along the coast road and around the marina, and is interspersed among the areas of housing. People living in and visiting the village and marina have a High/medium sensitivity to changes to views.

Outward views are relatively infrequent from the old part of the village and areas of housing around the marina, with views mostly arising from within the marina itself, the beaches and where gaps in vegetation allow from the coast road as it exits the village to the southwest, as illustrated by viewpoint 16. In these areas, the Proposed Development would be openly seen looking out over the Firth of Clyde standing on the skyline above Dunoon.

In the more modern areas of housing development set back up the hill, frequent open views towards the Site are possible where roads align or where gaps in buildings or areas of public open space allow elevated views across the Firth of Clyde. As illustrated by illustrative views M and N in Appendix 5.3, the Proposed Development would be seen either just above rooftops in the settlement or sitting on the skyline above Dunoon in the wider context of the landscape surrounding Firth where views are more open.

Permanent changes to views would be Medium/small scale and would affect an Intermediate extent of the village, giving rise to impacts of Medium/small magnitude. Effects would be **moderate, adverse and not significant**.

Clyde Muirsheil Regional Park (6.7 km, SE)

The Clyde Muirshiel Regional Park extends across the uplands south of Gourock and includes a network of Core Paths as well as the opportunity to walk the hills away from the paths. The area closest to Gourock and Greenock is not included within any landscape designations, but that south of Inverkip is within the West Renfrewshire Hills Local Landscape Area in Inverclyde. Visitors to the Regional Park have a High/medium sensitivity to changes to views.

As shown by Figure 5.6, there would be an area of visibility across Burneven Hill, where views towards the Proposed Development would be similar to, but more distant and elevated than nearby viewpoints 14 and 15 on the coast. Further inland and further south, visibility would be more limited by intervening higher ground, and where visibility arises, views would be similar to viewpoint 18 at Kelly Cut. As shown by Figure 5.6, where Core Paths run through valleys or woodland, there would be no visibility of the proposed turbines. Permanent changes to views would range between Medium and Small scale, reducing with distance and proximity to Inverclyde wind farm, affecting a Localised extent of the Core Path network, and Wide extent of the open hill tops. The magnitude of impact would be Medium/small and effects would be **moderate, adverse and not significant**.

Wemyss Bay and Skelmorlie (8.7 km, SE)

These dense coastal settlements mostly have streets which are parallel with or perpendicular to the coast and have mature trees within and around gardens such that layers of buildings and vegetation largely screen outward views to the north-west from ground level. This receptor group would have a High/medium sensitivity to changes to views.

There would be occasional coastal views of the Proposed Development such as that from Viewpoint 17, but much of the coastline is steep rocky ground and/or at the end of gardens, and thus not readily accessible. Some similar views would occur from streets set back and parallel to the coast at the northern end of Wemyss Bay, including Leapmore Drive, Castle Wemyss Drive and Burns Drive, and the small park between Toward Road and Innellan Road. Further inland from these, undulating topography and woodland would screen views of the Proposed Development.

Away from Shore Road and the coast at Skelmorlie, there would be some glimpsed visibility from a short stretch of Skelmorlie Castle Road in the most elevated part of the village, as illustrated by illustrative view O in Appendix 5.3, where the Proposed Development would be seen over and between buildings, and other limited glimpsed views through gaps between buildings and trees would arise in Upper Skelmorlie.

There would be a Limited extent of Permanent, Small and Small/negligible changes to views giving rise to impacts of Small/negligible magnitude. Effects would be **minor, adverse and not significant**.

Ferry users – Wemyss Bay to Rothesay (10.5 km, S)

This short ferry crossing connects the mainland to the Isle of Bute and allows longer views north and south along the Firth of Clyde and closer views of the surrounding coastline. Ferry passengers would have a Medium sensitivity to changes to views.

Views from the ferry route near the mainland would be similar to those shown from viewpoint 17 at Wemyss Bay where the turbines would be seen looking north towards Dunoon and there would be a shorter section of visibility similar to that from viewpoint 20 at Rothesay where some of the turbines would be visible in the distance through a gap in the hills. As shown by Figure 5.6, there would be no visibility of the Proposed Development for much the central section of the route. There would be an Intermediate extent of Permanent, Small scale, Permanent changes to views giving rise to impacts of Small magnitude. Effects would be **moderate/minor, adverse and not significant**.

Ayrshire Coastal Path (10.5 km, SE)

This long distance walking route runs north-south along the coast between Wemyss Bay and Glen App. Within the 15km detailed study area, it is set back from the coast once it leaves Skelmorlie, following local roads which parallel the coast part way up the hill slopes. Users of this walking route which passes through the Mainland Special Landscape Area, would have a High/medium sensitivity to changes to views.

Views of the Proposed Development would mainly affect northbound walkers as the turbines would be behind those heading south. Terrain and nearby vegetation would limit views from the route south of Meigle, except when descending towards Meigle. Leaving Meigle there would also be open views of the proposed turbines once the route ascends out of the woodland, with the turbines seen on relatively distant hills beyond the Firth of Clyde where/when the hedge is cut low enough to allow outward views. Entering Skelmorlie, visibility would be more limited, except for some brief aligned/glimpsed views along Skelmorlie Castle Road, as shown by illustrative view O in Appendix 5.3. Views from the northern end of the route near the ferry port would be similar to those shown from viewpoint 15. Permanent, changes to views would be Medium/small to Small scale for a very Limited extent of this long-distance walking route, giving rise to impacts of Small/negligible magnitude. Effects would be **minor, adverse and not significant**.

A815 (1.7 km, E)

As shown by Figure 5.6, the A815 provides the primary road access to Dunoon, approaching the town from the A83, approximately 30km to the north through the National Park alongside Loch Eck. Users of this winding and relatively slow route would have a Medium susceptibility to changes to views, which are of National value within the National Park and Community value elsewhere. Sensitivity is judged to be High/medium within the National Park and Medium elsewhere.

For road users heading towards Dunoon from the north, the first views of the turbines would arise from alongside Loch Eck with occasional channelled views towards the Proposed Development where there are gaps in the screening provided by nearby rising ground and vegetation; similar to that shown from viewpoint 8. South of Loch Eck, there would be a short stretch of more open views around the head of Holy Loch as illustrated by viewpoint 5, where Large/medium scale changes to views would arise as a result of views of the turbines seen above the nearby hillside. Continuing south of the B836, visibility would largely be screened, with only occasional glimpses of the turbines looking between houses as shown by illustrative views C and F.

For northbound road users, there would be a short stretch of views of the turbines above houses and the hills beyond from the open stretch of Bullwood Road and Wellington Street in Dunoon as shown by illustrative view H in Appendix 5.3. Passing through Sandbank, there would be a short stretch of road where the turbines would be seen on nearby slopes ahead of the direction of travel as shown by viewpoint 1. After turning north at the marina, the turbines would be screened and then behind the direction of travel.

For both directions of travel, Permanent changes to views would arise for a very Limited extent of the route, being at most Large scale for northbound road users, and Large/medium scale for those heading south, and affecting areas outside of the National Park. The magnitude of impact would be Medium/small and effects would be **moderate/minor, adverse and not significant**.

National Cycle Route 75/753 (6.4 km, SE)

This is a long distance cycle route between Edinburgh and Inverkip. Cyclists using this route would have a Medium sensitivity to changes to views.

Between Gourock and Inverkip, there are open views from the route where it runs around the coast, only interrupted by occasional trees and buildings. In this stretch of the route the proposed turbines would be looking across the water at distances of 6.4-10 km as illustrated by viewpoints 14, 15 and 16. Cyclists heading in both directions would see the Proposed Development ahead of their direction of travel as they head towards Cloch Point, before the route turns and the site is behind their direction of travel. In each case this represents an approximately 4 km section of their journey and around half of the coastal views they experience along the route. Medium to Medium/small scale, Permanent changes to views would arise for a Localised extent of the route, giving rise to impacts of Medium/small magnitude. Effects would be **moderate/minor, adverse and not significant**.

Portavadie to Dunoon Cycle Route (2.0 km, E)

This cycle route along roads was formerly part of the National Cycle Route Network, connecting to NCR 75 via the Dunoon-Gourock ferry. As shown by Figure 5.6, it runs along the A8003 north of Tighnabruaich, along the B836 through Glen Lean, and along the A815 to Dunoon. Users of this route have a Medium sensitivity to changes to views.

As shown by Figure 5.6, for most of the route there would be no visibility of the Proposed Development. Cyclists heading towards Dunoon would have a brief view of the turbines near Viewpoint 7 in Glen Lean, where the turbines would be seen in a channelled view ahead of the direction of travel, giving rise to Medium/small scale changes to views. There would also be Medium scale changes to views around the junction of the B836 and A815 as they turn south towards Dunoon, and occasional glimpses of turbine blades over the houses to their right as they ride along the seafront through Sandbank and Dunoon (as shown by illustrative views C and F in Appendix 5.3).

Cyclists heading towards Portavadie, would also see the turbines above houses as they ride along the seafront road, with the closest views of the turbines seen as they pass through Sandbank (see viewpoint 1) and again when they turn onto the B836. Beyond this the turbines would be behind their direction of travel.

In both directions, there would be a very Limited extent of Permanent changes to views, ranging from Large to Small and giving rise to impacts of Medium magnitude. Effects would be **Moderate, Adverse and not significant**.

Visitors to Benmore Botanic Garden (5.0 km, N)

Benmore Botanic Garden is a key visitor destination to the north of Dunoon occupying a largely wooded site that spreads from the A815 up the nearby hillsides as shown by Figure 5.2. A storm in early 2025 caused notable damage to the gardens which are partially closed as a result and could not be visited during site work. It is assumed in this assessment that the storm damage may mean there are more open views from the higher areas of the gardens in the medium to long-term. Visitors to the gardens have a High susceptibility to changes to views which are of National Value and High sensitivity.

Most of the gardens are enclosed with no outward views. Exceptions are represented by viewpoint 6 near the bridge close to the entrance to the gardens, where people leaving the gardens may glimpse the turbines as they head back towards the car park; and viewpoint 22. Viewpoint 22 is located at a specific viewpoint at the highest point in the gardens. Trees partly screen the Proposed Development at the viewpoint location, and it would be peripheral to the main outlook along Holy Loch, but would be more openly seen walking back down the steps and from some of the paths below the viewpoint in the upper areas of the gardens.

Permanent changes to views would be Small scale for a Localised extent of the gardens, giving rise to a Small magnitude of impact which is expected to reduce slightly as the gardens are re-established after the storm damage. Effects would be **moderate/minor, adverse and not significant**.

Visitors to Lyle Hill Viewpoint (11.0 km, E)

Viewpoint 11 is located at this viewpoint which is positioned high above the towns of Gourock and Greenock and offers elevated, panoramic views over the Firth of Clyde to the hills beyond. Visitor facilities including parking, benches and interpretation boards at the viewpoint. Visitors to the viewpoint have a High susceptibility to changes to views which are of Regional value and High sensitivity.

The views to the north and west, which are the main outlook from this location, are very varied including nearby tall buildings, the firth and its associated ports and fishing traffic, coastal settlements on the far shores and farmland and hills beyond. The turbines would be an addition to these many features, giving rise to a Permanent, Small scale change to views, affecting an Intermediate extent of this wide and varied panorama. The magnitude of impact would be Small and effects would be **moderate/minor, adverse and not significant**.